

GLOBAL  NCAP



#SAFERCARSFORINDIA
PROGRESS REPORT 2018



INTRODUCTION



In January 2014 the first results of the Safer Cars for India for project were released at a conference in Delhi hosted by our partner the Institute for Road Traffic Education (IRTE). Now we have completed 26 ratings which we are delighted to see acting as a catalyst to improve the safety of cars in India. We very much appreciate how some manufacturers are responding to our call to end zero-star cars by improving the safety of the vehicles they sell. Three models have reached four stars and others have been improved from an unacceptable zero-star rating. Now we look forward to awarding the prestigious accolade of India's first five-star car!

Global NCAP is also very pleased to see the engagement of the Government of Prime Minister Narendra Modi in road safety and the commitment of the Minister for Transport & Highways, Nitin Gadkari. We especially welcome the new crash test regulations introduced in new models from October 2017. We also look forward eventually to the launch of the Bharat New Car Assessment Programme to join the family of NCAPs that are promoting a market for safer vehicles across the world. India can, and is already, playing a world leading role in vehicle safety; for example, by mandating anti-lock brakes in motorcycles. Global NCAP is very proud to contribute to this effort in partnership with the IRTE. We are also pleased to acknowledge support from Bloomberg Philanthropies and the FIA Foundation who have done so much to support our work in this United Nations Decade of Action for Road Safety.

LAUCLAN MCINTOSH
Chairman
Global NCAP



THE SAFER CARS FOR INDIA PROJECT A CATALYST FOR ACTION

By David Ward, Secretary General of Global NCAP

In January 2014 the Safer Cars for India project was launched with the release of the country's first ever independent crash tests. In partnership with the Institute of Road Traffic Education (IRTE), Global NCAP tested five popular and important models to assess their performance in the UN's frontal impact crash test (Reg. 94) carried out at 56 km/h and at also at the higher speed of 64 km/h typically used by New Car Assessment Programmes. The models tested included India's best-selling cars, the Suzuki-Maruti Alto 800, the Tata Nano, Ford Figo, Hyundai i10 and Volkswagen Polo. Combined sales of these five cars account for around 20% of all the new cars sold in India in 2013.

The body shells of the Alto 800, the Nano, and the i10 collapsed resulting in high risks of life-threatening injuries to the occupants. The Figo and Polo had structures that remained stable. However, all but one of the five models failed the UN test at 56km/h and all scored zero stars at 64 km/h. The news coverage generated by the launch was extensive in both the Indian and international media and was featured on NDTV's influential Car and Bike Show.

In November 2014 a second set of test results were released at a conference in Delhi hosted by IRTE in association with the Ministry of Road Transport and Highways. The test results featured the Datsun Go, a new design launched in 2014, and the Maruti Suzuki Swift both with and without airbags. The Go scored zero stars as its body structure collapsed making it redundant to even fit an airbag. With no airbags, the Swift also scored

zero stars but a separate test of a version sold in Latin America with air bags scored three stars which clearly demonstrated the model's potential for improvement.

Speaking at the Delhi conference, Shri Krishan Pal, then Minister of State for Road Transport, Highways and Shipping, stressed that "safety should be required not just for cars to be exported but also those sold in India". Also commenting on the results, Shri Vijay Chibber, then IAS Secretary said that the Safer Cars for India project served as "a wake-up call to industry" and outlined the Government's proposal to launch a new Bharat New Vehicle Safety Assessment Programme (BNVSAP).

At first, reaction to the Safer Cars for India project from some senior figures in the automobile industry was quite hostile. Andy Palmer, then Vice President of Nissan, complained that "people who criticise these cars for not meeting US or European crash standards are living in a dream world". But things change and dreams come true. Today India is applying the UN's crash test standards and there is powerful evidence that a market for safer cars in India is growing fast.

Global NCAP is proud that the Safer Cars for India project has acted as a powerful catalyst for action both by industry and Government. Coinciding with the first set of results tests, VW decided to withdraw the non-airbag version of the Polo from sale in India. Global NCAP then agreed to test the upgraded version with two airbags fitted as standard and the model received India's first ever



four-star rating for adult occupant protection. After the second set of results, Nissan reacted to the poor test result of the Datsun Go by offering a new variant, the Go plus, and both models were strengthened with a driver air bag as an option.

In 2015, in response to growing customer demand, Toyota confirmed that airbags would be standard in all its Indian passenger cars. This was a significant development as when the first test results were released industry representatives argued that there was no market for airbags in the country at all. Then in 2016 after an early version of the Kwid performed very badly in a further phase of Safer Cars for India testing, Renault agreed to modify the car, working with Global NCAP on a number of repeat tests. The company improved the body shell and offered an

optional drivers air bag and seat belt pretensioner. These upgrades ensured that the improved version would comply with the UN frontal crash test. Today the best-selling variant of the Kwid in India is the optional air bag version. This proves that safety does sell and that it is possible to successfully produce cars that meet UN crash test standards.

That is why Global NCAP strongly welcomed the Indian Government's announcement in 2015 that UN equivalent crash test standards for front and side impact will be applied in India for new models from 1 October 2017 and for all cars from 1 October 2019. In addition, the Government also committed to apply the standard for pedestrian protection, again in two phases from 1 October 2018 and 1 October 2020. These very positive

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steps have been combined with measures to promote motorcycle safety by mandating anti-lock brakes and automatic headlights on. The new legislation is in line with the United Nations General Assembly which in April 2018 recommended that Member States “implement UN vehicle safety regulations or equivalent national standards to ensure that all new motor vehicles meet applicable minimum regulations for the protection of occupants and other road users, with seat belts, airbags, and active safety systems fitted as standard”.

