

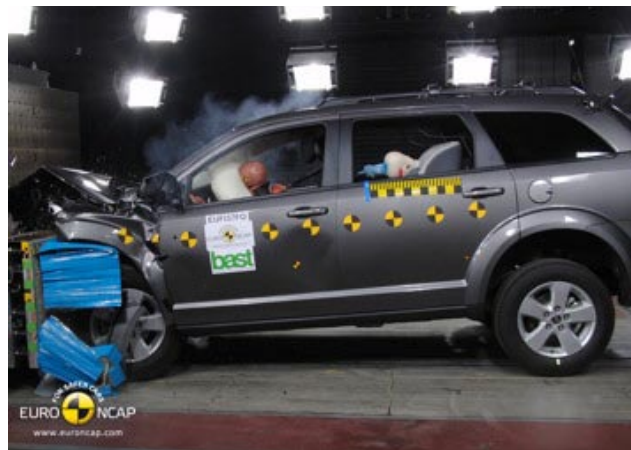
# ANCAP Safety Rating

## FIAT FREEMONT (From 2013)



<b>Test Variant:</b>	Fiat Freemont 2.0 diesel LHD
<b>Variant Applicability*:</b>	Diesel variants only
<b>Kerb Mass:</b>	1907 kg
<b>Vehicles Built:</b>	2011
<b>Engine:</b>	2.0 Diesel
<b>Category:</b>	Large SUV

**Note:** This rating is based on Euro NCAP tests of the diesel left-hand-drive European model.



Frontal offset test at 64 km/h (Euro NCAP)

Airbags	ESC	Frontal Offset	Side Impact	Pole	Whiplash	Pedestrian	Seat Belt Reminders	Overall Score	ANCAP Safety Rating
Frontal + Side + Head	Standard	12.15 (out of 16)	16.00 (out of 16)	2 (out of 2)	PENDING	MARGINAL*	2 (out of 3)	32.15 (out of 37)	★★★★★

\* Pedestrian protection score achieved with active bonnet that is not available on the Australasian model.

The tested model of Fiat Freemont was introduced in Australia in 2013. This ANCAP safety rating only applies to diesel variants. Petrol variants are unrated.

Dual frontal, side chest and side head airbags (curtains) are standard. Antilock brakes (ABS), electronic brake distribution (EBD) and electronic stability control (ESC) are also standard. Advanced seat belt reminders are fitted to both front seats.

In the frontal offset crash test, driver chest protection was acceptable, leg protection was marginal and foot protection was acceptable. In the side impact crash test all driver driver injury values were good. Head protection in the side pole test was good.

## OCCUPANT PROTECTION

### Frontal Offset Test.

Each body region is scored out of 4 points

Head / neck:	4.00 points
Chest:	3.18 points
Upper legs:	2.00 points
Lower legs:	2.98 points

The passenger compartment held its shape well in the frontal offset test but brake pedal displacement was marginal. Driver and passenger contact with the airbags was stable. All doors remained closed during the crash. After the crash the driver's doors could be opened with high manual effort.

### Side Impact Test.

Each body region is scored out of 4 points

Head:	4.00 points
Chest:	4.00 points
Abdomen:	4.00 points
Pelvis:	4.00 points

As expected with high-seat vehicles like the Freemont, good protection was provided for the driver in the side impact test.

### Pole Test.

Scored out of 2 points

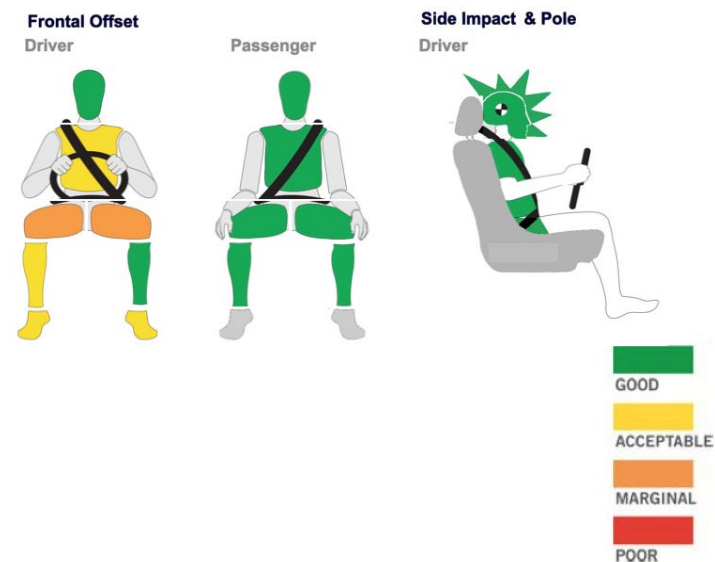
The vehicle was eligible for a side pole test because it has side curtain airbags. The vehicle scored the maximum 2 points for head protection in this test.

