



2017

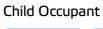




Adult Occupant



83%





75%

Pedestrian



69%



Safety Assist

25%

SPECIFICATION

Tested Model	Suzuki Swift 1.2L GL, RHD
Body Type	- 5 door hatchback
Year Of Publication	2017
Kerb Weight	855kg
VIN From Which Rating Applies	- all Swifts
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		×	•
Integrated CRS		×	×
Airbag cut-off switch		•	_
SAFETY ASSIST			
Seat Belt Reminder	•	•	•

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

Note: Other equipment m	nay be available on the	e 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
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O Not fitted to the test vehicle but available as option or as part of the safety pack X Not available — Not applicable





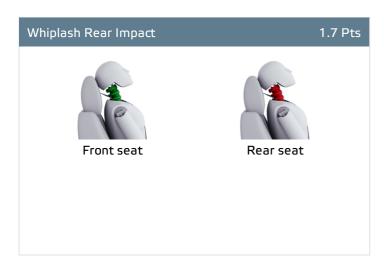
Total 31.5 Pts / 83%

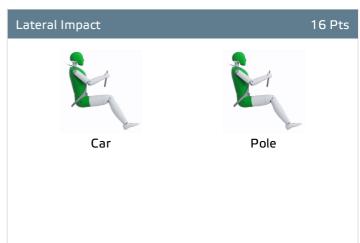
POOR

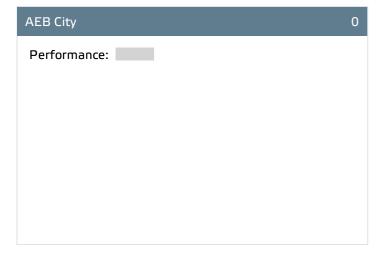




WEAK











Total 31.5 Pts / 83%

Comments

The passenger compartment of the Swift remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs for both 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 rigid barrier test, protection of the chest was marginal, both for the driver and the rear seat passenger. Otherwise, protection of critical body areas was rated a good or adequate. The Swift scored maximum points in both the side barrier test and the more severe side pole impact, with good protection of all critical body regions. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. However, a geometric assessment of the rear seats indicated poor whiplash protection for occupants in those seating positions. The Swift has, as part of its 'Radar Brake Support' option pack, autonomous emergency braking. The results of tests on that system are not included in this rating.



Crash Test Performance based on 6 & 10 year old children

17.9 Pts





Restraint for 6 year old child: *Römer KIDFIX XP* Restraint for 10 year old child: *Graco Junior III* **Safety Features**

7 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	×	•	×
i-Size	×	•	×
Integrated CRS	×	×	×

Fitted to test car as standard

O 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

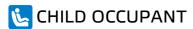
i-Size CRS









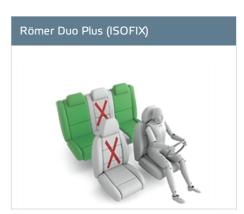


Total 36.9 Pts / 75%

ISOFIX CRS









Universal Belted CRS









Römer KidFix XP (Belt)



Total 36.9 Pts / 75%

		Seat Position			
	Front	Front 2nd row			
	PASSENGER	LEFT	CENTER	RIGHT	
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)		•	0	•	
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)		•	0	•	
BeSafe iZi Kid X2 i-Size (iSize)		•	0	•	
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)	0	•		•	
BeSafe iZi Kid X4 ISOfix (ISOFIX)		•		•	
Römer Duo Plus (ISOFIX)		•		•	
Römer KidFix XP (ISOFIX)		•	0	•	
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, readings from the 6 year dummy indicated poor chest protection and weak protection of the neck. For the 10 year dummy, neck protection was marginal. In the side barrier test, decelerations in the chest indicated poor protection of the 10 year dummy. Protection in this test was, otherwise, good. 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 the which the Swift is designed could be properly installed and accommodated.





Total 29.4 Pts / 69%

GOOD ADEQUATE MARGINAL WEAK POOR

Pedestrian Protection 29.4 Pts



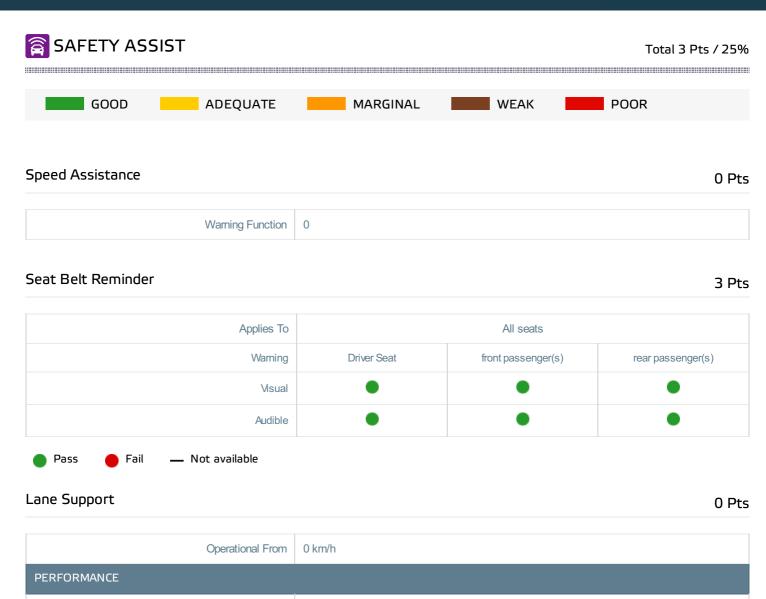
Head Impact	18.5 Pts
Pelvis Impact	4.9 Pts
Leg Impact	6 Pts

AEB Pedestrian 0 Pts

Comments

The protection provided by the bonnet to the head of a struck pedestrian was predominantly good or adequate, with poor results recorded on the stiff windscreen pillars. The bumper scored maximum points, offering good protection to pedestrians' legs at all test locations. Protection of the pelvis was predominantly good but some weak and poor results were also recorded.





LDW Confirmation Test

Fail





Total 3 Pts / 25%

Comments

The Swift has, as standard, as seatbelt reminder system for the front and rear seats. Autonomous emergency braking is included in the 'Radar Brake Support' option pack. The results of tests on that system are not included in this rating.



RATING VALIDITY

Variants of Model Range

Body	Engine	Drivetrain	Rating Applies	
			LHD	RHD
5 door hatchback	1.0 turbo petrol	4x2	~	✓
5 door hatchback	1.2 petrol	4x2	~	~
5 door hatchback	1.0 turbo petrol	4x4	~	~
5 door hatchback	1.2 petrol	4x4	✓	✓

^{*} Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome	
May 2017	Rating Published	2017 * * * * *	✓