

# **ORDER NOW IF YOU WANT THE CUTEST CAR IN 2008!**

*Fiat issues pricing and specifications for the new Fiat 500 three months ahead of first cars to meet unprecedented demand and so owners can tailor their cars to their own specifications.*

In an unprecedented move, Fiat Australia has released the full pricing and specifications of the new Fiat 500, nearly three months ahead of the first cars arriving in Australia; such is the demand amongst Australia car owners to get their hands on the first 500s and to enable owners to personalize their new cars.

“From the moment Fiat announced that the new 500 was going into production, Australians have wanted to put their names down to own the first cars,” says David Stone, General Manager for Fiat Cars in Australia. “That trickle of customers has now turned into a flood, which means we have already sold the first four months of the Australian allocation, even though we have not been able to confirm local prices.”

“With the 500 a sold-out success in Europe, we know that supplies will be limited and with the 500 offering a unique level of personalisation in the small car market sector, we have taken the decision to release details and prices of the 500 before the Australian market first car even rolls down the production line,” explains Mr Stone. “This will enable owners to take full advantage of the personalization programme and to get the Fiat 500 they have always wanted!”



The original Fiat 500 was recently voted the sexiest car of all time. The new Fiat 500 takes that original style, maintains the small car ability and adds modern technology and safety – it has a five star EuroNCAP rating, something some full-size cars can't match – and engines made for the 21<sup>st</sup> Century to produce a car that, like its illustrious forebear, sets a new small car benchmark.

It is, therefore no wonder that it has praise, awards – headed by the European Car of the Year 2008 title – and sales demand in equal amounts.

To enable Australia 500 owners to fully avail themselves of the 500, Fiat Australia is providing the full range of engine and trim packages. This means a choice of three engines, two petrol and an advanced turbo diesel that will make – with a combined fuel economy of 4.2 litres/100 km – the 500 the most economical car available in Australia, beating even the hybrids, along with three different gearboxes.

Matched to this are three equipment packages, the bright and exciting 'Pop' level, the exciting 'Sport' package and the luxurious 'Lounge' equipment level. Added to this is the personalization programme that will make it possible for owners to make their 500 a reflection of their own personality, with a long list of factory and after market accessories.

There is even a car cover printed with a picture of the original 500!

The wide range of options and aftermarket features does not mean that the 500 is a basic car. All versions feature ABS brakes, AirCon, power windows, locks and steering, as well as a six speaker MP3 capable audio system and seven airbags. Given the high level of standard equipment and the advanced technology, the Fiat 500, with prices starting at a recommended retail price of \$22,990, represents excellent value for money.

To enable prospective owners to choose their ideal Fiat 500, Fiat Australia has built a special 500 incubator – it is, after all, Fiat's new baby – section on its web site ([www.fiatcars.com.au](http://www.fiatcars.com.au)) that guides owners through the many options and allows them to walk into their Fiat dealership with a ready made order form.

"There can be little doubt, given the demand we are already facing, that the new Fiat 500 will be the most sought-after car in 2008," says David Stone. "Demand in Europe means that there will be little opportunity to expand our allocation, so anyone wanting a 500 in 2008 needs to visit our website or their local Fiat dealer as soon as possible!"

It would be belittling to 'limit' the phenomenon of the new 500 to a simple, nostalgic reinterpretation, a pastiche of the original as done by some other car makers of their historic products. Fiat's goal has not been to design a car that 'looks like' a 500, but one that 'could be' the 500 again. The new 500 opens the way for an innovative designs and technology in a number of areas that are very significant for today's customers, clearly outlining where its ambitions lie in relation to the future positioning of the Fiat brand.

The Fiat 500, which is derived from the show car displayed at the 2004 Geneva Motor Show, respects the original concept in its shape and function, as a benchmark small car that meets all the practical requirements of a small car, yet at the same time has a unique and strong emotion pull on the heart strings.



On July 4, 2007 exactly 50 years after the launch of the original Fiat 500, the new car made its debut in Fiat's home of Turin, revealing it to be a 3-door model with compact dimensions: just 355 centimetres long, 163 cm wide, 149 cm tall and with a wheelbase of 230 centimetres.

The 500 comes with a choice of three engines that guarantee sparkling performance but are sparing on fuel and eco-friendly, combined with 5 or 6 speed manual gearboxes and a Dualogic sequential robotised 5-speed gearbox. There are two petrol units, the 51 kW 1.2 and the 74 kW 1.4 from the 'Fire' family that boasts a total production output of more than ten million engines to date. The third is the 55 kW 1.3 16v Multijet Turbo Diesel with a particulate filter, which will make the Fiat 500 the most economical car on the Australian car market. These engines not only meet the existing Euro-4 environmental standard, they are designed to achieve the proposed Euro-5 standard.

Designed to respect the most stringent standards, the Fiat 500 is one of the safest cars in its entire segment. Stable, efficient braking combined with good acceleration from the engines and predictable handling at all times, get the new model out of difficult situations without batting an eyelid.

The Fiat 500 is fitted with seven airbags as standard equipment – two at the front, two curtain-bags, two sidebags and one to protect the knees – a record for this vehicle class.

ABS brakes with EBD (Electronic Brake Distribution) are fitted to all versions, with the 1.4 litre versions adding a sophisticated ESP (Electronic Stability Program) and ASR (Anti Slip Regulation), plus a Hill Holder, to help the driver on hill starts, and HBA (Hydraulic Brake Assistance) which steps in for emergency stops.

The entry level trim level is 'Pop', which includes Air-Conditioning, trip computer, front electric windows, remote central locking, front and rear head rests, height adjustable steering wheel, split-fold rear seat, ABS brakes and six speaker MP3 Audio system with steering wheel controls.

The Sport model adds 15inch alloy wheels, Blue&Me Telematics with USB connection, rear spoiler, leather steering wheel and gearknob, side skirts and red brake calipers. Over the Pop version, the Lounge gains 15 inch alloys, satin finish aluminium exterior mirrors, chrome trim pack, climate control AirCon and a fixed glass sunroof.

The comprehensive options list includes leather trim, 16 inch alloy wheels, decal options, sunroof on Sport and Pop versions, luxury and chrome packs, as well as dealer-fit options that enable owners to further personalize their Fiat 500.

Prices start at a recommended retail price of \$22,990 for the Fiat 500 Pop 1.2 and range through nine versions to the range topping Fiat 500 Lounge 1.4 Dualogic at an RRP of \$29,990.

