

TEST RESULTS

Suzuki Alto

Suzuki Alto 1.0 GL, RHD

2009



55%

ADULT OCCUPANT



46%

CHILD OCCUPANT



35%

PEDESTRIAN



29%

SAFETY ASSIST

ADULT OCCUPANT

Total 20 pts | 55%

FRONTAL IMPACT

10,4 pts



Driver



Passenger

SIDE IMPACT CAR

7,1 pts



Car

REAR IMPACT (WHIPLASH)

2,2 pts



FRONTAL IMPACT

HEAD

Driver airbag contact	stable
Passenger airbag contact	stable

CHEST

Passenger compartment	stable
Windscreen Pillar rearward	11mm
Steering wheel rearward	none
Steering wheel upward	none
Chest contact with steering wheel	none

UPPER LEGS, KNEES AND PELVIS

Stiff structures in dashboard	yes: steering column, adjuster lever and ignition barrel centre console; facia end
Concentrated loads on knees	yes: steering column, adjuster lever and ignition barrel centre console; facia end

LOWER LEGS AND FEET

Footwell Collapse	none
Rearward pedal movement	accelerator - 79mm
Upward pedal movement	clutch - 27mm

SIDE IMPACT

Head protection airbag	No
Chest protection airbag	Yes

WHIPLASH

Seat description	Standard, no adjustment
Head restraint type	Fixed, passive
Geometric assessment	0,1 pts

TESTS

- High severity	2,2 pts
- Medium severity	1,3 pts

- Low severity

1,7 pts

TEST RESULTS

CHILD OCCUPANT

Total 23 pts | 46%

18 MONTH OLD CHILD

Restraint Britax Romer Baby Safe
Group 0, 0+
Facing rearward
Installation Adult seatbelt



PERFORMANCE 7,9 pts
INSTRUCTIONS 0 pts
INSTALLATION 2 pts

FRONTAL IMPACT

Head forward movement protected
Head acceleration good
Chest load fair

SIDE IMPACT

Head containment protected
Head acceleration good

3 YEAR OLD CHILD

Restraint Britax Romer DUO Plus
Group 1
Facing forward
Installation ISOFIX anchorages and top tether



PERFORMANCE 4,7 pts
INSTRUCTIONS 4 pts
INSTALLATION 2 pts

FRONTAL IMPACT

Head forward movement protected
Head acceleration fair
Chest load poor

SIDE IMPACT

Head containment protected
Head acceleration good

VEHICLE BASED ASSESSMENT

2 pts

Airbag warning Label

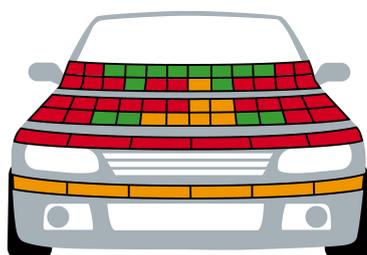
Text and pictogram warning label permanently attached to both sides of the passenger sun visor

PEDESTRIAN

Total 13 pts | 35%

SAFETY ASSIST

Total 2 pts | 29%



GOOD
MARGINAL
POOR

HEAD 9,5 pts
PELVIS 0 pts
LEG 3,3 pts

SPEED LIMITATION ASSISTANCE 0 pts

- 0, not available

ELECTRONIC STABILITY CONTROL (ESC) 1 pts

- optional

SEATBELT REMINDER 1 pts

- driver 1 pts

DETAILS OF TESTED CAR

SPECIFICATIONS

Tested model	Suzuki Alto 1.0 GL, RHD
Body type	5 door hatchback
Year of publication	2009
Kerb weight	885kg
VIN from which rating applies	applies to all 2009 model year Altos

SAFETY EQUIPMENT

Front seatbelt pretensioners	
Front seatbelt load limiters	
Driver frontal airbag	single stage
Front passenger frontal airbag	single stage
Side body airbags	

COMMENTS

Adult occupant

The passenger compartment remained stable in the frontal impact. Structures in the dashboard presented a risk of injury to the knees and femurs of both the driver and passenger. Dummy readings indicated marginal protection of the driver's lower legs. Side impact airbags are optional on some variants of the Alto. The thorax-protecting airbag is expected to be widely sold and was included in the tests; the head-protecting bag is not and was not fitted to the test vehicle, and no pole test was performed. In the side barrier test, protection of the chest was marginal. Protection against whiplash injuries in rear impacts was also rated as marginal.

Child occupant

The 3 year dummy, sat in a forward-facing seat, recorded high chest deceleration in the frontal impact but forward movement of the dummy's head was not excessive. In the side impact, the heads of both child dummies were properly contained by the restraints. The passenger airbag cannot be disabled to allow a rearward-facing child restraint to be used in that seating position. The presence of ISOFIX anchorages in the rear outboard seats is not clearly marked.

Pedestrian

The front edge of the bonnet scored no points for the protection it offers to pedestrians' legs. The protection offered by the bumper was marginal. Poor protection was provided by the bonnet in most areas likely to be struck by the head of an adult or a child.

Safety assist

In response to Euro NCAP's new rating scheme, Suzuki have decided to make electronic stability control an option on all variants of the Alto and standard on some. Sales of ESC as standard equipment are not expected to meet Euro NCAP's requirements for the full three points to be awarded but are sufficient to gain the car an additional point for this area of assessment. A driver's seatbelt reminder system is standard equipment.