



**Suzuki Ignis**  
With Safety Pack

2016



Adult Occupant



87%

Child Occupant



79%

Pedestrian



77%

Safety Assist



60%

## SPECIFICATION

Tested Model	Suzuki Ignis 1.2 GL, 4x2, LHD
Safety pack	Dual Camera Brake Support Version
Body Type	- 5 door hatchback
Year Of Publication	2016
Kerb Weight	820kg
VIN From Which Rating Applies	- all Ignis variants with optional safety pack
Class	Supermini

## SAFETY EQUIPMENT

	Driver	Passenger	Rear
<b>FRONTAL CRASH PROTECTION</b>			
Frontal airbag	●	●	✘
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✘	✘	✘
<b>SIDE CRASH PROTECTION</b>			
Side head airbag	●	●	●
Side chest airbag	●	●	✘
Side pelvis airbag	●	●	✘

## SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
<b>SIDE CRASH PROTECTION</b>			
Side head airbag	●	●	●
Side chest airbag	●	●	✘
Side pelvis airbag	●	●	✘
<b>CHILD PROTECTION</b>			
Isofix	—	✘	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
<b>SAFETY ASSIST</b>			
Seat Belt Reminder	●	●	●

<b>OTHER SYSTEMS</b>	
Active Bonnet (Hood)	✘
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 33.1 Pts / 87%


■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

**Frontal Offset Deformable Barrier** 5.5 Pts




Passenger                      Driver

**Frontal Full Width** 6 Pts




Rear Passenger                      Driver

**Whiplash Rear Impact** 2.6 Pts



Front seat                      Rear seat

**Lateral Impact** 16 Pts



Car                      Pole

**AEB City** 3

Performance: ■ Good

 ADULT OCCUPANT

Total 33.1 Pts / 87%

## Comments

The passenger compartment of the Ignis remained stable in the offset deformable frontal impact test. Dummy readings indicated 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 those sat in different positions. Compression of the driver dummy's chest indicated weak protection of this part of the body and injury parameters for the lower legs revealed marginal protection. In the full width rigid barrier test, protection of the chest was rated as marginal for both the driver and rear passenger side dummy, as was the head protection for the rear dummy. In the side barrier impact, the Ignis scored full points with good protection of all critical body regions. Even in the more severe side pole test, protection of the chest was adequate and that of other body areas was good. Tests on the front seats and head restraints revealed good protection against whiplash injuries in the event of a rear-end collision, as did a geometric assessment of the rear seats. The Ignis has low-speed autonomous emergency braking as part of its optional 'Dual Camera Brake Support' safety pack. Tests showed that the system performed well, avoiding all collisions in the low-speed test scenarios against a stationary car.

**CHILD OCCUPANT**

Total 38.8 Pts / 79%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

19.8 Pts

Frontal Impact 11.8 Pts



Lateral Impact 8 Pts



Restraint for 6 year old child: *Römer KidFIX XP*  
 Restraint for 10 year old child: *Graco Booster*  
 Safety Features

7 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 Pts

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

■ i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)



Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)



BeSafe iZi Kid X1 i-Size (iSize)



**CHILD OCCUPANT**

Total 38.8 Pts / 79%

**ISOFIX CRS**

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X3 ISOfix (ISOFIX)



Römer Duo Plus (ISOFIX)



Römer KidFix XP (ISOFIX)



**Universal Belted CRS**

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Römer King II LS (Belt)



Römer KidFix XP (Belt)



CHILD OCCUPANT

Total 38.8 Pts / 79%

	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 X1 i-Size (iSize)	□	●	□	●
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)	□	●	□	●
BeSafe iZi Kid X3 ISOfix (ISOFIX)	□	●	□	●
Römer Duo Plus (ISOFIX)	□	●	□	●
Römer KidFix XP (ISOFIX)	□	●	□	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyBase2 (Belt)	●	●	✘	●
Römer King II LS (Belt)	●	●	●	●
Römer KidFix XP (Belt)	●	●	●	●

● Install without problem  
 ● Install with care  
 ● Safety critical problem  
 ✘ Installation not allowed

Comments

In the frontal offset test, chest decelerations of the 6 year dummy's chest showed poor protection, exceeding recommended safe limits. Similarly, neck tensile forces in the 10 year dummy indicated weak protection of this part of the body. The front passenger airbag can be deactivated to allow a rearward-facing child restraint to be used in this sitting position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. All of the restraint types for which the Ignis is designed could be properly installed and accommodated in the car.

**PEDESTRIAN PROTECTION**

Total 32.6 Pts / 77%

■ GOOD    
 ■ ADEQUATE    
 ■ MARGINAL    
 ■ WEAK    
 ■ POOR

Pedestrian Protection	32.6 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;">18.4 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">3.9 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6 Pts</td> </tr> </table>	Head Impact	18.4 Pts	Pelvis Impact	3.9 Pts	Leg Impact	6 Pts
Head Impact	18.4 Pts						
Pelvis Impact	3.9 Pts						
Leg Impact	6 Pts						

AEB Pedestrian	4.3 Pts
System Name	Dual Camera Brake Support
Type	Auto-Brake with Forward Collision Warning
Operational From	5 Km/h
Additional Information	Defaults on for every journey; operates above 40km/h

PERFORMANCE   <span style="color: green;">■</span>		
	Autobrake Function	
	Avoidance	Mitigation
Running Adult crossing from Farside	Collision avoided up to 50 km/h	
Walking Adult crossing from Nearside -25%	Collision avoided up to 30 km/h	Impact mitigated up to 60 km/h
Walking Adult crossing from Nearside -75%	Collision avoided up to 60 km/h	
Running Child from behind parked vehicles		Impact mitigated up to 35 km/h

**Comments**

The bonnet provided predominantly good or adequate protection for the head of a struck pedestrian, with poor results recorded on the stiff windscreen pillars. The bumper scored maximum points for its protection of pedestrians' legs while protection of the pelvis was more mixed, with results ranging from good to poor. The optional 'Dual Brake Support' safety pack has an autonomous emergency braking system that detects pedestrians. Tests showed good performance: complete avoidance of the impact or mitigation of the impact speed in several of the test scenarios.



 SAFETY ASSIST

Total 7.2 Pts / 60%

GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

Speed Assistance

0 Pts

Seat Belt Reminder

3 Pts

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

● Pass
 ● Fail
 — Not available

Lane Support

1.7 Pts

System Name	Lane Departure Warning
Type	Lane Departure Warning
Operational From	0 km/h
Warning	Audible and Visual
PERFORMANCE	
LDW Confirmation Test	Pass

 SAFETY ASSIST

Total 7.2 Pts / 60%

## AEB Interurban

2.5 Pts

System Name	Dual Camera Brake Support
Type	Forward Collision Warning with Auto-Brake
Operational From	5 Km/h
Additional Information	Default On

PERFORMANCE | 

Operational Speed	5-120 Km/h	5-120 Km/h
	Autobrake Function Only	Driver reacts to warning
Approaching a stationary car	See AEB City	Crash avoided up to 70km/h. Crash speed reduced up to 80km/h.
Approaching a slower moving car	Crash avoided up to 70km/h.	Crash avoided up to 80km/h.
FOLLOWING A CAR AT SHORT DISTANCE		
Car in front brakes gently	Avoidance	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 Ignis has, as standard, a seatbelt reminder system for the front and rear seats. As part of its optional safety pack, it also has a highway-speed autonomous emergency braking (AEB) system and a lane departure warning system. The AEB system performed well in Euro NCAP's tests and the lane departure warning system worked correctly in all test scenarios.