### **Fiat 500 Recommended Retail Prices**

Version	Body	Trim	Engine/gearbox	RRP
500 Pop 1.2	3 door	Cloth	1.2 litre 51 kW/5sp man	\$22,990
500 Pop 1.2 Dualogic	3 door	Cloth	1.2 litre 51 kW/5sp Dualogic	\$24,990
500 Pop 1.4	3 door	Cloth	1.4 litre 74 kW/6sp man	\$24,990
500 Pop 1.4 Dualogic	3 door	Cloth	1.4 litre 74 kW/5sp Dualogic	\$26,990
500 Pop 1.3 JTD	3 door	Cloth	1.3 Turbo Diesel 55 kW/5spd man	\$25,990
500 Sport 1.4	3 door	Cloth	1.4 litre 74 kW/6sp man	\$26,990
500 Sport 1.4 Dualogic	3 door	Cloth	1.4 litre 74 kW/5sp Dualogic	\$28,990
500 Lounge 1.4	3 door	Cloth	1.4 litre 74 kW/6sp man	\$27,990



500 Lounge 1.4	3 door	Cloth	1.4 litre 74 kW/5sp Dualogic		\$29,990
Options		Pop	Sport	Lounge	
Leather Interior		\$1,450	\$1,450	\$1,450	
Sunroof, Fixed		NA	NA	std	
Sunroof, Electric		\$1,950	\$1,950	TBC	
Metallic Paint		\$750	\$750	\$750	
Pastel Paint		\$750	\$750	\$750	
Luxury Pack (Pop only)		\$750	std	std	
Chrome Pack (Pop only)		\$350	-	std	
15" Alloy Wheels (Pop only)		\$750	std	std	
16" Alloy Wheels		-	\$950	\$950	
Decal options					
- 500 Side Stripes		\$450	\$450	\$450	
- 500 Roof & Bonnet Stripes		\$450	\$450	\$450	
- Roof & Bonnet Barcode		\$450	\$450	\$450	
- Italia Side Stripes		\$450	\$450	\$450	
- Italia Roof & Bonnet Stripes		\$450	\$450	\$450	
- Twin Roof & Bonnet Stripe		\$450	\$450	-	
- Chequered Roof		\$650	\$650	-	

*The prices on this list are recommended retail prices and are subject to change without notice.  
These prices do not include delivery, dealer or statutory charges*



## **THE NEW FIAT 500 IN DETAIL**

### **Styling: An appealing design that respects tradition**

The Fiat 500 immediately conveys the idea of compactness, thanks to a lateral section made up of several superimposed layers and its 'shell-like' roof, whose measurements are decidedly smaller than those of the sides in the plane view. The proportions and a number of aesthetic features give it an 'appealing' air, but also convey solidity and robustness.

In a total length of just 3.5 metres, the designers have extended the passenger compartment to obtain a pleasant form that is extremely luminous in the side view, with a short bonnet and minimal overhangs. The bonnet folds down over the sides while the front combines the family resemblance of the latest Fiat models with the distinctive elements of the first Fiat 500 with great stylistic harmony. For example, the strongest reference to the historical car is the combination of the circular upper headlights together with full beam lower lights and the 'whiskers and logo' unit.

From the side, the waistline slopes slightly at the front to highlight the robustness and dynamism of the design. The lateral section proposes a modern interpretation of the look of the historic 500, but with more essential, modern surfaces, interrupted by the generous shape of the wheelarches. It is also possible to see the front and rear light clusters, because of the way the rounded side links up to the nose and tail. And finally, the roof pillar forms an arc which simplifies the design of the glazing which is continuous and hides the upper edge of the doors with black profiling.

The rear end of the Fiat 500 features a large shaped, chrome-plated handle which reiterates the motif of the registration plate light holder of its forebear that resembled a bicycle saddle. The rear lights are set between the edges of the tailgate and they are divided chromatically by function so that they appear more vertical and farther apart. The side view of superimposed volumes continues right to the tailgate, creating a striking wraparound shape. The rear window 'cuts' the tailgate at the sides, creating a simple modern look for the glazing while a small spoiler at the top of the tailgate enhances the contemporary look and improves the aerodynamic efficiency.

And finally, although there are plenty of references to the past, all the elements are only reiterated on the new Fiat 500 after their place on a modern car has been analysed in depth, reviewing their functions and materials, or even finding new uses for them. For example, the famous canvas roof of the past has now been replaced by a Sky Dome glass roof. This large roof continues the line of the windscreen, with a linear, luminous interpretation of the roof, highlighting the two arcs of the pillars (it is available in a fixed version, or with an electric opening mechanism).

Another example of a stylistic re-interpretation is found in the retro design of the front and rear light clusters which is now combined with the most sophisticated exterior lighting technology.

Produced by Magneti Marelli Automotive Lighting, they are precious design elements, and the front light clusters offer DRL (Day Running Light) daytime lighting as standard: this function is activated automatically when the engine is started, with a beam stronger than that of the side lights but lower than that of the dipped headlights. The DRL system meets current legislation in some countries that requires motorists to drive with their headlights on, but makes it possible



not to turn the rear side lights on, thus saving on consumption. The DRL daytime light is another innovative feature that the Fiat 500 introduces in this segment for the first time.

The styling of the new car is completed by the broad choice of metallic and non-metallic colours which creates a large number of possible combinations, some of which are inspired by the 'vintage' appeal of the original shades of the first 500, while others have a decidedly contemporary look, and the bodywork can always be chosen to match the fabric or leather of the upholstery, with a fascia the same colour as the exterior.

And finally, the Fiat 500 is the first Fiat model to use its own name as a logo, positioning it on the wheel hubs and rims.

### **Elegance and innovation in a passenger compartment that will not age**

The designers paid the utmost attention to detail, while focusing on simplicity, which is the leitmotif of the new model. Simple does not mean 'bare', but embraces a particular stylistic and constructive interpretation that strives for 'simplified enjoyment'. The passenger compartment is airy and roomy, an environment where you can enjoy the time you spend in the car comfortably and at ease. It is also an embracing, protective environment thanks to the large ring that circles the entire space inside.

The structure of the Fiat 500 cabin sums up the comprehensiveness of the modern, ergonomic design, inspired by the historical 500. Starting with the steering column, which is made up of steering wheel and instruments, grouped in a single panel which contains the speedometer, rev counter and trip computer, in a series of concentric rings.

These elements, together with the central console and the radio-air vent unit, can be ordered in ivory or black, a choice that influences the character of the car, making it more 'vintage' or sporty. The instrument panel on the Fiat 500 is an ideal blend of retro styling and modern technology which adapts perfectly to the interior of the car.

If the upper part of the fascia is designed to convey a sense of refinement and elegance, the lower part conveys functionality with capacious, open storage shelves, and small and medium sized drawers for more valuable items that need to be concealed. The gear lever, which is positioned on the fascia, looks like a refined mechanical component, with chromed parts and a simple but efficient black knob that is shiny or chrome-plated depending on the version. The set of most frequently used buttons was inspired by the telltales and small levers of the old 500, and is very quick and easy to use.

