

2013 Fiat 500e

DESIGN

- *All-new Fiat 500e pushes its iconic Italian design forward with its wind-tunnel-sculpted shape and purposeful electric vehicle (EV) cues for a cutting-edge look*
- *Inside, 2013 Fiat 500e blends retro-futuristic design with unique EV technological elements for an environment that fuses simplicity with innovation*
- *Inspired by 1960s Italian furniture and print design, the graphical dot-matrix, circular-gradient pattern is reinterpreted to provide the Fiat 500e with a state-of-the-art look*
- *Segment exclusive e-Sport Package features a blacked-out exterior and interior appearance with contrasting Electrico Arancione (Electric Orange) accents for a high-voltage look*

With its iconic proportions, wind-tunnel-sculpted Italian curves and graphically enhanced design elements, the all-new 2013 Fiat 500e redefines electric vehicle (EV) styling while adding to the Cinquecento's global reputation of automotive efficiency for more than 55 years. And with the available e-Sport Package, the Fiat 500e adds a more aggressive blacked-out appearance that hints at its athletic character.

"Designers are always anticipating what the future could look like, and for the all-new Fiat 500e, we went back and looked at contemporary design themes that surfaced around the time of the historic Cinquecento," said Roberto Giolito, Head of FIAT Style. "With its dot-matrix gradient patterns, Electrico Arancione accents and aerodynamically enhanced Cinquecento silhouette, the all-new Fiat 500e takes a retro-futuristic approach to match its advanced propulsion and zero-emission powertrain."

Improved aerodynamics via retro-futuristic styling cues harking back to 1960s-era design
The all-new 2013 Fiat 500e takes the city-friendly proportions and iconic Cinquecento cues of the Fiat 500 hatchback model further with purposeful aerodynamic treatment and retro-futuristic styled design cues to highlight its environmentally friendly battery-electric capability.

For designers and engineers of the Fiat 500e, minimizing drag while keeping the iconic styling of the Cinquecento was of the utmost importance. The recognizable Fiat 500 physiognomy – its "whiskers and logo" face with bi-halogen headlamps and lower park and fog lamps – continue the FIAT brand's familiar DNA. Below, a two-piece front fascia features a uniquely sculpted surface for minimal drag, while providing the necessary airflow inlets to cool the 500e's electrical components. With its lower dot-matrix patterned fascia, the all-new Fiat 500e recalls a futuristic theme that was present during the popularity of the original Cinquecento's birth. For added detail, the fascia insert features projector-beam fog lamps and the "500e" logo.

Unique to the Fiat 500e, designers developed wind-tunnel-sculpted front and rear fascias, exterior mirror caps, side sills, and introduced a liftgate mounted aero spoiler extending the vehicle's roofline. All of these elements work to reduce the Fiat 500e's drag coefficient and improve the vehicle's aerodynamic performance. The vertically enhancing side sills also tie in the gradient pattern and "500e" logo from the front fascia. Below, the two-piece rear fascia echos the dot-matrix styled diffuser and "500e" logo featured on the front of this electrified Cinquecento.

A Fiat 500e exclusive wheel design features a premium painted Argento (silver) face with Nero (black)

finished aero inserts. Unique 15 x 5.5-inch (front) and 15 x 6.5-inch (rear) wheel fitments feature a flush design for optimal aerodynamics.

More than 140 hours of wind-tunnel sculpting for a 13 percent aero improvement
For the all-new Fiat 500e to achieve a 0.311 coefficient of drag (Cd) (compared to the 2013 Fiat 500 Lounge model's 0.359 Cd), eight exterior refinements were developed in the wind tunnel to enable the 48 count drag reduction. The result of hours of wind-tunnel testing is a design that enables this battery-electric Cinquecento to achieve an additional five miles of range.

