

# Suzuki Alto

Suzuki Alto 1.0 GL, RHD

2009



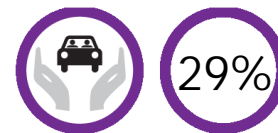
ADULT OCCUPANT



CHILD OCCUPANT



PEDESTRIAN



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



|   |          |
|---|----------|
|  | GOOD     |
|  | ADEQUATE |
|  | MARGINAL |
|  | WEAK     |
|  | POOR     |

### 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 |
|----------------|---------|

## 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

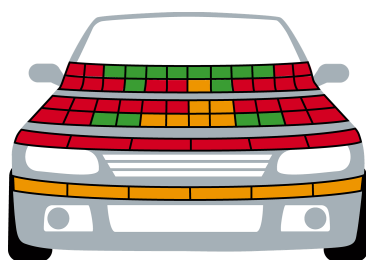
Text and pictogram warning label permanently attached to both sides of the passenger sun visor

## 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.