The seats deserve a separate mention; the various versions copy those of the 500 F of the 1960s with the same 'split' effect: solid tone fabric at the bottom and on the backrest with a head-restraint that match the colour of the steering wheel. The most lavish version of the new 500 also offers elegant Cordura fabric upholstery, finished with a tubular border over the stitching, while the seats and fascia on the sporty outfit show the influence of the racing world, with leather coloured or black elements, a chrome-plated gear lever knob and a more encircling shape for the front seats. Fiat 500 customers can also order prestigious Frau Leather upholstery, choosing from a traditional Black, a Hide colour that recalls the earlier 500 and an ultra-sporty Red.

The door panels feature a contrast between the part upholstered to match the seats and the plastic structure that incorporates a large oddment pocket and the speakers. The door handle



has a chromed 'hook' shape that recalls one of the best remembered features on the door of the historical 500.

What is more, in spite of its small size, the new model is amazingly roomy, thanks to careful analysis of the distribution of the storage units, such as the two compartments on the fascia for the driver and passenger, the hidden compartment on the passenger side, those in the door panels, another in the gearbox support and one above the passenger seat. And the luggage compartment is also quite capacious (185 litres, or a maximum of 550 litres right up to the ceiling), and the loading threshold is low to make loading easier; the rear seat squab can also be folded down.

The rear seat is very comfortable for 2 people, and on all versions it reiterates the same attention to detail that is evident in the front seats. To highlight the fact that the car really is roomy, the upper outline of the squabs is raised to support and clasp passengers' backs better. And finally, a console positioned between the seats near the tunnel acts as a 'docking station', it can hold the usual small items (glasses and cans), and houses the 12V socket and - on the Sport and Lounge models as standard - USB port to connect a range of functional accessories, and telematic devices such as an iPod or PDA, or even a fragrance dispenser which offers the customer a choice of fragrances.

### **Engineering and Styling combined for record time to market**

To create the heir to a veritable icon of our times: this was the goal shared by the engineers and designers who worked on the new 500. And with this goal in mind, the Fiat Style Centre and Engineering & Design worked closely together, applying the most sophisticated methodologies, and putting into their work all the passion that a similar project demanded.

Like the Ritmo before it, for the new 500, Fiat Automobiles achieved a level of integration between the set-up, planning and virtual verification methods during the product development process that is the state of the art in the motor industry, comparable only with the aeronautical sector.

Intensive use of virtual checks made it possible to assess a virtually unlimited number of design solutions rapidly and early on in the process, guaranteeing the best trade-off of performance, and strengthening the entire project. As a result, as with the Bravo, this kept development time for the new 500 to just 18 months, from the specification "freeze" to market launch.

One of the first important stages in the development process that also brings in the competent Engineering & Design centres, is the co-called 'feasibility' stage, during which the preliminary Styling work is analysed by Engineering, to assess any technical problems that may be presented by the 'dress' covering the mechanical parts, some of which already existed, and which aspects of performance may be affected by the styling. In practice, the first CAS (Computer Aided Styling) mathematical calculations, even without details such as cuts and mobile parts, seals, etc., are combined with already finalised platform calculations, so that the set-up and layout specialists can then 'slice them up' into specific sections zone by zone, to highlight the important dimensional parameters and decide how lines have to be adapted to house the components and to define the necessary operating spaces.

In the meantime, the aerodynamics team assesses the first Cd and air flow values for the engine cooling, deriving them from the fluid dynamic calculation, while the manufacturing team simulates component pressing in sheet steel, to highlight any problems related to the shapes.



All the data from these calculations are filtered by the Performance Engineering team, which defines the trade off necessary if all the objectives set previously are to be respected. One of the most critical areas of the 500 project, which demanded a great deal of creativity as well as patient refinement, was the nose of the car, which had to accommodate the mechanicals and the engine as well as meeting pedestrian safety standards, a problem that did not exist on the 1957 Fiat 500 because the engine was mounted at the rear. So with the help of virtual reality, the specialists tried various combinations for the front components, until they obtained a new layout that was compatible with a smaller overhang, after having redesigned the radiator, widened the front air intake, and repositioned the foglights, verifying everything with the impact deformation calculations which confirmed the 'feasibility' of the compact nose which is very similar to the one on the previous 500.

Another stylistic feature of the old 500 that caused problems for the feasibility of the new model was the characteristic curve of the roof at the rear. The interesting fact was that in the 1950s this line was established deliberately by the technicians to limit the roominess in the rear of the car so that it would not prove too competitive for its more expensive elder sister, the Fiat 600. The exact opposite to the new 500 of the 21st century, which was designed to accommodate 4 adults comfortably, without losing its famous rounded shape. The ergonomic experts got to work using simulations, and succeeded in lowering the rear H point, i.e. the reference point of a human body sitting on the rear seat, so as to improve headroom. But it was not enough, and there was also the risk that the foam of the seat cushion would be too thin, and that the passenger would be uncomfortably aware of the metal structure of the floor on every bump. Two types of calculation demonstrated that a solution to the problem did exist. On one hand, an increase in the 'bearing capacity' of the cushion foam was assessed, so as to absorb the vertical acceleration in less space, and on the other, a calculation of the structural rigidity of the bodyshell showed that the size of the rear crossbeam could be reduced, together with a 'millimetric refinement' of the tailgate hinges and the space necessary for the tailgate to open, and still guarantee a reasonable amount of headroom.

Still on the subject of the car's rounded shape, the Fiat 500 has an excellent Cd, without the addition of a spoiler which would have ruined the car's attractive line; so by infinite trial and error, experimenting with the shape of the tailgate (because in the meantime the first physical model had been prepared), a final sliver was removed that made it possible to obtain a Cd reading of 0.325 in the wind tunnel, an excellent result for a car that is just 3.5 metres long with a rounded shape.





## **The New Fiat 500: Green engines**

The car comes with a choice of superb modern engines that guarantee sparkling performance. There are two petrol units (the 51 kW 1.2 8v and 74 kW 1.4 16v) and one Multijet turbo diesel, the 55 kW 1.3 16v with a particulate Filter. Each offers different features, all of which are exploited fully by combining them with manual 5 or 6 speed gearboxes and a Dualogic sequential robotised 5-speed gearbox available for the petrol engines.

However they all also share reliability and respect for the environment. This has been demonstrated in over 1,600,000 km that the test cars have already travelled. We should underline that all the engines are Euro 4-compliant and are designed to meet the even stricter limitations of future Euro-5 European standards, already meeting the emissions limits that will be enforced in 2009. The 1.3 Multijet is also equipped with a particulate trap (PDF) as standard equipment.

All the engines mounted on the Fiat 500 are manufactured by Fiat Powertrain Technologies, the Group's new sector. FPT draws together all the activities in the fields of innovation, research, design and manufacture related to engines and gearboxes for all types of applications: from cars to commercial vehicles, boats and agricultural machinery. With approximately 19,000 employees, 17 plants and 10 research centres in eight different countries, the Sector is one of the world's most important organisations in its field. At FPT, approximately 3000 highly specialised technicians focus on the development and engineering of innovative technologies. More than 40 patents are filed each year, confirming the quality and seriousness of this commitment, and making FPT a huge centre of technological excellence and ongoing innovation.