The 2013 Fiat 500e's eight functional exterior system improvements include:

- Front fascia sealing
- Aerodynamically optimized front fascia design
- Flush profile 15-inch aluminum wheels
- Streamlined exterior mirror caps
- Under vehicle bellypans
- Wind-tunnel-sculpted side sills
- Drag reducing rear fascia design
- Liftgate-mounted aerodynamic spoiler

Three head-turning exterior appearances, including the "high voltage" styled e-Sport Package
Keeping with the FIAT brand's tradition of personalization, the all-new 2013 Fiat 500e offers three exciting exterior appearances:

Nero

- Included with the Fiat 500e's Nero interior environment, this Cinquecento features front and rear lower dot-matrix patterned fascia accents painted in Nero, along with body-color spoiler and mirror caps
- Available in Argento, Grigio (gray), Bianco Perla (pearl white) and Nero exterior paint

Bianco Perla

- With the Fiat 500e's optional Steam (white) interior environment, this Cinquecento features front and rear lower dot-matrix patterned fascia accents, spoiler and mirror caps painted in tri-coat Bianco Perla paint
- Available in Argento, Grigio, Bianco Perla, Nero and exclusive Electrico Arancione Perla (Electric Orange Tri-coat paint)

- e-Sport Package

- Offering customers an EV with an aggressive exterior attitude, the 2013 Fiat 500e with e-Sport Package features the first "blacked-out" styled EV in the segment. Paired with the Nero interior environment, this Cinquecento includes front and rear lower dot-matrix patterned fascia accents painted in Nero, headlamp, park lamp and tail lamp surrounds in Nero, uniquely finished cast-aluminum wheels painted Nero with Electrico Arancione Perla accented inserts, Electrico Arancione Perla mirror caps and gradient-style lower bodyside graphic for a high-voltage look
- Available in Argento, Grigio, Bianco Perla and Nero exterior paint

Interior environment styled around simplicity and innovation

Expanding on the no-nonsense design and high attention to detail found on the Fiat 500, the all-new 2013 Fiat 500e features a retro-futuristic interior environment in Steam or Nero with Electric Orange accents and unique EV technology elements for an environment that ties in to its high-tech propulsion

system.

Communicating that this battery-electric Cinquecento is fun-to-drive, a Steam or Nero thick-rim steering wheel features a unique Electric Orange leather inner accent. For easier operation, and to keep the driver's eyes on the road ahead, the steering wheel includes cruise, audio and BLUE&ME Handsfree Communication technology controls.

Behind the steering wheel, an all-new 7-inch thin-film transistor (TFT) display provides increased functionality with more attractive and intuitively delivered information of the power gauge, driving range and state of charge. In addition, the new Electronic Vehicle Information Center (EVIC) utilizes its full-color capabilities with the use of picture graphics to illustrate vehicle functions including a trip computer, tire-pressure monitoring and vehicle status messaging system.

Integrating a convenient and portable vehicle navigation solution, the available TomTom navigation pairs with the Fiat 500e's standard BLUE&ME Handsfree Communication technology and features a 4.3-inch touchscreen display mounted on top of the instrument panel. Below its instrument panel bezel, the 2013 Fiat 500e includes an all-new electronic shifter with easy-to-use, push-button transmission mode selection.

The 2013 Fiat 500e also includes leatherette seating in corresponding Steam or Nero that ties in the dot-matrix pattern through a two-layer cloth design with accented Nero or Bianco showing through the gradient. For added style, both Steam- and Nero-colored seats feature an Electric Orange accent on the seat cushion and are stitched together in the high-voltage accent color. Unique to the Steam seats are head restraints and door arm rests in Electric Orange, while a two-tone Bianco/Nero door design adds even more design character to the Fiat 500e.

Thanks to careful analysis of the interior space, designers of the Fiat 500e made an amazingly roomy and capable cabin within its city-friendly size. With built-in storage spaces, including two in the instrument panel, map pockets in the door panels and another below the center console's shifter bezel, this high-tech Cinquecento can quickly and conveniently store mobile devices and travel gear.

MARKETING

- All-new 2013 Fiat 500e builds on the Cinquecento legacy of city-friendly, environmentally responsible and fun-to-drive small cars

- Fiat 500e is designed to keep electric vehicle (EV) ownership simple with its familiar no-nonsense design, convenience features and intelligently integrated approach to battery-electric propulsion

- More than 80 miles of estimated range, with city driving range typically greater than 100 miles

- e-Sport Package adds athletic style to the Fiat 500e's handling capabilities with a blacked-out exterior and contrasting Electrico Arancione Perla (Electric Orange Tri-coat) accents

With its iconic style, world-class dynamics and environmentally responsible zero-emissions design, the all-new 2013 Fiat 500e builds on the Cinquecento legacy, while offering customers a no-compromise electric vehicle (EV) that embodies the FIAT brand's simple, purposeful and fun-to-drive values.

