



Suzuki Swift
With Safety Pack

2017



Adult Occupant



88%

Child Occupant



75%

VRU Impact Protection



69%

Safety Assist



44%

SPECIFICATION

Tested Model	Suzuki Swift 1.2L GL, RHD
Safety pack	Radar Brake Support
Body Type	- 5 door hatchback
Year Of Publication	2017
Kerb Weight	855kg
VIN From Which Rating Applies	- all Swifts with 'Radar Brake Support'
Class	Supermini

X Rating Expired

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	✘
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✘	✘	✘
SIDE CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✘
Side pelvis airbag	●	●	✘
	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix/i-Size	—	✘	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix/i-Size	—	✗	●
Integrated CRS	—	✗	✗
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet (Hood)	✗
AEB Pedestrian	✗
AEB City	○
AEB Inter-Urban	○
Speed Assistance System	○
Lane Assist System	✗

Note: Other equipment may be available on the vehicle but was not considered in the test year.

- Fitted to the vehicle as standard ○ Fitted to the vehicle as part of the safety pack
- Not fitted to the test vehicle but available as option or as part of the safety pack ✗ Not available — Not applicable

ADULT OCCUPANT

Total 33.5 Pts / 88%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Offset Deformable Barrier 6.7 Pts




Passenger Driver

Frontal Full Width 7.1 Pts




Rear Passenger Driver

Whiplash Rear Impact 1.7 Pts



Front seat Rear seat

Lateral Impact 16.0 Pts



Car Pole

AEB City 2.0

Performance: ■ Adequate



ADULT OCCUPANT

Total 33.5 Pts / 88%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

 ADULT OCCUPANT

Total 33.5 Pts / 88%

Comments

The passenger compartment of the Swift remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs for both the driver and passenger. Suzuki showed that a similar level of protection would be provided to occupants of different sizes and to those sat in different positions. In the full-width rigid barrier test, protection of the chest was marginal, both for the driver and the rear seat passenger. Otherwise, protection of critical body areas was rated a good or adequate. The Swift scored maximum points in both the side barrier test and the more severe side pole impact, with good protection of all critical body regions. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. However, a geometric assessment of the rear seats indicated poor whiplash protection for occupants in those seating positions. The Swift has, as part of its 'Radar Brake Support' option pack, autonomous emergency braking. The system works at the low speeds, typical of city driving, at which many whiplash injuries are caused and, in tests of this functionality, the system performed adequately.

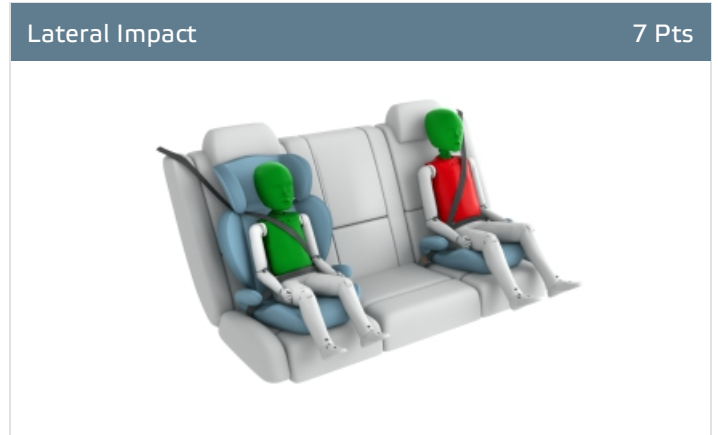
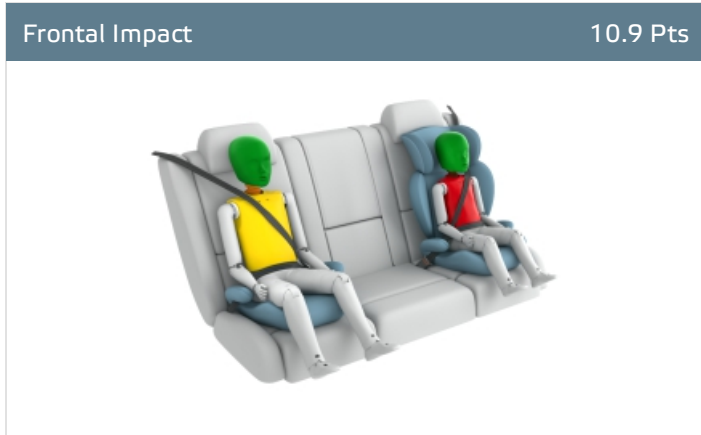
CHILD OCCUPANT

Total 36.9 Pts / 75%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

17.9 Pts



Restraint for 6 year old child: *Britax Römer KIDFIX XP*
 Restraint for 10 year old child: *Graco Junior III*

Safety Features

7.0 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	✘	●	✘
i-Size	✘	●	✘
Integrated CRS	✘	✘	✘

● Fitted to test car as standard
 ○ Not on test car but available as option
 ✘ Not available

CRS Installation Check

12.0 Pts

- Install without problem
- Install with care
- Safety critical problem
- ✗ Installation not allowed

■ i-Size CRS



■ ISOFIX CRS



CHILD OCCUPANT

Total 36.9 Pts / 75%

- Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)



Comments

In the frontal offset test, readings from the 6 year dummy indicated poor chest protection and weak protection of the neck. For the 10 year dummy, neck protection was marginal. In the side barrier test, decelerations in the chest indicated poor protection of the 10 year dummy. Protection in this test was, otherwise, good. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. Clear information is provided regarding the status of the airbag and the system was rewarded. All of the restraint types for the which the Swift is designed could be properly installed and accommodated.

