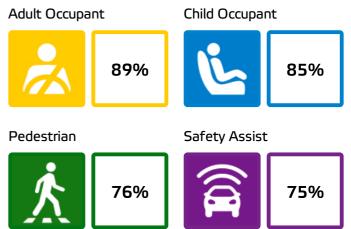


Suzuki Vitara Supermini





2015

SPECIFICATION

Tested Model	Suzuki Vitara 1.6 GL+, LHD
Body Type	5 door hatchback
Year Of Publication	2015
Kerb Weight	1114kg
VIN From Which Rating Applies	all Vitaras of the specification tested
Class	Supermini

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	×	×	×



SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix	—	×	٠
Integrated CRS		×	×
Airbag cut-off switch		•	_
SAFETY ASSIST			
Seat Belt Reminder	•		٠

OTHER SYSTEMS	
Active Bonnet (Hood)	×
ESC	•
AEB City	0
AEB Inter-Urban	0
Speed Assistance System	0
Lane Assist System	×

The Safety Equipment includes those items relevant for the year of assessment

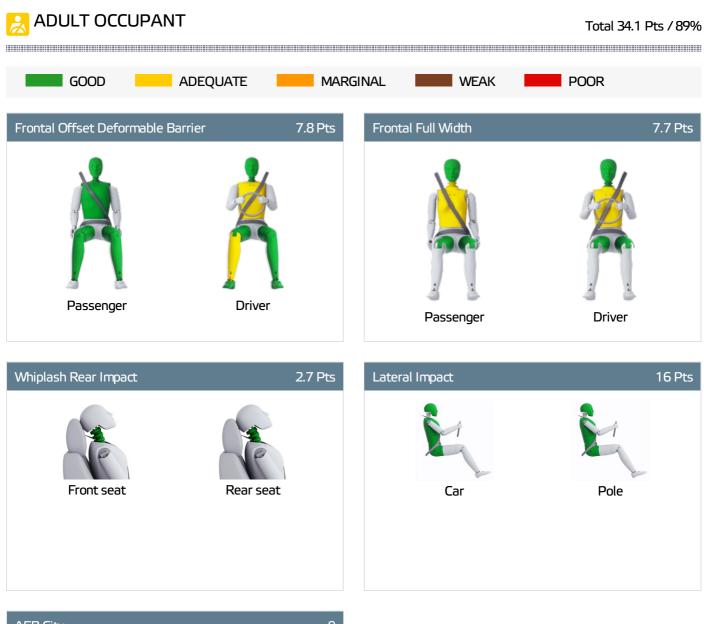
Fitted to test car as standard

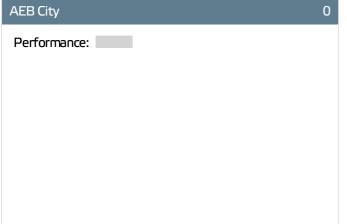
Not applicable

🗙 Not available

O Not fitted to test car but available as option









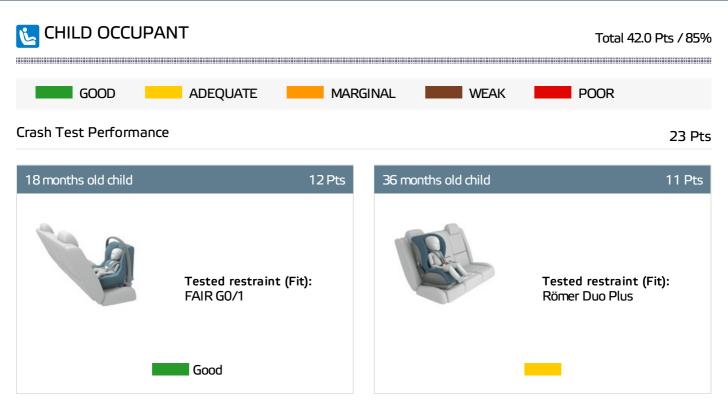


Total 34.1 Pts / 89%

Comments on Adult Occupant

The passenger compartment of the Vitara remained stable in the frontal offset test. The car scored maximum points for its protection of the passenger dummy in this test, with good protection of all body areas. Dummy readings showed good protection of the knees and femurs of 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 frontal impact, protection of the front passenger was good for all body regions except the chest, protection of which was adequate. For the rear passenger, protection of the neck and chest was adequate and that of the head and femurs was good. The Vitara scored maximum points in the side impact barrier test with good protection of all critical body areas. Even in the more severe side pole impact, protection was good for all areas and maximum points were scored. Tests on the front seats and head restraints showed good protection. The Vitara has an autonomous emergency braking system which operates at the low speeds typical of city driving. However, as the system is not standard equipment, its AEB City functionality did not qualify for inclusion in the assessment.





Safety Features

7 Pts

		Front Passenger	2nd row outboard	2nd row center
	Isofix	×	•	
	i-Size	×	•	
	Integrated CRS	×	×	
Fitted to test car as standard O No	ot on test car but available as option 🛛 🗙 🛚	Not available		
CRS Installation Check				12 Pts
Install without problem	critical problem 🥚 Install with care	X Installation r	not allowed	
Infants up to 13 kg				
Maxi Cosi Cabriofix (Belt)	Maxi Cosi Cabriofix & EasyFix (Belt)	Maxi Cosi C	Cabriofix & Easy	Fix (ISOFIX)
			X	A Carlos





Total 42.0 Pts / 85%

Infants and toddlers up to 18 kg



Toddlers from 9 to 18 kg



Römer Duo Plus (ISOFIX)



Maxi Cosi Pearl & Familyfix (ISOFIX)



