

**Suzuki Alto**



**2009**

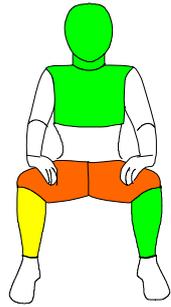
	Adult Occupant	Child Occupant	Pedestrian	Safety Assist	
Score	19.705	22.648	12.778	2.000	
Max Points available	36	49	36	7	
Normalised Score (%)	<b>55</b>	<b>46</b>	<b>35</b>	<b>29</b>	
Weighting (%)	50	20	20	10	TOTAL
Weighted Percentage S	27.5	9.2	7.0	2.9	<b>47</b>

**Rating Requirements (2009)**

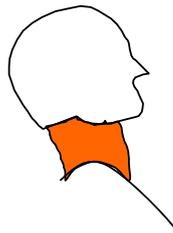
	Normalised Score (%)				TOTAL
★★★★★	75	70	25	60	70
★★★★☆	60	55	15	40	55
★★★☆☆	<b>30</b>	<b>30</b>	<b>10</b>	<b>25</b>	<b>45</b>
★★☆☆☆	25	25	5	15	35
★☆☆☆☆	15	15	0	5	20



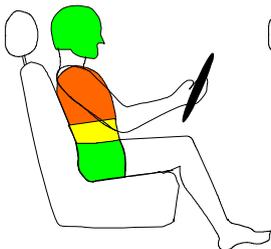
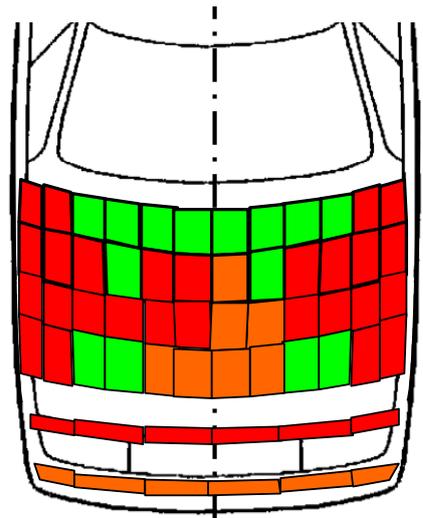
Driver



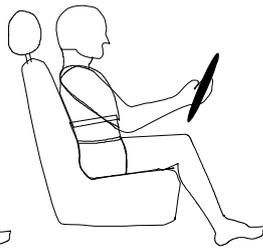
Passenger



Rear Impact (Whiplash)



Side



Pole

<b>TEST RESULTS IN FULL</b>	
<b>FRONTAL IMPACT HEAD</b>	
Driver airbag contact	stable
Passenger airbag contact	stable
<b>Steering Wheel</b>	
rearward displacement	none
upward displacement	none
lateral displacement	19mm to the right
<b>FRONTAL IMPACT CHEST</b>	
Contact with steering wheel	none
Screen pillar rearward	11mm
Passenger compartment integrity	stable
<b>FRONTAL IMPACT UPPER LEGS, KNEES AND PELVIS</b>	
Stiffer structures present	yes: steering column, adjuster lever and ignition barrel centre console; facia end
Concentrated knee loading	yes: steering column, adjuster lever and ignition barrel centre console; facia end
<b>FRONTAL IMPACT LOWER LEGS, FEET AND ANKLES</b>	
Rearward pedal displacement	accelerator - 79mm
Upward pedal displacement	clutch - 27mm
Footwell rupture	none
<b>SIDE IMPACT AIRBAGS</b>	
Head protection airbag	no
Torso protection airbag	yes
<b>CHILD PROTECTION</b>	
<b>Restraints used</b>	
18 month old	Britax Romer Baby Safe, rearward-facing using adult seat belt
3 year old	Britax Romer Duo Plus, forward-facing using ISOFIX anchorages and top-tether
<b>CHILD RESTRAINTS FRONTAL IMPACT</b>	
Airbag disabling/warning label	Text and pictogram warning label permanently attached to both sides of the passenger sun visor
<b>Forward head movement</b>	
18 mth old (behind passenger)	protected
3 year old (behind driver)	protected
<b>Chest Protection</b>	
18 mth old: total load	fair
vertical load	fair
3-year-old: total load	poor
vertical load	fair
<b>CHILD RESTRAINTS SIDE IMPACT</b>	
<b>Head protection</b>	
18 mth old (struck side)	protected
3 year old (non-struck side)	protected
<b>Head acceleration</b>	
18 mth old	good
3 year old	good

## CAR TESTED

<b>Make, model and hand of drive</b>	Suzuki Alto 1.0 GL, RHD
<b>Body type</b>	5 door hatchback
<b>Year tested</b>	2009
<b>Kerb weight</b>	
<b>Chassis number from which Euro NCAP rating applies</b>	applies to all 2009 MY Altos
<b>Safety Equipment</b>	Driver and passenger single stage frontal airbags; side impact thorax airbag; front seatbelt pretensioners and load-limiters; ISOFIX and top-tether anchorages in rear outboard seats; driver seatbelt reminder system; electronic stability control.



# Suzuki Alto

## COMMENTS

<b>ADULT OCCUPANT</b>	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.
<b>CHILD PROTECTION</b>	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.
<b>PEDESTRIAN PROTECTION</b>	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.
<b>SAFETY ASSIST</b>	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.

**Euro NCAP's rating applies fully only to the model with the specifications detailed here. Some equipment may not be fitted as standard to all versions in all countries. You should ensure that your car is fitted with the safety equipment you require.**



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