

# [Car crash tests]

## Results for 12 new cars

The latest crash tests by the European New Car Assessment Programme (Euro NCAP) highlight new developments and some best-ever scores for occupant protection. But some car makers still need to get into gear when it comes to thinking of pedestrians in a crash.

Lexus is the first maker to fit knee airbags, which protect against lower leg injuries, for both driver and passenger. And Peugeot has made the first supermini with a driver's knee airbag. Its 1007 model also has seat-belt reminders for all occupants – more than on many dearer cars. Fiat has made major changes to the Stilo to improve occupant safety. And it seems as if side airbags that protect the head will soon be standard on most cars.

### ADULT OCCUPANT PROTECTION

Seven cars achieved the top five-star score. The other five scored four stars. Only the Citroën C1 and Smart ForFour do not have head-protecting airbags fitted. The Peugeot 1007 gained the highest ever score for a supermini, making it best in class for adult occupant protection.

### CHILD OCCUPANT PROTECTION

Seven cars achieved four stars, and four gained three. But the Smart ForFour fell short of the mark, with a meagre two stars for protecting children sitting in the recommended child car seat.

### PEDESTRIAN PROTECTION

It's easy to design a car to be less aggressive towards pedestrians in an impact – at very little cost. Honda has shown what can be achieved with thoughtful design of the front of the car, but manufacturers are still too slow in acting on this.

In these tests, four cars – the Renault Clio, Fiat Stilo, Smart ForFour and the BMW 3-Series – show little evidence of having thought about pedestrians with their bumper design. In contrast, the Honda FR-V, Mercedes A-Class, Vauxhall Zafira and the VW Passat all have pedestrian-friendly bumpers.

The story is worse for bonnets: seven makers failed to design this area to make it forgiving to pedestrians. Of the rest, it isn't clear whether what they have achieved is down to luck or judgement.

Four cars – the BMW 3-series, Fiat Stilo, Mercedes A-Class and the Smart ForFour – also show no attempt to protect a pedestrian's head in the design of the bonnet, wings and windscreen surround. In fact, the Smart scored no points for protecting children's heads.



## The scorecard

Maximum rating for both adult occupant protection and child protection is five stars. Maximum pedestrian-protection rating is four stars. The child-occupant protection rating gives a general indication of how one seat (recommended by the car maker) performed in this car under Euro NCAP test conditions. It doesn't relate to the car or the seat alone. Occupant protection ratings cannot be compared between different classes.

### SUPERMINIS



#### Citroën C1

Adult occupant ★★★★★  
Child occupant ★★★  
Pedestrian ★★



#### Suzuki Swift

Adult occupant ★★★★★  
Child occupant ★★★  
Pedestrian ★★

### LUXURY CARS



#### Lexus GS300

Adult occupant ★★★★★  
Child occupant ★★★★★  
Pedestrian ★★



#### Peugeot 1007

Adult occupant ★★★★★  
Child occupant ★★★  
Pedestrian ★★



### MEDIUM CARS

#### Fiat Stilo

Adult occupant ★★★★★  
Child occupant ★★★★★  
Pedestrian ★



### SMALL MPV

#### Honda FR-V

Adult occupant ★★★★★  
Child occupant ★★★  
Pedestrian ★★★



#### Renault Clio

Adult occupant ★★★★★  
Child occupant ★★★★★  
Pedestrian ★



#### Mercedes-Benz A-Class

Adult occupant ★★★★★  
Child occupant ★★★★★  
Pedestrian ★★



#### Vauxhall Zafira

Adult occupant ★★★★★  
Child occupant ★★★★★  
Pedestrian ★★



#### Smart ForFour

Adult occupant ★★★★★  
Child occupant ★★  
Pedestrian ★



### LARGE CARS

#### BMW 3-series

Adult occupant ★★★★★  
Child occupant ★★★★★  
Pedestrian ★



#### VW Passat

Adult occupant ★★★★★  
Child occupant ★★★★★  
Pedestrian ★★