"The all-new Fiat 500e expands our Cinquecento lineup with its electrified personality and simplified approach to electric vehicles, illustrating yet again how our Italian icon is, and always will be, the right car at the right time," said Matt Davis, Head of FIAT Brand product marketing, Chrysler Group LLC. "And with its battery-electric powertrain, innovative technology features and zero emissions, the new Fiat 500e exemplifies the FIAT brand's commitment to environmentally responsible design."

Keeping EV ownership simple During the development of the all-new Fiat 500e, designers and engineers ensured that the electrified Cinquecento would not compromise on the brand's core values: simple, purposeful and fun. The result, the best of the Fiat 500's familiar no-nonsense design and engaging dynamics – plus an intelligently integrated approach to electric propulsion and innovative connectivity features.

Loaded with standard technologies and convenience features The 2013 Fiat 500e takes an "all-in" approach to technology, convenience features and purposeful styling appointments. Standard equipment on the Fiat 500e includes:

Innovative technologies

- More than 80 miles of estimated range, with city driving range typically greater than 100 miles
- 111 horsepower (83 kW) electric-drive motor
- Less than 4 hour charge time with Level 2 (240 volt) on-board charging module (OBCM)
- 24 kWh liquid-cooled/heated lithium-ion battery
- Power inverter module (PIM) for DC-to-AC and DC-to-DC
- Push-button e-shift transmission
- Regenerative brake system
- 15-inch Firestone Firehawk GT low-rolling-resistance tires
- LED-illuminated state-of-charge indicator visible through windshield
- 7-inch thin-film transistor (TFT) instrument cluster with Electronic Vehicle Information Center (EVIC): Power gauge with real-time feedback, Primary speedometer and trip computer, State-of-charge indication
- Fiat 500e Smartphone App (compatible with iPhone or Android): Vehicle status, Manage charging and preconditioning (remote start and charge now), Driver's energy consumption tracking, GPS enabled route planning, location of nearby charging stations and ability to send destination to car, Text-messaging alerts, Includes 3 years of connected services
- TomTom Navigation with voice activated commands, EV friendly route planning, power meters and battery driving-range indicators

Comfort and convenience

- Premium heated (front) leatherette/cloth seats
- BLUE&ME Handsfree Communication technology with USB and iPod control
- SiriusXM Radio (with one-year subscription)
- Alpine premium audio system with six speakers and 276-watt amplifier
- Automatic climate control
- Leather-wrapped steering wheel with audio and cruise controls
- Power windows, door locks, mirrors and locking charge port door
- Auto-dimming rear-view mirror
- Cargo compartment organizer with covered load floor to accommodate charge cord and tire-inflator kit

Safety and security

- Seven airbags
- Advanced multistage driver and front-passenger
- Front and rear side-curtain
- Driver inflatable knee air bag
- Driver and front-passenger seat-mounted side air bags (pelvic-thorax)

- Bi-halogen headlamps
- Daytime running lamps (DRL)
- Audible pedestrian warning system
- Active head restraints
- ParkSense rear park assist
- Electronic stability control (ESC)

e-Sport Package: an EV with athletic attitude Adding a menacing look to the 2013 Fiat 500e, the segment's first e-Sport Package rewrites the EV rule book, offering the most fun-to-drive EV with an athletic and aggressive personality.

"We started with a no-compromise approach, designing the Fiat 500e to appeal to customers looking for a gasoline- and emissions-free alternative, while embracing the dynamic Cinquecento qualities our driving enthusiasts enjoy," added Matt Davis. "Like the dual personalities we offer with our Fiat 500 and Fiat 500 Abarth model range, the all-new Fiat 500e with e-Sport Package illustrates our brand's athletic attitude paired with highly capable handling to deliver a bold and exciting entry into the EV segment."