### **The 51 kW Fire 1.2 8v**

The tried and tested Fire engine that powers the entry-level Fiat 500 Pop has a capacity of 1242 cc, and has undergone a series of refinements designed to make it a champion of fuel economy, but without detracting from performance. The engine delivers 51 kW at 5500 rpm, and peak torque of 102 Nm at 3000 rpm, with a top speed of 160 kmh. That is not all. With the 1.2 8v engine, the Fiat 500 leads its class for consumption, delivering 5.1 l/100 km in the combined cycle, with CO<sub>2</sub> emissions of 119 g/km. Acceleration to 100 kmh is 12.9 seconds. This figure is even more significant in view of the car's low consumption. The credit goes to the structure of the engine, which achieves a generous torque at low revs (this makes for more enjoyable driving and outstanding flexibility) and ratios chosen to highlight fuel economy.

This fuel economy has been achieved thanks to:

- 1) The adoption of an electronic throttle valve control system known as 'drive by wire' (with no mechanical connection between the accelerator and the throttle), while it is the electronic control unit that delivers the torque on the basis of the driver's demands (torque-based system).
- 2) Fluid dynamic optimisation achieved by a new high turbulence combustion chamber combined with a continuous variable cam phaser. This innovative system allows a substantial part of the exhaust gases (about 25%) to be recirculated in the combustion chamber, significantly reducing fuel consumption and exhaust emissions when driving with a partial load.
- 3) The timing components have been made lighter and the valve springs are of the low load type, to reduce friction.

Another interesting feature of this engine where fuel consumption is concerned, is the use of an active knock sensor capable of managing the advance in the best possible way in all conditions and, above all, the multipoint sequential phased injection system by Magneti Marelli.



The quality of life on board has also been improved by optimising the performance of the intake and exhaust systems, optimising the coupling play between the crankshaft and crankcase, through the computerised selection of the main bearings, and the development of a specific installation of the engine in the engine bay. This keeps the transmission of vibration from the engine to the bodyshell to a minimum. A special engine support system has been adopted, that comprises two blocks and a reaction link, which acts as a tie rod, in which the new bearings are aligned on an axis that goes through the engine's centre of gravity in order to obtain reaction forces with a neutral arm.

On the environmental front, the 1.2 8v fits a catalytic converter in the engine bay, welded to the exhaust manifold flange. In this position the device is extremely efficient because it reaches high temperatures very rapidly thus cutting emissions even while the engine is warming up.

The engine has been made even more reliable. The coils have been mounted closer together in a single block. This new type of coil means less spark plug wear, more energy available to ignite each plug thanks to the elimination of the lost spark, better cold starting due to the additional energy available for the spark plug (more energy supplied by the coil and no losses caused by the transfer of high voltage due to the adoption of very short cables), and finally, a significant reduction in the risk of disturbance to the onboard instruments due to high voltage cables.

### **The 55 kW 1.3 Multijet 16v**

The Fiat 500 would not be complete without the 1.3 16v Multijet engine, the smallest and most advanced second generation direct injection Common rail diesel unit, of which more than two million have been built to date, and it is available in the Fiat 500 Pop.

Fitted with a Borg-Warner fixed geometry turbo with a waste-gate and an intercooler, the engine delivers a maximum of 55 kW at 4000 rpm and torque of 145 Nm at 1500 rpm. With this engine, the Fiat 500 guarantees excellent performance: it has a top speed of 165 km/h and accelerates from 0 to 100 km/h in 12.5 seconds. Fuel consumption is the best for this segment: 5.3 l/100 km in the urban cycle, 3.6 l/100 km out of town and 4.2 l/100 km in the combined cycle, and CO<sub>2</sub> emissions are among the lowest on the market at just 111 g/km.

The engine is a straight-4 with a capacity of 1248 cc, a bore of 69.6 mm and a 'long' stroke of 82 mm. There are four valves per cylinder, governed directly by a twin overhead camshaft with maintenance-free hydraulic tappets and automatic play take-up. That is not all. The 1.3 Multijet 16v is a miniature masterpiece: 'dressed' with all its accessories, it weighs just 130 kg, it is small, just 50 cm long and 65 cm tall, and the component layout was designed to take up as little space as possible. Designed by criteria of maximum rationality, efficiency and reliability, the engine guarantees excellent efficiency and is practically 'for life': it was designed to travel 250,000 km without needing any maintenance to the mechanical components.

The compact, sophisticated engine is also extremely eco-friendly, thanks to an emissions control system that envisages an EGR valve triggered electronically and managed directly by the engine control system, a heat exchanger to cool recirculating exhaust gas (EGR) and a 'close coupled' catalytic converter. A particulate trap (DPF), the 'for life' system that abates fine dust and does not need additives to be regenerated, is standard equipment.

The 55 kW 1.3 Multijet 16v therefore represents a technological leap forward which, for the customer, translates into lower consumption and emissions, without even taking into consideration the reduction in noise (due to the multiple injections), the increase in comfort (fewer alternating masses means less vibration), the smooth, responsive steering (due to the



really smooth torque delivery, which is guaranteed by the improved combustion control), the elasticity and prompt response of a diesel that resembles a petrol engine for the vast excursion in the number of revs (for example, you are no longer aware of the fuel 'cut-out' just above 4000 rpm), and the ecological elements that enhance the diesel's main environmental credentials (consumption) while minimising its main defect (particulate emissions).

### **The 74 kW 1.4 16v Fire engine**

One hundred horsepower on hand on such a compact car points up a brilliant, agile character, which allows it to slip easily and cheerfully through congested town traffic. The engine has a capacity of 1368 cc and four cylinders in line, with a bore of 72 mm and stroke of 84 mm. There are four valves per cylinder, driven directly by the overhead camshaft. The engine was developed focusing particular attention on performance and consumption, fields in which the Fiat 500 leads its class. All credit to the volumetric efficiency which has been optimised throughout the operating range, thanks to careful fluid dynamic development of the entire intake system and timing phasing.

The 1.4 16v delivers a maximum of 74kW at 6000 rpm and peak torque of 131 Nm at 4250 rpm. Performance is excellent: the new car has a top speed of 182 kmh, and accelerates from 0 to 100 kmh in 10.5 seconds. It is a sparkling engine with excellent performance enhanced by an electronic throttle valve control system known as 'drive by wire'. This engine also proposes a number of changes that help to keep consumption down. For example, the timing components have been made lighter and the valve springs are of the low load type, to reduce friction.

Other features of the new 1.4 16v Fire are the increased compression ratio and the generous torque at low engine speeds, characteristics that have made it possible to limit consumption: for example, in the combined cycle it returns 6.3 l/100 km. This target was achieved by the calibration of the latest generation engine control system, which succeeded in reducing consumption as much as possible, compatible with the requirements of driveability, performance and emissions.