### Whiplash Protection Test.

Whiplash protection is assessed to the RCAR Protocol

A whiplash rating is pending but does not affect the overall safety rating

### Injury Outcomes.



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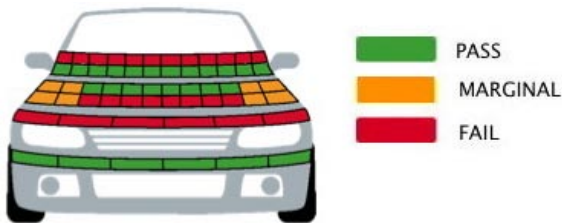
## PEDESTRIAN PROTECTION

### Pedestrian Test.

Scored out of 36 points

Child head impacts:	5.96 points
Adult head impacts:	6.00 points
Upper leg impacts:	0.00 points
Lower leg impacts:	6.00 points

The Freemont tested by Euro NCAP had an 'active' bonnet. The Australasian model does not have this feature and so lower head impact scores can be expected. This does not affect the overall safety rating. 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.



(Tested by Euro NCAP v5.3)



Fiat Freemont

## SAFETY FEATURES

These specifications are subject to change. Please check with manufacturer for the latest specifications. For a description of these safety features and safety rating requirements see the ANCAP Road Map.

Safety Assist Technology (SAT)	Availability
Front airbag - driver	S
Front airbag - passenger	S
Side airbags (chest protection) - front seats	S
Side airbags (head protection) - front seats	S
Side airbags (head protection) - 2nd row seats	S
Knee airbag - driver	X
Three-point seat belts for all forward facing seats	S
Seat belt pretensioners (front / rear outboard)	S / X
Intelligent seat belt reminder - driver	S
Intelligent seat belt reminder - front passenger	S
Intelligent seat belt reminder - 2nd row seats	X
Head restraints for all seats	S
Antilock brakes (ABS)	S
Electronic brake distribution (EBD)	S
Emergency brake assist (EBA)	S
Electronic stability control (ESC)	S
Adaptive cruise control (ACC)	X
Autonomous emergency braking (AEB)	X
Lane support system	X
Automatic headlights	S
Daytime running lights	S
Hill launch assist	S
Roll stability system	S
Tyre pressure monitoring	S

S = Standard on all variants.  
 O = Optional on base variant. May be standard on higher variants.  
 V = Not available on base variant but standard or optional on higher variants.  
 X = Not available on any variant.

## INJURY MEASUREMENTS

Body Region	Frontal offset test at 64 km/h (v5.1)		Side impact test at 50 km/h (v5.1)
	Driver	Passenger	Driver
<b>Head</b>			
HIC	232.00	189.00	45.00
Acceleration (g for 3ms)	39.10	34.30	25.10
<b>Neck</b>			
Shear (kN)	0.50	0.56	-
Tension (kN)	0.75	0.94	-
Extension (Nm)	14.60	14.20	-
<b>Chest</b>			
Acceleration (g for 3ms)			-
Compression (mm)	27.77	19.55	14.65
Viscous criterion (m/s)	0.12	0.07	0.06
<b>Abdomen</b>			
Force (kN)	-	-	0.06
<b>Pelvis</b>			
Force (kN)	-	-	0.60
<b>Upper legs</b>			
Femur force left (kN)	1.70	1.70	
Femur force right (kN)	1.88	0.50	
Knee displacement left (mm)	0.20	0.10	
Knee displacement right (mm)	0.00	1.30	
<b>Lower legs</b>			
Force left (kN)	0.85	1.03	
Force right (kN)	2.03	1.50	
Index (upper / lower) left	0.40 / 0.18	0.29 / 0.15	
Index (upper / lower) right	0.63 / 0.48	0.23 / 0.22	

## INTRUSION MEASUREMENTS

### Steering Column

Forwards:	45mm
Downwards:	7mm
Sideways:	6mm

### Pedals

Brake (rearwards):	97mm
Brake (upwards):	16mm
A-Pillar (rearwards):	3mm

## SCORE DEDUCTIONS

### Deductions from frontal offset test scores

Left knee hazard for driver:	2 points from upper leg score
Right knee hazard for driver:	2 points from upper leg score*
Blocked brake pedal:	0.22 points from foot score

\*Maximum deduction is 2 points from a body region.

### Deductions from side impact test score

No deductions for side impact test.

### Deductions from pole test score

No deductions for pole test.

\* For information about the application of ANCAP ratings to model variants see the ANCAP Variant Policy. In brief, 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 extending a rating to additional variants of a model.

^ Refer ANCAP Rating Road Map ([www.ancap.com.au/media](http://www.ancap.com.au/media)).

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