The e-Sport Package includes blacked-out headlamp, park lamp and tail lamp surrounds in Nero (black), staggered 15-inch aluminum wheels in Nero with Electrico Arancione Perla (Electric Orange Tri-coat paint) accents and bodyside graphic and matching mirror caps.

ENGINEERING/CHASSIS

- *World-class handling for an electric vehicle (EV), thanks to the all-new 2013 Fiat 500e's unique chassis hardware and specific suspension tuning*
- *World-class braking provided by larger vented front-disc brakes and a high efficiency energy-regenerating system. Heat energy typically lost during braking is instead converted to electricity to recharge the battery*
- *Strategically located battery pack improves this electrified Cinquecento's front-to-rear balance*
- *Fiat 500e features a quieter interior thanks to 12 product-specific improvements to reduce noise in the cabin while driving*
- *Redesigned body structure delivers a 10 percent improvement in bending stiffness, while accommodating the powerful 97-cell lithium-ion battery pack*

Rather than compromising the essence of a fun-to-drive icon, the all-new 2013 Fiat 500e was engineered to deliver world-class electric vehicle (EV) handling and braking performance, while further solidifying the engaging European driving dynamics the FIAT brand and Cinquecento are known for.

Upgraded chassis with an emphasis on handling The all-new 2013 Fiat 500e features a specially engineered suspension tailored for its EV architecture and capable of highly engaging dynamics in an electric vehicle.

The suspension of the Fiat 500e is re-engineered with new increased spring rates and unique front-strut and rear-shock tuning, for optimum ride comfort and body control, fully retaining the fun-to-drive character that the Fiat 500 is already known for. In addition, Fiat 500e's 15 x 5.5-inch (front) and 15 x 6.5-inch (rear) aluminum wheels add stability at high speeds.

The 2013 Fiat 500e features a 16.3:1 steering-gear ratio to enhance responsiveness, maneuverability

and performance feel. In addition, this electrified Cinquecento features a uniquely tuned electronic power steering (EPS) calibration for increased steering response and feedback. In addition, the Fiat 500e's EPS system is designed to compensate for temporary road crown and crosswind situations where there is a constant push of the car to one side or another, assisting the driver to not have to drive against such a condition.

Energy-regenerating disc brakes The all-new Fiat 500e features 2.1-inch (54 mm) diameter single-piston front-brake calipers with larger 11.1-inch (284 mm) (up from 10.1-inch; 257 mm) diameter ventilated rotors for additional braking surface and heat dissipation. The 9.4-inch (240 mm) rear disc-brake system also features single-piston brake calipers.

Taking advantage whenever the driver slows, the Fiat 500e's regenerative braking system converts kinetic energy to electricity, while helping to provide additional range by charging the lithium-ion battery. In addition, the Fiat 500e provides the driver with the traditional "connected" feel of an internal combustion vehicle when coasting. Tying it altogether is the Fiat 500e's regenerative braking controller (RBC) that receives the driver's brake-pedal input and determines the total amount of brake power requested. Depending on input levels, the RBC is able to adjust the level of friction and regenerative braking instantly.

The Fiat 500e features a four-channel electronic stability control (ESC) system that monitors the speed of each wheel individually. The four-channel system allows individual wheel braking for superior control and provides backup braking in the unlikely event that one of the two braking circuits would fail. The anti-lock brake (ABS) software uses a steering wheel angle sensor that allows the system to differentiate between straight-line braking and braking in a turn, resulting in better straight-line braking with minimal yaw.

ESC helps maximize driver control in all conditions by combining both engine torque and brake control to regulate wheel spin at all driving speeds. When the system senses impending wheel slip during acceleration, it signals the throttle control to reduce drive wheel torque. Under extreme situations, such as going from pavement to ice during acceleration, the system will selectively apply the brakes to maintain control. An ESC button on the center stack allows the driver to partially turn off the system.

Other features in the Fiat 500e's ESC system include:

- Electronic brake-force distribution (EBD)
- Electronic rollover mitigation (ERM)
- Hill-start Assist (HSA)
- Brake Assist

Fiat 500e provides a quieter interior With 2013 Fiat 500e's electric powertrain, and redesigned body structure, engineers took the opportunity to develop an all-new noise, vibration and harshness (NVH) package to improve interior quietness.

