Suzuki Swift

Standard Safety Equipment

2024

Adult Occupant 67%

Child Occupant 65%

Vulnerable Road Users 76%

Safety Assist 62%

SPECIFICATION

Tested Model	Suzuki Swift 1.2L GL+, LHD
Body Type	- 5 door hatchback
Year Of Publication	2024
Kerb Weight	934kg
VIN From Which Rating Applies	- all Swifts
Class	City and Supermini

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	–
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✖	✖	–
LATERAL CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✖
Side pelvis airbag	●	●	✖
Centre Airbag	✖	✖	–

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix/i-Size	–	✖	●
Integrated CRS	–	✖	✖
Airbag cut-off switch	–	●	–
Child presence detection	–	✖	✖
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

SAFETY EQUIPMENT (NEXT)

OTHER SYSTEMS	
Active Bonnet	✖
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	✖
Cyclist Dooring Prevention	✖
AEB Motorcyclist	●
AEB Car-to-Car	●
Speed Assistance	●
Lane Assist System	●
Fatigue / Distraction Detection	●

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 26.9 Pts / 67%

GOOD ADEQUATE MARGINAL WEAK POOR

Frontal Impact 10.5 / 16 Pts

Mobile Progressive Deformable Barrier

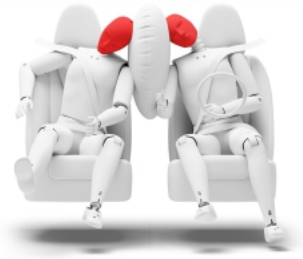
Full Width Rigid Barrier

Lateral Impact 11.5 / 16 Pts

Side Mobile Barrier

Side Pole

Far-Side Excursion



Occupant Interaction

Rear Impact 4.0 / 4 Pts

Rear Seat

Front Seat

ADULT OCCUPANT

Total 26.9 Pts / 67%

GOOD ADEQUATE MARGINAL WEAK POOR

Rescue and Extrication	0.8 / 4 Pts
Rescue Sheet	Available, ISO compliant
Advanced eCall	Available
Multi Collision Brake	Not available
Submergence Check	Partially Compliant

Comments

The passenger compartment of the Swift remained stable in the frontal offset test. Dummy numbers showed good protection of the knees and femurs of both the driver and passenger. Some areas of the dashboard were thought to pose a risk a risk to the knees and femurs of occupants of different sizes and to those sitting in different positions and Suzuki did not demonstrate that the same level of protection would be provided to such occupants. The driver's chest protection was weak; that of the passenger was marginal. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the Swift would be a moderately benign impact partner in a frontal collision. In the full-width rigid barrier test, protection was rated as marginal for the chest of the driver and rear passenger, based on dummy readings of compression. In the side barrier test, protection of the chest was adequate and that of other critical body areas was good. In the more severe side pole impact, protection of all critical body areas was good and the Swift scored maximum points in that test. Suzuki did not provide evidence to demonstrate the degree to which the Swift would control excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side). In addition, the Swift has no countermeasure to mitigate head to head contact between the front seat occupants, so far-side protection was rated as poor. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats also indicated good whiplash protection. The Swift has an advanced eCall system which alerts the emergency services in the event of a crash, but the system did not fully meet Euro NCAP's requirements. Suzuki demonstrated that the doors could be opened in the event of power being lost due to vehicle submergence. The Swift has no system to prevent secondary impacts after the car has been in a collision.

CHILD OCCUPANT

Total 32.1 Pts / 65%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Crash Test Performance based on 6 & 10 year old children 14.1 / 24 Pts

Frontal Impact 8.5 Pts

Lateral Impact 5.5 Pts

Restraint for 6 year old child: *Britax Römer Kidfix M i-Size*
Restraint for 10 year old child: *Graco Basic*

Safety Features 6.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	✖	●	✖
i-Size	✖	●	✖
Integrated CRS	✖	✖	✖
Top tether	✖	●	✖
Child Presence Detection	✖	✖	✖

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

CRS Installation Check 12.0 / 12 Pts

i-Size	Seat Position				
	Front		2nd row		
	Airbag ON	Airbag OFF	Left	center	Right
	–	–	●	–	●

● Easy ● Difficult ● Safety critical ✖ Not allowed

Airbag ON Rearward facing restraint installation not allowed Airbag OFF

Version 020724

CHILD OCCUPANT

Total 32.1 Pts / 65%

Isofix	Seat Position				
	Front		2nd row		
			Left	center	Right
	–	–	●	–	●
	–	–	●	–	●
	–	–	●	–	●
	–	–	●	–	●
	–	–	●	–	●
	–	–	●	–	●

● Easy ● Difficult ● Safety critical ✖ Not allowed

Airbag ON Rearward facing restraint installation not allowed Airbag OFF

Seatbelt Attached	Seat Position				
	Front		2nd row		
			Left	center	Right
	✖	●	●	●	●
	✖	●	●	●	●
	✖	●	●	●	●
	✖	●	●	●	●
	✖	●	●	●	●
	✖	●	●	●	●

● Easy ● Difficult ● Safety critical ✖ Not allowed

Airbag ON Rearward facing restraint installation not allowed Airbag OFF

Version 020724

CHILD OCCUPANT

Total 32.1 Pts / 65%

Comments

In the frontal offset test, protection of the neck of the 10 year dummy was rated as poor, based on dummy readings of tensile forces. Chest protection was marginal and head protection was adequate. For the 6 year dummy, tensile forces indicated weak neck protection, while head decelerations resulted in a marginal rating for that body area. In the side barrier test, chest accelerations showed poor chest protection for the 10 year dummy, and neck protection was rated as weak. 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 to the driver regarding the status of the airbag and the system was rewarded. The Swift has no child presence detection system. All of the child restraint types for which the Swift is designed could be properly installed and accommodated in the car.

