

Crash Tests

New Car Safety

Alfa Romeo Mito

06/2009 on 01/0001 - Frontal+Side+Head+Knee

Overall Evaluation



Overall Score

Variant: 3 door hatch

36.1 out of 37

Engine: 1.4 turbo
Category: Small Car

The left-hand-drive European model was tested by Euro NCAP. Australasian specifications may vary and therefore models sold in Australasia might provide different levels of protection to those described on this page.

Model History and Safety Features

The tested model of Alfa Romeo Mito was introduced in Australia during 2009. Dual front airbags, side airbags and head-protecting side curtains are standard equipment. Antilock brakes (ABS), electronic brakeforce distribution (EBD) and electronic stability control (ESC) are also standard. Intelligent seat belt reminders are fitted all seats.

The front seat belt buckles are mounted on the seats and the upper anchorages are adjustable. These features improve the fit of the seat belt. Pretensioners are fitted to the front seat belts to reduce slack in the event of a crash. A three point seat belt is fitted to the centre rear seat. This provides better protection than a two point (lap) seat belt.

Overall Evaluation: 5

5 Stars. The Mito scored 15.32 out of 16 in the offset crash test. The passenger compartment held its shape well. There was a slight risk of serious chest and leg injury for the driver.

The vehicle scored 15.78 out of 16 in the side impact crash test and a further two points in the optional pole test.

Frontal Offset Crash Test

Body region scores out of 4 points each: Head/neck 4 pts, chest 3.89 pts, upper legs 4 pts, lower legs 3.42 pts.

The passenger compartment held its shape well in the offset crash test. The accelerator pedal moved rearwards by 59 mm and upwards 5 mm. The steering wheel hub moved 11mm forward, 48mm downward and 4 mm sideways. The front ("A") pillar moved 4 mm rearwards. All doors remained closed during the crash. After the crash all doors could be opened with normal effort.

The airbag cushioned the head of the driver and contact was stable. A knee airbag protection the driver's knees. The passenger's head was cushioned by the airbag.

Side Impact Crash Test

Body region scores out of 4 points each: Head 4 pts, chest 3.78 pts, abdomen 4 pts, pelvis 4 pts.

The vehicle was eligible for an optional pole impact test. The manufacturer decided to go ahead with the pole test and the vehicle earned a further two points.

Pedestrian rating (v4.2)



The bumper scored maximum points for its protection of pedestrians' legs. However, protection offered by the bonnet to the head of a struck adult was predominantly poor.

Child head impacts	6.51
Adult head impacts	1.48
Upper leg impacts	3.58
Lower leg impacts	6
Total (out of 36)	17.57

Offset crash test at 64km/hr



Injury Measurements

Refer to the information sheet 'How the tests are done'	Offset Crash Test at 64km/h (v4.2)		Side Impact Crash Test aa 50km/h (v4.2) Driver
	Driver	Passn	
Head			
- HIC	378	229	50
- Acceleration (g for 3ms)	46.6	39.4	22.1
Neck			
- Shear (kN)	0.67	0.3	
- Tension (kN)	1.21	0.76	
- Extension (Nm)	9.8	9.7	
Chest			
- Acceleration (g for 3ms)			
- Compression (mm)	22.74	15.17	18.55
- Viscous Criterion (m/s)	0.09	0.04	0.18
Abdomen			
- Force (kN)			0.59
Pelvis			
- Force (kN)			1.82
Upper Legs Force (kN)			
- Left	0.77	0.12	
- Right	0.37	0.1	
Knee Displacement (kN)			
- Left	0.7	0.7	
- Right	0.4	0.5	
Lower Legs Force (kN)			
- Left	2.29	1.86	
- Right	2.66	1.06	
Index (Upper Lower)			
- Left	0.45 0.3	0.29 0.19	
- Right	0.53 0.24	0.38 0.23	

Bonus points (maximum 5)

Pole Test: 2 points

Seat Belt Reminders: 3

Modifiers for offset test scores

Head	No deduction
Chest	No deduction
Upper leg	Variable & Conc. loading
Lower leg	No deduction
Foot score	No deduction
Structure	4 points

Modifiers for side impact test scores

Head		
Chest	Backplate load	0.22pt deduction
Upper leg		
Lower leg		
Foot score		
Structure		



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