In addition to the reduction in wind noise gained through the Fiat 500e's eight exterior aero dynamic improvements, this electrified Cinquecento includes 12 product-specific improvements aiding in the vehicle's reduction in interior cabin noise while driving. These NVH improvements include:

- Additional mastic patches on floor
- Additional sound-deadening material in rear quarter body cavity
- Additional acoustic pads to wheelhouse liners

- New gasket between the mirror flag and door
- New mirror flag and B-pillar applique foam seals
- Additional 8 mm acoustic pad to rear floor behind rear seats
- New antenna with strakes
- New carpet mass layer
- New noise absorption pads in front doors
- New isolated engine torque mount
- Improved door glass belt and channel sealing
- New acoustic windshield glass

Redesigned body structure adds rigidity and improved weight distribution A new lower-body structure design provides packaging and protection for the 2013 Fiat 500e's battery, while delivering a 10 percent improvement in bending stiffness.

With extensive use of advanced steels, composites and advanced computer-impact simulations, the Fiat 500e's redesigned architecture delivers world-class torsional stiffness for optimum control of body geometry, while accommodating its powerful 97-cell lithium ion battery. Engineers ensured that the revised underbody's design was minimally intrusive to interior space, while providing a tighter and stiffer feel, with an added sense of confidence and control during higher speed maneuvers.

In addition, the design change from internal combustion to battery-electric enabled the Fiat 500e to repack its weight for a 57/43 (compared to Fiat 500's 64/36) front-to-rear weight distribution to improve handling performance.

Powertrain

- All-new Fiat 500e delivers an estimated 116 miles per gallon equivalent (MPGe) city and 100 MPGe highway battery-only electric power and zero emissions from a single charge
- More than 80 miles of driving range on a single charge (estimated)
- No-compromise performance from 111 horsepower (83 kW) motor
- Unique "creep" feature mirrors conventional powertrains
- Distinctive push-button shifter

The 2013 Fiat 500e has driving enjoyment and environmental stewardship all buttoned up Unshackled by a performance-draining "eco-button," the likes of which found on competitive vehicles, the stylish all-new, all-electric hatchback delivers an estimated 116 miles per gallon equivalent (MPGe) city and 100 MPGe highway (186 and 160 km) of worry-free driving.

As Chrysler Group LLC's first road-going retail electric vehicle, the Fiat 500e forgoes the addition of an "Eco" button. Eco-buttons deaden throttle-response in exchange for marginal range improvement.

In deference to the driver, the Fiat 500e holds nothing back

"Our objective was to make the full potential and excitement of the e-powertrain immediately available and apparent to 500e customers," says Bob Lee, Vice President and Head of Engine and Electrified Propulsion Engineering - Chrysler Group LLC.

FIAT 500e buyers, empowerment starts with a 24 kWh lithium-ion battery that energizes a 111 horsepower (83 kW), permanent-magnet, three-phase synchronous drive-motor. Dubbed "e-Drive" and showcased by a studded, logo-adorned "engine cover," it generates 147 lb.-ft. (200 N•m) of peak torque – all of which is available at tip-in.

Protected by a four-year warranty, its behavior – relative to conventional powertrains – is pleasingly familiar.

Other EVs are benign and lifeless until the accelerator is pressed. In keeping with its sporty, fun-to-drive character, the Fiat 500e incorporates a "creep" feature, which launches the car smoothly and assuredly as soon as its brake pedal is released, just like a vehicle powered by an idling engine.

The Fiat 500e also affords fingertip-control of its emissions-free driveline. A distinctive array of center-stack-mounted push buttons replaces the conventional shifter and connects the driver with the car's smooth-running, single-speed gearbox. 2 / FIAT 500e POWERTRAIN media.chrysler.com

Park is enabled by a unique parking mechanism. Powered by an electric motor attached to the single-speed gearbox, the Fiat 500e's e-Park prawl is activated when the driver pushes the park button. This locks the gearbox in park mode, preventing movement.

The Fiat 500e's gearbox shines brightest when the car is taken out of park. Its robust design enables increased torque output while allowing for lower motor input speeds, an attribute that conserves battery energy and extends range.