VULNERABLE ROAD USERS

Total 48.0 Pts / 76%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

VRU Impact Protection

29.2 / 36 Pts

Pedestrian & Cyclist Head	12.6 Pts
Pelvis	4.5 Pts
Femur	3.1 Pts
Knee & Tibia	9.0 Pts

VRU Impact Mitigation

18.8 / 27 Pts

System Name	Dual Sensor Brake Support
Type	Auto-Brake with Forward Collision Warning
Operational From	5 km/h

PERFORMANCE |

AEB Pedestrian

5.7 / 9 Pts

Scenario	Day time	Night time
Car reversing into adult or child		—
Adult crossing a road into which a car is turning		—
Adult crossing the road		
Child running from behind parked vehicles		
Adult along the roadside		

— Currently not tested

AEB Cyclist

7.8 / 8 Pts

Scenario	Day time
Approaching cyclist crossing from behind parked parked vehicles	
Turning across path of an oncoming cyclist	
Approaching a crossing cyclist	
Approaching a cyclist along the roadside	

VULNERABLE ROAD USERS

Total 48.0 Pts / 76%

GOOD ADEQUATE MARGINAL WEAK POOR

Cyclist Dooring Prevention

0.0 / 1 Pts

Scenario	
Dooring a passing cyclist	, driver door only"

AEB Motorcyclist

3.3 / 6 Pts

Scenario	Autobrake function only	Driver reacts to warning
Approaching a stationary motorcyclist		
Approaching a braking motorcyclist		
Turn across the path of an oncoming motorcyclist		—

— Currently not tested

Lane Support Motorcyclist

2.0 / 3 Pts

Scenario	Day time
Changing lane across the path of an oncoming motorcyclist	
Changing lane across the path of an overtaking motorcyclist	

Comments

Protection of the head of a struck pedestrian or cyclist was predominantly good or adequate, with poor results recorded on the stiff windscreen pillars. Protection of the pelvis was good at all test locations, while that of the femur and of the knee and tibia was mixed but largely good. The autonomous emergency braking (AEB) system of the Suzuki can respond to vulnerable road users as well as to other vehicles. Overall, the system's response to pedestrians was adequate while its response to cyclists was good. However, the Swift offers no protection against 'dooring', where a car door is suddenly opened in the path of a cyclist approaching from behind. Overall, the AEB system performed adequately in tests of its response to motorcyclists.

SAFETY ASSIST

Total 11.3 Pts / 62%

GOOD ADEQUATE MARGINAL WEAK POOR

Speed Assistance

2.1 / 3 Pts

System Name	iACC
Speed Limit Information Function	Camera based, subsigns supported
Speed Limitation Function	Intelligent ACC (accurate to 5km/h)

Occupant Status Monitoring

0.3 / 3 Pts

Seatbelt Reminder

0.0 / 1 Pts

Applies To	Front and rear seats		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	—

● Pass ● Fail — Not available

Driver Monitoring

0.3 / 2 Pts

System Name	Driver Monitoring System
Type	Direct eye monitoring
Operational From	30 km/h
Fatigue	Drowsiness

SAFETY ASSIST

Total 11.3 Pts / 62%

Lane Support

2.5 / 3 Pts

System Name	Lane departure prevention
Type	LKA and ELK
Operational From	50 km/h
PERFORMANCE	
Emergency Lane Keeping	GOOD
Lane Keep Assist	GOOD
Human Machine Interface	GOOD

AEB Car-to-Car

6.5 / 9 Pts

System Name	Dual Sensor Brake Support 2
Type	Autonomous emergency braking and forward collision warning
Operational From	5 km/h
Sensor Used	camera and radar

Scenario	Autobrake function only	Driver reacts to warning
Approaching a car crossing a junction		
Approaching a car head-on		—
Turning across the path of an oncoming car		—
Approaching a stationary car		
Approaching a slower moving car		—
Approaching a braking car		—

— Currently not tested

SAFETY ASSIST

Total 11.3 Pts / 62%

Comments

Overall, the performance of the autonomous emergency braking (AEB) system was adequate in tests of its reaction to other vehicles.. A seatbelt reminder system is fitted as standard to the front and rear seats. However, the Swift has no occupant detection system in the rear seats, a prerequisite for scoring, so no points were awarded for the seatbelt reminder. The car has a direct driver status monitoring system as standard, detecting driver fatigue only. The lane support system gently corrects the vehicle's path if it is drifting out of lane and also intervenes in some more critical situations. The speed assistance system uses a camera to identify the local speed limit. The information is presented to the driver, and the speed limiter can be manually set.

RATING VALIDITY

Variants of Model Range

Body Type	Engine	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door hatchback	1.2 petrol	GL, GL+ *, GLX	4 x 2	✓	✓
5 door hatchback	1.2 petrol	GL, GL+, GLX	4 x 4	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome	
July 2024	Rating Published	2024 ★★★☆☆	✓