





Suzuki Grand Vitara

RATING	SCORE	Front: 8	Side: 15
 ADULT OCCUPANT ★★☆☆☆	23		
 PEDESTRIAN ☆☆☆☆☆	N/A		

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, forward facing
3 year old Child	Britax Roemer Duo, forward facing

Pedestrian protection

No image car front available

Safety equipment

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

Car details

Hand of drive	LHD
Tested model	Suzuki Grand Vitara 2.7ltr XL-7
Body type	off-roader
Year of publication	2002
Kerb weight	1640kg
VIN from which rating applies	JSAHTX92V00170012

Comments

For such a large vehicle, the Latest Grand Vitara performed only reasonably in the occupant protection tests. But its worst performance was for pedestrian safety, where it scored no points and no stars. Suzuki has told Euro NCAP that it will pay greater attention with future designs to this important aspect of vehicle safety. The car put in a 'disappointing' performance in the frontal impact, too, putting its driver and front passenger at risk of chest and leg injuries. The side impact test outcome was reasonable, and both children were safeguarded throughout, although the younger child ran a slight risk of neck injury in the frontal impact.

Front impact

The restraints and airbags protected the front occupants' heads and necks but forces fed through to the driver's chest were high. The driver's door buckled and the frame distorted and began to tear. There was also significant distortion of the footwell firewall; so the body was judged unstable. There were also hard points behind the fascia that put the driver and front passenger at severe risk. The centre rear belt was a lap-only type which, offers too little protection to occupants during a frontal impact.

Side impact

The Grand Vitara provided only reasonable protection for such a high vehicle, and chest loads were high from contact with the seat side wing and the door pillar trim.

Child occupant

The restraints were forward facing and used the two ISOFIX mounts, but they came without top tethers. Euro NCAP could not obtain replacements, so it tested the seats as they were. The 18-month-old child suffered a high neck load that is common for children so young if placed facing forward; rear-facing is favoured. Otherwise the restraints performed well. Permanent labels on the stowed side of both sun visors warned against using a rear-facing restraint opposite an airbag. However, three different pictograms were used in various locations to indicate the hazard, which could be confusing.

Pedestrian

Protection was dire and scored no points. Suzuki said it will do more in future to protect pedestrians.