Further benefiting the refinement, the single-speed gearbox helps maintain the correct installed axle-shaft angles of the driveline.

Other enablers of the Fiat 500e's top-flight performance are the lithium-ion battery pack and power inverter module (PIM).

The high-voltage battery is housed in the floor of the 500e. It serves both the eDrive motor and vehicle systems, such as HVAC and other electrical accessories tied to the 12-volt battery. Comprising 97 individual cells, the battery features a power-management system designed to monitor and adjust current, cell voltage and operating temperature – conditions that are critical to safety and life expectancy.

A stout capacity to handle charge/discharge cycles is backed by an eight-year warranty, which covers the entire battery.

The battery's thermal-management system maintains optimal operating temperatures, which maximizes driving range and minimizes recharging times – less than 4 hours with its Level 2 (240-volt) on-board charging module (OBCM) and 24 hours via Level 1 (120-volt) when fully depleted.

The system supplements passive cooling by circulating through the high-voltage battery a blend of ethylene glycol and corrosion inhibitors. This ensures consistent cell-to-cell temperature and boosts battery life.

Passive cooling occurs via the brazed aluminum radiator, which removes heat from the coolant as air enters the front of the vehicle. The radiator also provides cooling benefits for the eDrive motor and the all-important PIM.

Subject to accelerator-pedal inputs, the PIM regulates the amount of voltage sent to the eDrive. It does so by converting the battery's direct current (DC) to alternating current (AC), which powers the drive-

motor.

In addition, it features an auxiliary power module, which reduces the battery's high-voltage output to 12 volts to support the standard vehicle electrical system.

Complementing the familiar feel of the Fiat 500e's "creep" feature, the PIM controls the eDrive and delivers the kind of accelerator-pedal feedback drivers experience with finely tuned conventional powertrains. Apply the accelerator and the car surges; release it and experience a corresponding deceleration. Apply the brakes and the PIM also plays a role. True to the Fiat 500e's mission, the PIM increases efficiency by using the eDrive to assist with braking. It's a strategy that neatly accommodates regenerative braking, simultaneously boosting the battery while reducing brake wear.

TECHNOLOGY

The all-new 2013 Fiat 500e does more than inspire. It engages.

The Fiat 500e's advanced technologies allow customers to connect with the vehicle, the outside world and themselves.

Screen gem

The Fiat 500e's all-new 7-inch thin-film transistor (TFT) instrument cluster display delivers the one thing we crave most in today's chaotic, mind-cluttering culture. Such advancement accommodates crisper graphics, which are critical to the kind of instant recognition drivers need to maintain proper focus on the task at hand.

On entry, the driver is greeted by a "welcome screen" that features an image of a Fiat 500e. The integrated Electronic Vehicle Information Center (EVIC) also displays data such as estimated time to fully recharge. If an attempt is made to start the vehicle while it is plugged in, the cluster will alert the driver accordingly.

Large digital readouts indicating speed and range are ringed by dynamic gauges that give real-time feedback on state-of-charge and driving style. Odometer, time, date, gear-selection and driving mode also are showcased.

Layered in and around the display are familiar vehicle indicators critical to safe vehicle operation, from restraint-system and tire-pressure warning lights, to status of the Fiat 500e's electronic stability control (ESC) system.

Easy-to-reach buttons on the instrument panel and turn-signal stalk provide convenient access to additional information, such as average speed, average energy consumption and travel distance.

Go with the flow

The Fiat 500e's TomTom Navigation system is explicitly designed to highlight the car's unique features.

The removable, dash-mounted display shares the chic look of the TomTom Navigation systems in other Fiat models. It has a touchscreen, but also responds to voice commands. It offers up-to-the-minute access to traffic and weather information and its maps are dotted with more than 7 million points of interest.

A free PIN-protected app downloaded from the FIAT owner's website makes trip-planning more convenient. Users can send destinations from their mobile devices directly to the Fiat 500e's TomTom

navigation system. The system will then calculate routes and visually indicate whether the destinations are in range. Charge station locations and their real-time availability also are displayed. The system further distinguishes itself with its capacity to deliver vehicle-status information.