In order to guarantee low emissions, special injectors have been adopted that optimise the spray phase, thus reducing the quantity of petrol that adheres to the walls of the intake manifold during cold starting and in transients (when you depress the accelerator). This reduces the quantity of hydrocarbons in the exhaust, guaranteeing respect for the environment and for increasingly stringent legislation.

### **Reliable, robust gearboxes**

A range of reliable, robust, sophisticated gearboxes has been developed to match the engine range available on the Fiat 500: one is a manual unit with 5 speeds for the 1.2 and 1.3, and with 6 speeds for the 1.4, the other is of the sequential robotised type, and will be available in mid-2008.

The mechanical gearbox is very compact and gear-shift manoeuvring is excellent. This was made possible by the reduced inertia of the driven clutch plate and the introduction of new seals. The gearbox configuration is transverse with two cascade shafts, while the speed control is internal, with four selection levels.

The external drive is dual hose type, which filters out engine running roughness and vibration transmitted by the engine to the gear lever. The gears have teeth with extra covering, as well as fifth speed and final drive pairs that are given an extra finish after heat treatment (this improves



quiet operation). The gearbox housing is light and absorbs noise efficiently, and has been fine tuned using the Finite Element Method.

The manual gearbox in the Fiat 500 has a 'syringe' mechanism that prevents the involuntary engagement of reverse.

### **Dualogic Gearbox**

The Dualogic gearbox is a jewel of mechanical engineering and deserves a separate mention. It is available combined with 1.2 8v and 1.4 16v versions and it features an innovative transmission system. It automates the clutch and gear lever controls by means of an electrohydraulic servo, but maintains all the advantages of a dry clutch and a mechanical gearbox (weight, sturdiness and reliability, low energy consumption).

This sophisticated system improves the performance of the manual mechanical transmission components and increases driving safety because it avoids errors by the driver and prevents faulty manoeuvres of the transmission system.

There are two operating modes: semiautomatic and automatic.

The first adopts the most advanced control strategies to guarantee the best performance. Gears are engaged using the lever on the fascia. Because there is no clutch pedal, the device is controlled simply by moving the lever: forward to change up (towards the '+' symbol), back to change down (towards the '-' symbol). A simple push is sufficient to ensure the transmission makes a fast, accurate gear change.

This is how the Dualogic transmission functions in semiautomatic mode. Most of the electric signals reach the control unit by CAN (Controller Area Network) and can be grouped in two large subgroups. In one, the data from the gearbox area, which make it possible to identify the engagement position, the selection, the clutch, and the operating pressure of the hydraulic kit, as well as the rotating speed of the clutch. In the other, all the signals coming in from the control lever on the tunnel or the levers on the steering wheel (which are optional), that let the driver decide when he wants to change gear, and those from the other systems on the Fiat 500 (for example, the engine and braking system), which help to define the gear change precisely and repeatably. For example, coordination with the engine control unit makes it possible to change up without having to release the accelerator pedal or to automatically increase engine speed when changing down (double de-clutch).

Using these two groups of signals, the Dualogic gearbox can manage gear changes in a comfortable or sporty way, in the manual or automatic mode, interpreting the driver's needs by analysing the pedal position and the engine speed.

Once the engine on the Fiat 500 is started, any pressure on the brake pedal confirms that the driver is at the wheel, and enables first or reverse to be engaged (on a slippery surface it is also possible to set off in second). And to guarantee safety and prevent incorrect gear engagement, the system engages neutral automatically when a door is open with the engine running. The Dualogic device also prevents errors that might damage the engine or gearbox, by notifying the driver of emergency situations or incorrect manoeuvres with warning lights and beeps.

The automatic mode of the Dualogic system offers two settings on the 1.2 version: Normal and Economy. The Normal setting provides outstanding driving comfort, with brilliant acceleration and gear changes in all conditions. The Economy setting, on the other hand, is used to reduce



fuel consumption, while still maintaining outstanding handling and comfort. On the version for the 1.4 16v engine, the two settings are Normal and Sport (with the Sport button on the fascia). The Sport setting activates a faster gear change logic that minimises the torque gap and thus makes the car more 'fun to drive' for the driver.

In automatic mode, the system recognises the road gradient (by means of a software algorithm) and modifies the gear shift point to ensure the best possible compromise between the driver's needs, ground conditions and vehicle situation (speed and engine rpm). Another feature peculiar to the Dualogic gearbox is its ability to measure the vehicle deceleration and adapt gear changes accordingly. For example, in semiautomatic mode, and particularly with a sporty driving style, the system changes down when the driver asks for a lower speed to take a corner with more gusto. In automatic mode, the system anticipates the change down so that the driver has the best speed to maintain the level of comfort or fuel economy.

The Dualogic system is the best compromise for drivers who prefer the enjoyment and entertainment of a manual shift, but like to know they can count on the convenience of an automatic.



## **Fiat 500: Class-beating safety**

The Fiat 500 does not only offer styling with plenty of personality, modern, reliable engineering, lavish equipment and outstanding comfort. It is also an extremely safe car. More than individual devices it is a combination of various systems that make it one of the safest cars in its segment.

The new model is the first car in this category to offer seven airbags (front, side, curtain- and knee-bags are all standard throughout the range). And the new 500 also proposes a number of sophisticated technical solutions to control the car's dynamic behaviour. They include ABS complete with EBD, the sophisticated ESP (Electronic Stability Program), ASR (Anti Slip Regulation), HBA (Hydraulic Brake Assistance) and a Hill Holder device. And to guarantee the safety of the occupants, the bodyshell of the new model is designed to respect all the latest impact resistance criteria (it is the first super-mini with a front structure designed specifically to improve compatibility between of different sizes vehicles in a head-on impact), and is rigid around the passenger compartment to protect occupants with high-absorption areas on the outside.

Seat-belts with double pretensioners and load limiters are standard on the front seats, with three-point belts at the rear. The front and rear seats are fitted with antismarining devices that prevent the occupant from sliding forward, under the seat-belt. Isofix attachments for child seats are standard throughout the range.

The Fiat 500 is fitted with all the dynamic and comfort features that ensure occupants can tackle any type of road comfortably and safely. The credit also goes to the suspension: an independent MacPherson system at the front, and semi-independent interconnected wheels with a torsion axle at the rear. The two layouts have evolved from a Magneti Marelli design and have been used on other Fiat models in the past; they have now been revised and modified for the new car, to guarantee outstanding handling and the highest possible level of comfort.

### **Active safety**

The braking system on the new car has two independent cross-over circuits to guarantee prompt, smooth braking and shorter stopping distances. The pedal has a short stroke, so that the characteristics of the servo assist are exploited in full.

The front discs have a diameter of 240 mm; they are solid for versions with the 1.2 8v engine and ventilated for the 1.3 Multijet, with a diameter of 257 mm for versions with the 1.4 16v. The rear brakes mount drums (180 mm) on the 1.2 8v and 1.3 Multijet, and discs (240 mm) on the 1.4 16v. The 9" brake servo makes braking easier and more effective, decreasing the effort needed on the pedal.

