

## SUZUKI - Alto - Without Airbag



### TECHNICAL SHEET



0.00 max. 17.00 - Adult Occupant



25.00 max. 49.00 - Child Occupant



### ADULT OCCUPANT PROTECTION



FRONT PASSENGER



DRIVER

#### PROTECTION

- GOOD
- ADEQUATE
- MARGINAL
- WEAK
- POOR

#### SIDE IMPACT TEST (UNECE 95) \*

Done

**NO**

#### CABIN STRUCTURE

**UNSTABLE**



### CHILD RESTRAINT SYSTEM

	CHILD RESTRAINT	HEAD / CHEST	CRS TYPE	ADJUST	POSITION
18 month old child	Peg Perego Primo Viaggio T.Fix	Protected / Good	0+	Belted	Rearward facing
3 year old child	Peg Perego Viaggio 0 +1 switch	Vulnerable / Good	1	Belted	Forward facing



### CAR DETAILS

Tested model: Suzuki Alto K10, LHD

Year of publication: 2013

Body type: 4 door Hatchback

Crash test weight: 1021 kg

### SAFETY EQUIPMENT

Front seatbelt pretensioners	<b>NO</b>	Driver knee airbag	<b>NO</b>
Driver frontal airbag	<b>NO</b>	Seatbelt Reminder System	<b>NO</b>
Front passenger frontal airbag	<b>NO</b>	ABS	<b>NO</b>
Side body airbags	<b>NO</b>	ISOFIX	<b>NO</b>
Side head airbags	<b>NO</b>		



## COMMENTS

**Adult occupant:** The protection offered to the driver head was poor and for this reason the star capping was applied. Driver's chest protection was weak due to contact with the steering wheel. The passengers' knees could impact with dangerous structures in the dashboard like the Transfascia tube. The bodyshell was rated as unstable. The bodyshell was not capable of withstanding any further loading.

**Child occupant:** The child seat for the 3 year old child was unable to prevent excessive forward movement during the impact. The dynamic performance of the child restraints was adequate. However, the installation instructions on both child seats were insufficient and not permanently attached to the seat. The recommended CRS for the 3 year old dummy was found to be incompatible with the belt system on the vehicle, while the CRS for the 18 months dummy was. This vehicle that was not equipped with a passenger airbag.

(\* Side impact test under UNECE95 and passing the test is required for the 5 stars. OEMs can request the mentioned test voluntarily and its result to be published along with the other results of the model. For Latin NCAP, certain level of safety provided by a car, is considered only when it has been demonstrated in a crash test.