Energy management is made easy with digital "flow gauges" that track demands on the car's battery. Monitored systems range from the drive motor to climate-control, while low-charge and

Safety & Security

At FIAT brand, safety is a priority, and this objective has enabled the all-new 2013 Fiat 500e to fuse active and passive safety technologies together, providing piece of mind and driving confidence for today's conscientious consumers.

Seven standard air bags and reactive head restraints

The all-new 2013 Fiat 500e features optimized protection for its passengers. It's seven standard air bags include: driver and front-passenger advanced multistage air bags, driver's knee air bag, full-length side-curtain air bags and standard seat-mounted side pelvic-thorax air bags, all to offer enhanced occupant protection to all occupants in the event of a collision.

Reactive head restraints, which activate during a rear impact, are another innovation designed to minimize injuries by reducing the gap between the head restraint and the passenger's head.

Electronic stability control (ESC) The Fiat 500e features standard electronic stability control (ESC) for improved handling stability as well as improved braking in inclement weather or panic conditions.

Behind the scenes, the ESC system is ready to intervene by integrating key chassis control systems including electronic brake-force distribution (EBD), anti-lock brake system (ABS) and traction control systems (TCS) to control all four wheels in response to yaw and steering input.

In effect, ESC determines the driver's intentions and adjusts the vehicle's dynamic forces to maintain the driver's intended course. Should the driver exceed the performance limits of the road surface - such that the vehicle starts to oversteer or understeer - ESC instantly analyzes input from the wheel sensors and corrects the pending loss of control by applying any one, several or all of the system's brakes.

More than 35 available safety and security features The following is a list of the 2013 Fiat 500e's more than 35 available safety and security features, which include:

1. Active turn signals: Turn signal flashes three times when stalk is depressed for 1 second to indicate a lane change (standard)
2. Advanced multistage air bags: Inflates with a force appropriate to the severity of the impact. In addition, Fiat 500e's unique driver's air bag design includes tethers to shape the air bag. The passenger airbag has a unique air bag venting system, allowing one vent of the air bag to remain open while the air bag is fully inflating. A secondary vent is actuated as the passenger contacts the air bag at the end of a crash event, offering protection of passengers of all sizes
3. All-speed traction control: Helps to keep driving wheels from spinning during acceleration from a stop or during all speeds by applying individual brakes alone or in combination with engine torque limitation to prevent wheel slip
4. Anti-lock brake system (ABS): Senses and prevents wheel lockup, offering improved steering control under extreme braking and/or slippery conditions (standard)
5. Auto-dimming rearview mirror: Detects and reduces glare from rearward headlamps without driver intervention (standard)

6. BeltAlert: Activates a chime and/or illuminates an icon in the instrument cluster to remind the driver and front passenger to buckle up if the Fiat 500e is driven without belted front-seat occupants (standard)
7. Bi-halogen projector headlamps: Provides wider, more focused light spread and improves forward visibility at night (standard)
8. BLUE&ME Handsfree Communication technology: Provides an in-vehicle, voice-activated communication system that allows the driver to operate a Bluetooth compatible phone while keeping his or her hands on the wheel and eyes on the road. Using a series of voice commands, the driver can place phone calls, access the phone's address book or listen to MP3s (standard)
9. Brake Assist: In an emergency brake situation, the system applies maximum braking power, minimizing the stopping distance (standard)
10. Brake Override: When a disagreement exists between the throttle and the brake, the brake signal causes the engine controller to reduce engine power, allowing the operator to stop the Fiat 500e (standard)
11. Brake/Park interlock: Prevents a Fiat 500e from being shifted out of Park unless the brake pedal is applied (standard)
12. Brake-traction control system (BTCS): Helps to keep driving wheels from spinning during acceleration from a stop or during slow speeds by applying individual brakes to the slipping wheel(s) (standard)
13. Child seat anchor system: LATCH (Lower Anchors and Tethers for CHildren) is designed to ease installation of compatible aftermarket child seats (standard)
14. Constant-force Retractors (CFR): Regulates the force exerted on the occupant by the seat belt and then gradually releases seat-belt webbing in a controlled manner. The system features a digressive load limiter for the driver and adaptive load limiter for the front-passenger (standard)
15. Crumple zones: Designed to deform during an accident in order to absorb energy from an impact which decreases transfer of that energy to occupants (standard)
16. Daytime running lamps (DRL): Provides additional forward illumination for improved vehicle awareness (standard)
17. Electronic stability control (ESC): Enhances driver control and helps maintain directional stability under all conditions. Provides the benefit in critical driving situations, such as turns, and is valuable when driving on mixed-surface conditions, including snow, ice or gravel. If there is a discernible difference between driver input through the steering wheel and the Fiat 500e's path, ESC applies selective braking and throttle input to guide the vehicle back on to the driver's intended path (standard)
18. Energy management system: Three front load paths designed from high-strength steel manage vehicle crush and minimize cabin intrusion (standard)
19. Express down windows: One-touch powered express down window button located on the center console (standard)
20. Full-length side-curtain air bags: Extends protection to all outboard front- and rear-seat passengers. Each side air bag has its own impact sensors that autonomously trigger the air bag on the side where an impact occurs. This type of air bag is housed in the headliner just above the side windows (standard)
21. Head restraints: Includes all seating positions (standard)
22. Hill-start Assist (HSA): Assists drivers when starting a vehicle from a stop on a hill by maintaining the level of brake pressure applied for a short period of time after a driver's foot is removed from the brake pedal. If throttle is not applied within a short period of time after the driver's foot is removed from the brake pedal, brake pressure will be released (standard)
23. Knee air bag (driver's side): Located below the instrument panel, air bag deploys when the driver's air bag deploys and is designed to properly position the occupant during impact and offer additional lower leg protection (standard)
24. Occupant restraint controller (ORC): Detects an impact and determines whether a crash is severe