### **ABS system**

The ABS on the Fiat 500 has four active sensors, four channels, a hydraulic control unit with eight solenoids and comes complete with EBD (Electronic Brake Distribution). The system can guarantee the best possible braking effort even with each wheel close to locking, which means it is possible to control the direction of the car fully in emergency situations using the steering wheel.

The strong points of the system are the active sensors, which process the wheel speed data themselves (without having to send them to the control unit); they can read values very close to nought (passive sensors do not register speeds below 2.5 km/h) and are less sensitive to disturbance caused by electromagnetic fields.



This advanced ABS system is supplemented by electronic brake force distribution, EBD, which distributes the braking force between the front and rear wheels to prevent the rear wheels from locking, guaranteeing a balanced response from the car in all conditions. The system also adapts to the grip conditions of the wheels and the efficiency of the brake pads, and it reduces the temperature of the front brakes and the effort demanded from the brake servo.

### **ESP (Electronic Stability Program)**

The new Fiat 500 1.4 offers the sophisticated Electronic Stability Program to guarantee complete control over the car; this program cuts in when conditions are close to the limit, and the car's stability is at risk, to help the driver to control the vehicle (the device is standard with the 1.4 engine and an option with the other two).

To do so, ESP constantly verifies how the tyres grip the ground, longitudinally and laterally, and if the car does skid, it cuts in to recover the trajectory and trim stability. It incorporates sensors that measure the wheel speed, the vehicle's rotation around its vertical axis (yaw speed), the lateral acceleration and the steering angle set by the driver (which indicates his chosen direction). It then compares these data with the parameters processed by a computer and uses a complex mathematical model to establish whether the car is taking a bend within the grip limits, or whether the front or rear is about to veer (understeer or oversteer).

To bring it back to the correct trajectory, the system generates a yaw moment opposite to the one that caused the instability, singly braking the appropriate wheel (nearside or offside), and reducing the engine power by adjusting the throttle valve. This is where the device developed for the Fiat 500 differs from other systems. Its intervention on the brakes is modulated to be as gentle as possible (therefore without disturbing the driving), and the reduction in engine power is limited, to guarantee excellent performance and enjoyable driving at all times. ESP is always engaged.

### **ASR (Anti Slip Regulation) and MSR (Motor Speed Regulator)**

To limit any slipping of the driving wheels when grip on the road is poor, the new Fiat 500 1.4 is equipped with a sophisticated device that controls traction automatically. It is known as ASR (Anti Slip Regulation), and is standard equipment on all versions that mount the ESP system. ASR functions at all speeds and adjusts torque on the basis of the grip detected.

Based on the number of wheel revs calculated by the ABS sensors, the device calculates the degree of slipping and activates two different control systems to recover grip:

- When an excessive demand for power causes both drive wheels to slip (for example when aquaplaning or accelerating on an uneven, snow-covered or icy road surface), the system reduces engine torque by decreasing the throttle valve aperture and thus the air flow;
- If only one wheel slips (for example the wheel inside a bend following acceleration or dynamic changes to the load), this is automatically braked without the driver having to press the brake pedal. The effect obtained is similar to that of a self-locking differential.

ASR helps to maintain vehicle stability, and it is particularly useful when there is a loss of grip (just think of the ramps in a garage in Winter) and when the paving does not guarantee homogeneous friction.



Another advantage of ASR that should not be overlooked is the reduction of stress on mechanical organs such as the differential and gearbox, which is achieved by controlling take-off and traction at low speeds.

ASR is engaged automatically every time the engine is started, but can be excluded by a switch on the centre console. When ASR is activated a telltale on the instrument panel flashes. If the telltale light in the control panel comes on, but the LED on the switch is off, this indicates a malfunction or irregularity in the system. ASR must be de-activated when snow chains are mounted, because in order to transmit torque to the ground, the wheel has to be able to 'pile up' snow with small slips that the ASR system tends to avoid.

If the driver changes down suddenly and grip is poor, the MSR device (Motor Speed Regulation) takes over, returning torque to the engine and preventing slipping due to wheel lock.

### **HBA (Hydraulic Brake Assistance)**

The Fiat 500 1.4 adopts a device that assists in emergency braking. On cars fitted with ESP this function is performed electronically by the ABS control unit and it is called HBA (Hydraulic Brake Assistance).

During 'panic' braking, most drivers recognise an emergency situation and put their feet down very rapidly on the brake pedal, but not with the necessary additional effort. Because, unless he is a professional driver, the motorist is accustomed to braking by applying a certain 'load' to the pedal, and like all automatic gestures repeated over and over again, he tends to use the same effort in all circumstances.

On the new model, at this point the Brake Assist devices are triggered, and although the pressure on the pedal remains the same, they ensure the same deceleration that you would achieve by braking with every possible force.

The panic braking assist is also useful for more expert drivers who do brake rapidly, and with the right amount of energy when necessary. Because in any case the system reduces braking implementation time, i.e. the time between the moment he applies the force on the pedal and the moment that the circuit reaches maximum pressure and can give its best performance.

### **Hill Holder**

The Hill Holder fitted to the Fiat 500 1.4 is a system that helps the driver on hill starts. It cuts in when the ESP control unit perceives a difference in the inclination of the car through a longitudinal acceleration sensor on the floor under the front passenger seat. During a hill start, the control unit prepares to intervene when first speed is engaged and the brake and clutch pedals are depressed. The pressure on the front brake callipers is maintained for about 2 seconds after the driver releases the brake pedal, allowing him to set off without difficulty. The Hill Holder is not activated when the car is started downhill with first speed engaged. Similarly, when reverse is engaged, the system is activated for downhill starts, and it is not activated for uphill starts.





## **Personalisation: 500,000 ways of 'experiencing the Fiat 500'**

To transform an industrial product into a unique item: This was the challenge taken up when Fiat decided to develop the Fiat 500. And this is the goal of a Customisation programme that has no equals in this segment, represented by over 500,000 possible combinations of factory-fit and after market items.

Designed by the Fiat Style Centre and developed in parallel with the 500 project, the Customisation range of the new car offers all customers, even the most demanding, an opportunity to choose between over 100 items that adapt perfectly to the car's characteristics, underlining its qualities and the friendly impression it imparts at first glance. They are accessories designed to increase comfort on board, to make free time more enjoyable, and to improve quality of life.

With the dedicated Customisation programme, the new model confirms that it is a stylish Italian car, lavishly equipped and excellent value for money. To start with, to embellish the exterior line, there are 19 original stickers to apply on the bodywork: from the 'chequered flag' for the roof to the tricolour or monochrome 500 stripe for the roof, bonnet and tailgate, a barcode and a badge with the Italian flag above the direction indicator. It is also possible to match the chosen stickers with the door trims. Motorists who like chrome-work can order chrome-plated wing mirrors, bonnet trims and the nudge bar on the front bumper.