Toddlers over 18 kg







🔀 CHILD OCCUPANT

Total 42.0 Pts / 85%

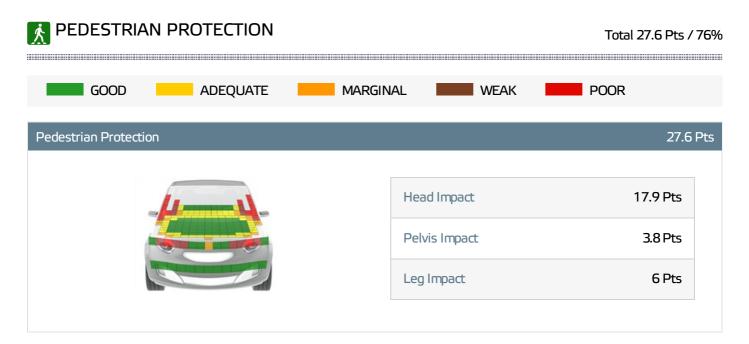
		Seat Position						
	Fro	Front		2nd row		3rd row		
	CENTER	RIGHT	LEFT	CENTER	RIGHT	LEFT	CENTER	RIGHT
Maxi Cosi Cabriofix (Belt)	N/A	Pass	Pass	Exempt	Pass	N/A	N/A	N/A
Römer King Plus (Belt)	N/A	Pass	Pass	Exempt	Pass	N/A	N/A	N/A
Römer Duo Plus (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Römer KidFix (Belt)	N/A	Pass	Pass	Exempt	Pass	N/A	N/A	N/A
Maxi Cosi Cabriofix & EasyFix (Belt)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Maxi Cosi Cabriofix & EasyFix (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
BeSafe iZi Kid X3 ISOfix (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Maxi Cosi Pearl & Familyfix (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Römer KidFix (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A

- Pass: Install without problem
- P Fail: install with care
- Fail: safety critical problem
- Exempt: Installation not allowed
- N/A: Not tested

Comments on Child Occupant

In the dynamic tests, the Vitara scored maximum points for its protection of the 1 year dummy. In the frontal impact, forward movement of the head of the 3 year dummy, sat in a forward-facing child restraint, was not excessive although measurements of the neck tension were marginally high. In the side impact, both dummies were properly contained within the protective shells of their restraints, minimising the risk of head contact with parts of the car interior. 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 car is designed could be properly installed and accommodated in the vehicle.





Comments on Pedestrian

The bumper provided good protection to pedestrians' legs in all areas tested. However, the protection provided to the pelvis area was mixed, some areas showing good protection and others poor. The surface of the bonnet provided good protection to the head of a struck pedestrian in almost all areas tested, with some poor results only on the stiff windscreen pillars.



SAFETY ASSIST

Total 9.8 Pts / 75%

Speed Assistance

Speed Limit Information Function	N/A
Warning Function	Manually set
Speed Limitation Function	Manually set

Electronic Stability Control

PERFORMANCE		
Vehicle Yaw Rate @ COS + 1.00 s	3.6%	meets ECE requirements
Vehicle Yaw Rate @ COS + 1.75 s	2.4%	meets ECE requirements
Lateral Displacement @ BOS + 1.07 s	3.01 m	meets ECE requirements

Seat Belt Reminder

Applies To	All seats			
Warning	Driver Seat	rear passenger(s)		
Visual	Pass	Pass	Pass	
Audible	Pass	Pass	Pass	

Lane Support

0 Pts

1.3 Pts

3 Pts

3 Pts



SAFETY ASSIST

Total 9.8 Pts / 75%

AEB Interurban

2.4 Pts

Radar Brake Support						
	Forward Collision Warning with Auto-Brake					
	10 k	۲m/h				
	Defau	ult On				
10-100) Km/h	10-100	Km/h			
Autobrake Function	Only	Driver reacts to war	ning			
AVOIDANCE	MITIGATION	AVOIDANCE	MITIGATION			
		<= 25 Km/h	25-65 Km/h			
<= 60 Km/h	60-70 Km/h	<= 80 Km/h				
LOWING A CAR AT S	HORT DISTANCE					
Avoidance Avoidance			ance			
Mitigation		Mitig	ation			
FOLLOWING A CAR AT LONG DISTANCE						
Avoidance		Avoidance				
Avoidance		Avoidance				
	Autobrake Function AVOIDANCE <= 60 Km/h LLOWING A CAR AT S Avoid Mitig LLOWING A CAR AT L Avoid	Forward Collision Wa 10 H Defa 10-100 Km/h Autobrake Function Uly AVOIDANCE MITIGATION 4 60-70 Km/h 60-70 Km/h Autobrake A CAR AT Uly Autobrake A CAR AT Uly </td <td>Forward Collision Warning with Auto-Brake 10 Km/h Default On Driver reacts to warn Autobrake Function Only Driver reacts to warn AVOIDANCE MITIGATION AVOIDANCE AVOIDANCE MITIGATION AVOIDANCE Same and the second second</td>	Forward Collision Warning with Auto-Brake 10 Km/h Default On Driver reacts to warn Autobrake Function Only Driver reacts to warn AVOIDANCE MITIGATION AVOIDANCE AVOIDANCE MITIGATION AVOIDANCE Same and the second			

Comments on Safety Assist

Electronic stability control is standard equipment on the Vitara, as is a seatbelt reminder system for the front and rear seats. A driver-set speed limitation system is an option but is expected to be fitted to most vehicles sold and met Euro NCAP's requirements for systems of this type. An autonomous emergency braking system is available as an option. Although the system's low-speed functionality was not eligible for assessment (as the system is not standard), its functionality at the higher speeds typical of inter-urban driving was included and its performance was good. A lane departure warning system is not available for the Vitara.