enough to trigger air bag deployment and whether the primary or secondary stage inflation is sufficient. In addition the controller detects side impacts and determines whether the rail-curtain and side seat-mounted (pelvic-thorax protection) airbags should deploy. Engagement of front seat belt pretensioners are also managed through the controller (standard)

25. ParkSense rear park assist system: Assists at low speeds in reverse to detect stationary objects. Consists of audible warnings for the driver (standard)

26. Reactive head restraints: Activates in the event of a rear collision. Restraints are designed to reduce injuries by minimizing the gap between the driver and front-passenger head restraint and the passenger's head (standard)

27. Remote keyless entry: Locks and unlocks doors and turns on interior lamps. If the vehicle is equipped with the optional security alarm, the remote also arms and disarms that system (standard)

28. Safety cage body structure: Protects occupants by managing and controlling energy in the event of an impact (standard)

29. Seat belt pretensioners: During a collision, impact sensors initiate front seat belt pretensioners to remove slack in the seat belt system, thereby reducing the forward movement of the occupant's head and torso (standard)

30. Sentry Key engine immobilizer: Uses a key fob that has an embedded transponder with a preprogrammed security code to shut off the engine after a few seconds and discourage vehicle theft (standard)

31. Seat-mounted side pelvic-thorax air bags: Provide enhanced protection to the driver and front outboard passenger in certain impacts. Each side air bag has its own impact sensors that autonomously trigger the air bag on the side where an impact occurs. Standard side air bags are housed within the outboard side of each front seat (standard)

32. Side-curtain air bags: Provide enhanced protection to all outboard occupants (standard)

33. Side-guard door beams: Provide occupant protection during a side impact (standard)

34. Supplemental turn signals: Located on the front fenders, the turn signals provide better notification to other drivers that the driver is about to make a turn or lane change (standard)

35. Three-point seat belts: Front seating positions and all rear seating positions have lap and shoulder belts (standard)

36. Tilt steering column: Allows steering column to achieve a safe and comfortable driving position (standard)

37. Tire-pressure monitoring (TPM): Informs driver when tire pressure is too low. Pressure-sensor modules within the valve stems of all four road wheels send continuous radio-frequency signals to a receiver and the system. Individual tire pressure can be displayed in the EVIC (standard)

38. TomTom Navigation: This innovative navigation system features real-time traffic, real-time weather updates and more than 7 million points of interests (standard)

39. Vehicle theft security alarm: Deters vandalism and theft, frequently lowering insurance premiums. System protects the vehicle from theft by monitoring door-ajar switches and the ignition circuit for unauthorized entry (standard)