



## Suzuki Swift

RATING	SCORE	Front: 11	Side: 16	Seatbelt reminder: 1	Pole: 2
 <b>ADULT OCCUPANT</b> ★★☆☆☆	<b>30</b>				
 <b>CHILD OCCUPANT</b> ★★☆☆☆	<b>27</b>				
 <b>PEDESTRIAN</b> ★★★☆☆	<b>20</b>				

### Adult occupant protection



Frontal impact driver



Frontal impact passenger



Side impact driver

- GOOD
- ADEQUATE
- MARGINAL
- WEAK
- POOR

### Child restraints

- 18 month old Child** Britax Roemer Duo Plus, forward facing
- 3 year old Child** Britax Roemer Duo Plus, forward facing

### Pedestrian protection

No image car front available

### Safety equipment

Front seatbelt pretensioners	<input checked="" type="checkbox"/>
Front seatbelt load limiters	<input checked="" type="checkbox"/>
Driver frontal airbag	<input checked="" type="checkbox"/>
Front passenger frontal airbag	<input checked="" type="checkbox"/>
Side body airbags	<input checked="" type="checkbox"/>
Side head airbags	<input checked="" type="checkbox"/>
Driver knee airbag	<input type="checkbox"/>
ISOfix front	<input type="checkbox"/>
ISOfix rear	<input checked="" type="checkbox"/>

### Car details

Hand of drive	LHD
Tested model	Suzuki Swift 1.3 GLA
Body type	super-mini
Year of publication	2005
Kerb weight	1010
VIN from which rating applies	Applies to all applies Swifts

### Comments

The Swift put in a sound all-round performance. The body proved to be extremely strong, suffering minimal deformation in the frontal impact and providing good protection for adults throughout. But protection for child occupants was mixed: it proved fairly good for the older child but less so for the younger. Its ability to safeguard pedestrians and other vulnerable road users was judged to be reasonably good overall.

#### Front impact

The body suffered minimal deformation and the single-stage frontal airbags, belt pre-tensioners and load limiters worked well, helping to control and limit occupants' forward movement. However, the load recorded by the driver's chest instrumentation was just high enough to rate as 'marginal' protection. Loads recorded for the driver's right lower leg were quite high and contact with hard, unforgiving structures around the steering column and behind the fascia posed a risk of knee injury for the driver and passenger. Foam padding protected their feet, while the footwell suffered little damage.

#### Side impact

An impressive protection system included seat mounted thorax airbags and a head curtain airbag which also protected those sat in the rear. In this test, some loads transferred in an unrealistic manner up the driver dummy's spine, slightly reducing the forces recorded at its chest, so a maximum score was not achieved.

#### Child occupant

A four language, permanent text label warned against placing a child in a rear-facing restraint opposite an active airbag but was fitted only to one side of the sun visors. The recommended restraints used for both children were Britax Romer Duo Plus,

fitted forward facing using the ISOFIX anchorages and top tethers. They provided mixed protection. High loads were recorded on the younger child's head in the frontal test while the older child experienced a fairly high chest load. However, the restraints contained both children well.

### **Pedestrian**

The bumper protected well as did the areas where a child's head would strike. That for adult heads was less effective. The bonnet's leading edge gave some protection: overall a good effort by Suzuki.