A motorist who prefers a sportier spirit can add sideskirts and a front and rear air dam. If on the outside the car expresses an attractive style that reflects Italian taste that is famous the world over (with a few elements that hark back to the styling of the earlier model), on the inside, elegance, innovation and practicality merge in an ideal environment, with references to obvious and specific elements of the past reinterpreted in a modern key. For example, there is an innovative 'fragrance diffuser', a new system developed by Fiat that offers a choice of three fragrances. The device is positioned inside the glass-holder and supplied by a 12V socket; it is turned on by a button and the intensity of fragrance can be adjusted. The colour of the cover can also be chosen to match the car interior. The fragrances are on sale through the Fiat sales network.

The Fiat 500 debuts with a new ignition key, with a changeable protective cover. Like some mobile phones, the cover can be replaced very rapidly, so that the key matches the bodywork, or simply to reflect the mood of the day. And in total harmony with the spirit of the Fiat 500, there are several useful accessories with an original design, starting from the elegant soft plastic ivory or black jacket-hanger that fits on the head-restraint. Or the cell phone holder and iPod player, USB port and 12V socket, which guarantee calm journeys with no crossed wires. And the car covering tarpaulins decorated with a picture of the Fiat 500 of the Sixties, an original way of recalling the new car's forebear.

It is also possible to order aluminium pedals or a plate with the 500 logo for the kick panels, and three different types of leather upholstery for the matching gear lever knob and steering wheel. Plus accessories for leisure time, such as the elegant luggage rack that fits on the rear window to carry skis and snowboards in total safety, with an extra touch of styling and originality.

The long list of accessories that customise the Fiat 500 concludes with a practical unit that fits into the loading bay, where you can store items of all shapes and sizes.



## **Fiat 500: Exclusive features for superior comfort**

### **Blue&Me**

Just one year after its launch, the Blue&Me system is proving to be a huge commercial success and it is requested by 20% of purchasers of all Fiat Group Automobiles models as well as winning several prestigious international awards.

The Fiat 500 is fitted with Blue&Me, including a hands-free function with Bluetooth® interface, advanced voice recognition, USB port, MP3 player and SMS text message interpreter as standard in the Lounge and Sport versions.

Blue&Me™ was developed in 3 years by Fiat Auto and Microsoft. The partnership was ratified in June 2004, with the long-term goal of designing innovative telematic systems for cars, and it has created a product that has established itself on the market, exploiting a perfectly integrated technology that is in complete harmony with the user, as its name suggests.

Based on the Windows Mobile for Automotive system, this device features an open system that is always in step with the times, updateable, flexible and modular. With the help of Magneti Marelli, Fiat Group Automobiles and Microsoft offer a platform that adapts to most cell phones, music players and other personal devices, replacing current expensive, rigid hardware, with the great benefit of being able to constantly adapt to innovations on the market, remaining perfectly integrated into the car. All at an accessible price.

Blue&Me™ is extremely safe and easy to use. The voice control system, which is perfectly integrated into the controls on the steering wheel and the information on the instrument panel, allows a customer with a Bluetooth® cell phone to use it even if the phone is in a jacket or bag, without taking his hands off the wheel. And the advanced voice recognition system allows immediate interaction, because the voice does not have to be 'learned', even allowing incoming text messages to be interpreted aloud.

Occupants can listen to hours and hours of digital music in MP3, WMA and WAV format recorded on an iPod, a cell phone, an MP3 player or a USB pen drive, by connecting the digital device to the USB port.

### **The Audio System**

The Fiat 500 offers a radio complete with audio CD and MP3 file player that is part of the design of the dashboard, in an ergonomic position in the upper part of the fascia (the best position for the driver), where it can easily be reached by the passenger. The device can easily be connected to the Blue&Me system so that, thanks to the hands-free function with Bluetooth® interface, the driver can use a Bluetooth® cell phone even if it is in a jacket or bag, without taking his hands off the wheel. And because the Blue&Me incorporates an advanced voice recognition function, interaction is immediate and the voice does not have to be 'learned'; the system can also interpret incoming text messages. The standard sound system has six speakers: two 30 Watt tweeters and four full-range (two 40 Watt and two 35 Watt).

### **The Sky Dome fixed or opening panoramic roof**

The quality of life on board the new Fiat 500 is also confirmed by the availability of two types of roof that accentuate the luminosity of the interior and enhance the exterior line. The elegant glass roof is available in both a fixed version, which is standard on the Lounge, and with an electrical opening mechanism as an option on all models.



The large sunroof on the Fiat 500 is of the Sky Dome type, comprising a mobile panel of glass and a fixed front panel of shiny black sheet metal that creates a continuous stylistic effect with the windscreen.

The sunroof creates a new relationship between the occupants and the surrounding environment, and they can enjoy all the luminosity and feeling of freedom that the large glazed surface can provide. If they want to illuminate the interior, the glazed part can be closed and the blind underneath opened. And if they prefer to travel 'in the open air', it only takes seven seconds for the entire front glazed panel and the blind to open, providing a true 'window on the sky'.

### **Climate system**

The climate inside the car is a major factor of comfort on the road, and it is also important for preventive safety, because the temperature, humidity and ventilation affect the driver's well-being and therefore his attention level. And it is the heating and ventilation system that demists the windscreen and side windows. This is why the Fiat 500 offers a choice between a manual AirCon system and a sophisticated climate control system that features automatic control of the temperature, air flow, air distribution, compressor engagement and recirculation.

The Pop and Sport versions have the manual version and the Lounge offers the Climate Control system as standard.

The system on the Fiat 500 implements an 'equivalent temperature' climate control strategy. A number of sensors register the indoor and outdoor temperature and evaluate the feeling of thermal well-being perceived by the passenger, i.e. the energy exchange between the human body and the passenger compartment, which is affected by the humidity, the temperature and the flow of treated air.

All these parameters are measured constantly and used to adjust the distribution, ventilation and mixture constantly. This regulates the air flow to the air vents and the fan speed, so that passengers in the car enjoy the sense of thermal well-being they requested (when setting the temperature). The result is a constant climate, even if the outdoor conditions change. And to make sure that the air issuing into the car reaches all corners of the passenger compartment, the system can be adjusted to one of five combinations. The customer can also modify the temperature gradually, by half a degree at a time, until it is comfortable for him. The knob allows an adjustment of 16°C.

Manual settings always have priority over automatic settings. They cause the 'Auto' LED to go out, and the setting is memorised until the control is annulled. Every time the system is turned on, it will return to the status memorised when it was turned off, except for the 'MAX DEF' function, which is cancelled. It is also possible to turn the system off manually, de-activating the climate system completely.