CHILD OCCUPANT

Total 36.9 Pts / 75%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	—	●	—	●
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	—	●	—	●
BeSafe iZi Kid X2 i-Size (iSize)	—	●	—	●
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)	—	●	—	●
BeSafe iZi Kid X4 ISOfix (ISOFIX)	—	●	—	●
Britax Römer Duo Plus (ISOFIX)	—	●	—	●
Britax Römer KidFix XP (ISOFIX)	—	●	—	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyBase2 (Belt)	●	●	✘	●
Britax Römer King II LS (Belt)	●	●	●	●
Britax Römer KidFix XP (Belt)	●	●	●	●

● Easy ● Difficult ● Safety critical ✘ Not allowed — Not available

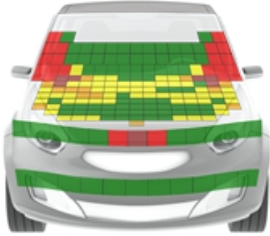
Comments

In the frontal offset test, readings from the 6 year dummy indicated poor chest protection and weak protection of the neck. For the 10 year dummy, neck protection was marginal. In the side barrier test, decelerations in the chest indicated poor protection of the 10 year dummy. Protection in this test was, otherwise, good. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. Clear information is provided regarding the status of the airbag and the system was rewarded. All of the restraint types for which the Swift is designed could be properly installed and accommodated.

 VRU IMPACT PROTECTION

Total 29.4 Pts / 69%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

VRU Impact Protection	29.4 Pts						
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Head Impact</td> <td style="text-align: right; padding: 5px;">18.5 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">4.9 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6.0 Pts</td> </tr> </table>	Head Impact	18.5 Pts	Pelvis Impact	4.9 Pts	Leg Impact	6.0 Pts
Head Impact	18.5 Pts						
Pelvis Impact	4.9 Pts						
Leg Impact	6.0 Pts						

AEB Pedestrian	0.0 Pts
----------------	---------

Comments

The protection provided by the bonnet to the head of a struck pedestrian was predominantly good or adequate, with poor results recorded on the stiff windscreen pillars. The bumper scored maximum points, offering good protection to pedestrians' legs at all test locations. Protection of the pelvis was predominantly good but some weak and poor results were also recorded.

 SAFETY ASSIST

Total 5.4 Pts / 44%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Speed Assistance 0 Pts

Seatbelt Reminder 3.0 Pts

Applies To	All seats		
	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●

● Pass
 ● Fail
 — Not available

Lane Support 0 Pts

SAFETY ASSIST

Total 5.4 Pts / 44%

AEB Inter-Urban

2.4 Pts

Type	Forward Collision Warning with Auto-Brake
Operational From	5 km/h
Additional Information	Default On

PERFORMANCE |

	Autobrake Function Only	Driver reacts to warning
Operational Speed	5-210 km/h	5-210 km/h
Approaching a stationary car	See AEB City	Crash avoided up to 30km/h. Crash speed reduced up to 65km/h.
Approaching a slower moving car	Crash avoided up to 65km/h. Crash speed reduced up to 70km/h.	Crash avoided up to 80km/h.
FOLLOWING A CAR AT SHORT DISTANCE		
Car in front brakes gently	Mitigation	Avoidance
Car in front brakes harshly	Mitigation	Mitigation
FOLLOWING A CAR AT LONG DISTANCE		
Car in front brakes gently	Avoidance	Avoidance
Car in front brakes harshly	Avoidance	Avoidance

Comments

The Swift has, as standard, as seatbelt reminder system for the front and rear seats. Autonomous emergency braking is included in the 'Radar Brake Support' option pack. Tests of its functionality at highway speeds showed good performance. A driver-set speed limiter is available as an option, separate from the pack.

RATING VALIDITY

Variants of Model Range

Body	Engine	Drivetrain	Rating Applies	
			LHD	RHD
5 door hatchback	1.0 turbo petrol (inc. 2019 K12D revision)	4x2	✓	✓
5 door hatchback	1.2 petrol*	4x2	✓	✓
5 door hatchback	1.0 turbo petrol (inc. 2019 K12D revision)	4x4	✓	✓
5 door hatchback	1.2 petrol	4x4	✓	✓

*Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
	Rating Published	2017 ★★☆☆☆ ✓
April 2018	Annual Review	2017 ★★☆☆☆ ✓
April 2019	Annual Review	2017 ★★☆☆☆ ✓
May 2019	Revised 1.0 turbo engine	2017 ★★☆☆☆ ✓
May 2020	Annual Review	2017 ★★☆☆☆ ✓
May 2021	Annual Review	2017 ★★☆☆☆ ✓