## The New Fiat 500 Technical Specifications

	<b>1.2 Petrol</b>	<b>1.4 Petrol</b>	<b>1.3 JTD</b>
Number of cylinders, layout	4 in line	4 in line	4 in line
Capacity (cc)	1242	1368	1248
Bore x stroke (mm)	70.8 x 78.9	72.0 x 84.0	69.6 x 82.0
Compression ratio	11.1:1	10.8:1	17.6:1
Max. power (kW)	51	74	55
at rpm	5500	6000	4000
Peak torque (Nm)	102	131	145
at rpm	3000	4250	1500
Fuel system	Timed MPI sequential electronic		Common rail multijet direct injection, intercooler
Timing Gear	1 OHC, mechanical tappets	2 OHC, hydraulic tappets	Rocker fingers with hydraulic tappets
Number of valves	8	16	16
Ignition	Electronic with static advance combined with ignition		NA
<b>Transmission</b>	<b>1.2 PETROL</b>	<b>1.4 PETROL</b>	<b>1.3 JTD</b>
Drive	Front	Front	Front
Manual			
1st	3.909	3.545	3.909
2nd	2.158	2.158	2.158
3rd	1.48	1.48	1.345
4th	1.121	1.121	0.974
5th	0.897	0.921	0.766
6th	-	0.766	-
Reverse	3.818	3.818	3.818
Dual logic transmission	opt	opt	-
Type	Electro hydraulic robotized manual gearbox		
1st	3.909	3.909	NA
2nd	2.158	2.158	NA
3rd	1.48	1.48	NA
4th	1.121	1.121	NA
5th	0.897	0.897	NA
6th	-	-	NA
Reverse	3.818	3.818	NA
<b>Performance</b>	<b>1.2 PETROL</b>	<b>1.4 PETROL</b>	<b>1.3 JTD</b>
Top Speed (kmh)	170	182	175
Acceleration (0-100 km/h)	12.5	10.5	11.5
<b>Fuel Consumption (l/100 km)</b>			
City Cycle	6.4	8.2	5.3
Highway Cycle	4.3	5.2	3.6
Combined	5.1	6.3	4.2
CO2 emissions (g/km)	119	149	111



Fuel Tank (litres)	35	35	35
Diesel Particulate Filter	-	-	std
<b>Wheels</b>	<b>1.2 PETROL</b>	<b>1.4 PETROL</b>	<b>1.3 JTD</b>
Tyres	175/65 R14	185/55 R15	175/65 R14
Space saver space wheel	std	std	std
<b>Steering</b>			
Type	Rack & pinion with Dualdrive electrical power steering		
Turning Circle (m)	9.28	10.6	9.28
<b>Suspension</b>			
Front	Independent McPherson with lower wishbones and anti roll bar		
Rear	Torsion beam rear suspension		
<b>Brakes</b>	<b>1.2 PETROL</b>	<b>1.4 PETROL</b>	<b>1.3 JTD</b>
	ABS with EBD	ABS with EBD	ABS with EBD
Front (mm)	Solid Disc	Ventilated Disc	Ventilated Disc
	240mm	257mm (Sport 284mm)	240mm
Rear (mm)	Drum	Solid Disc	Drum
	180mm	240mm	180mm
<b>Dimensions</b>	<b>1.2 PETROL</b>	<b>1.4 PETROL</b>	<b>1.3 JTD</b>
Length	3546	3546	3546
Width	1627	1627	1627
Height	1488	1488	1488
Track front/rear	1413/1407	1414/1408	1413/1407
Wheelbase (mm)	2300	2300	2300
Luggage Space (l) rear seats up/down	185/550	185/550	185/550
Fuel tank (l)	35	35	35
Kerb weight	865	930	980
Payload	440	440	440

## The New Fiat 500 Equipment and Features

Internal	POP	SPORT	LOUNGE
Air Conditioning	std	std	-
Climate Control Air-conditioning	-	-	std
Trip Computer	std	std	std
Power windows	std	std	std
Remote Central Locking	std	std	std
Fixed glass sunroof with blind	-	-	std
Sports instrumentation	-	std	-
Height adjustable front head rests	std	std	std
Height adjustable rear headrests	std	std	std
Height adjust steering wheel	std	std	std
Height adjustable drivers seat	-	-	std
50/50 split fold rear seat	std	std	std



Lockable fuel cap	std	std	std
Passenger seat storage	-	-	std
Red Brake Calipers	-	std	-
Chrome exterior mirrors	-	-	std
Side bump strips with provision for personalised badges	-	std	std
Sport side moulds	-	std	-
Chrome Kit	opt	-	std
Luxury leather steering wheel	opt	-	std
Sport leather steering wheel	-	std	-
Leather covered gear knob	opt	std	std
Darkened tint rear windows	-	std	-
Cigarette Lighter	-	std	std
Rear Spoiler	-	std	-
Chrome Door Sills	-	std	std
Seat back pockets	-	-	std
<b>SAFETY</b>	<b>POP</b>	<b>SPORT</b>	<b>LOUNGE</b>
ABS with EBD	std	std	std
Dual stage driver and passenger airbags	std	std	std
Side Airbags	std	std	std
Window Airbags	std	std	std
Drivers Knee Airbag	std	std	std
Front seat pretensioners with load limiter	std	std	std
Anti-submarining front seats	std	std	std
Stability & Traction Control, HBA & Hill holder	1.4 litre	std	std
Front foglights	1.4 litre	std	std
<b>AUDIO</b>	<b>POP</b>	<b>SPORT</b>	<b>LOUNGE</b>
6 speaker MP3 Compatible CD Player	std	std	std
Steering Wheel mounted audio controls	opt	std	std
Bluetooth handsfree mobile connection with steering wheel mounted controls	opt	std	std
USB media connection port	opt	std	std
<b>Options</b>	<b>POP</b>	<b>SPORT</b>	<b>LOUNGE</b>
Electronic Sky Dome sunroof with sunblind	opt	opt	opt
Chrome Kit (Chrome inserts on side windows, exhaust pipe, front & rear bumper inserts & gear lever surround)	opt	-	std
Luxury Pack(Leather steering wheel and gear knob, Bluetooth phone connection & USB media connection port	opt	std	std
15" Lounge Alloy Wheels (431)	opt	-	std
15" Sport Alloy Wheels (432)	opt	std	-
16" Funky Alloy Wheels (435)	-	opt	opt
16" Hot Alloy Wheels (420)	-	opt	opt
Metallic Paint	opt	opt	opt
Pastel Paint	opt	opt	opt
Leather Seat	opt	opt	opt
- Black	opt	opt	opt
- Red/Ivory	opt	-	opt



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- Red Black	opt	opt	opt
- Vintage Brown/Ivory	opt	-	opt
Decal Options	opt	opt	opt
- 500 Side Stripes	opt	opt	opt
- 500 Roof & Bonnet Stripes	opt	opt	opt
- Roof & Bonnet Barcode	opt	opt	opt
- Italia Side Stripes	opt	opt	opt
- Italia Roof & Bonnet Stripes	opt	opt	opt
- Chequered Roof	opt	opt	-
- Twin Roof & Bonnet Stripe	opt	opt	-