Alongside this regulatory progress some manufacturers are now raising their performance well above minimum statutory requirements. After testing 26 models in total, four have achieved an impressive ‘four star’ rating; the VW Polo, the Toyota Etios, the Tata Nexon and the Tata Zest. It surely won’t be long before India sees its first ‘five star’ car. To encourage this milestone in Indian automotive safety, in February 2018, Global NCAP launched the ‘Safer Choice’ Award at the Delhi Motor Show. This will be given to any manufacturer that can offer for sale a car in India that meets the following criteria: a 5-star score for Adult Occupant Protection; at least a 4-star result in Child Occupant Protection; meet UN Pedestrian Protection requirements and include electronic stability control (ESC).

Boosting fitment rates of ESC, the most important vehicle safety technology since the seat belt, is the next major challenge for improved automotive safety in India. Worldwide just over 70% of new passenger cars have ESC fitted. This compares with just 7% in India. When a vehicle starts to skid, ESC corrects the slide by reducing engine torque and braking individual wheels to bring the vehicle back onto the path intended by the driver. Many studies have shown ESC to be highly effective, avoiding single vehicle crashes by approximately 40%. ESC is now mandatory in Australia, Canada, the European Union, Israel, Japan, New Zealand, Russia, South

Korea, Turkey and the USA, and will soon also be in Argentina, Brazil and Malaysia. Last year in China, where the fitment rate is currently 69%, the major domestic brands made a voluntary commitment to fit ESC as standard. So ESC fitment rates keep growing worldwide and Global NCAP hopes that this life saving technology will become more widely available in India too.

India is now the fifth largest vehicle producer in the world after China, USA, Japan and Germany and is becoming a major force in the global automotive industry. We hope it will increasingly take on a leadership role in vehicle safety and we look forward to the eventual launch of a Bharat NCAP to build on the success so far of the Safer Cars for India project. The results since 2014 show an NCAP in India will strengthen consumer awareness of the importance of choosing the safest car they can afford and encourage manufacturers to compete in a growing market for safety.

In 2017 India achieved a small decrease in road fatalities which is most welcome. But the country is still losing over 150,000 people a year in road crashes. Improved vehicle safety can make an important contribution to reducing appalling toll of wasted lives and human misery as car occupants are the third highest source of fatalities accounting for about 17% of the total. But more needs to be done to improve road design, enforcement, and traffic management. Global NCAP is fully aware that vehicle safety is just one part of the very large road injury prevention challenge India faces. Action is needed on all fronts, including vehicle safety and we are impressed by the commitment to this shown by the Government of Prime Minister Shri Narendra Modi. Global NCAP is enormously grateful to the IRTE and to our main donors, the Bloomberg Philanthropies and the FIA Foundation for their support for the ‘Safer Cars for India’ project. Just four years ago we were dismissed as dreamers but today we can see how dreams can become a reality.



Dr Rohit Baluja, President of the IRTE speaking about the Safer Cars for India project.



The first Renault Kwid tested by Global NCAP scored zero as the bodyshell collapsed.



The improved version of the Kwid with optional airbag was awarded one star.

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RESULTS 2014 - 2018



Brand	Model	Adult Occupant Protection	Child Restraints	Safety Equipment
TATA	Tata Nexon	✓2	★★★★☆	★★★☆☆
TOYOTA	Toyota Etios	✓2	★★★★☆	★★★☆☆
TATA	Tata Zest	✓2	★★★★☆	★★★☆☆
SUZUKI	Suzuki Maruti Vitara Brezza	✓2	★★★★☆	★★★☆☆
VW	Volkswagen Polo	✓2	★★★★☆	★★★☆☆
Ford	Ford Aspire	✓2	★★★★☆	★★★☆☆
HONDA	Honda Mobilio	✓2	★★★★☆	★★★☆☆
RENAULT	Renault Duster	✓1	★★★★☆	★★★☆☆
SUZUKI	Suzuki Maruti Swift	✓2	★★★☆☆	★★★☆☆
RENAULT	Renault Kwid (IV)	✓1	★☆☆☆☆	★★★☆☆
RENAULT	Renault Kwid (III)	✓1	☆☆☆☆☆	★★★☆☆
RENAULT	Renault Kwid (III)	×	☆☆☆☆☆	★★★☆☆
RENAULT	Renault Kwid (I)	×	☆☆☆☆☆	★★★☆☆
VW	Volkswagen Polo	×	☆☆☆☆☆	★★★☆☆
Ford	Ford Figo	×	☆☆☆☆☆	★★★☆☆
SUZUKI	Suzuki Maruti Eeco	×	☆☆☆☆☆	★★★☆☆
HYUNDAI	Hyundai Eon	×	☆☆☆☆☆	★★★☆☆
SUZUKI	Suzuki Maruti Alto	×	☆☆☆☆☆	★★★☆☆
RENAULT	Renault Duster	×	☆☆☆☆☆	★★★☆☆
Mahindra	Mahindra Scorpio	×	☆☆☆☆☆	★★★☆☆
RENAULT	Renault Lodgy	×	☆☆☆☆☆	★★★☆☆
Datsun	Datsun Go	×	☆☆☆☆☆	★★★☆☆
CHEVROLET	Chevrolet Enjoy	×	☆☆☆☆☆	★★★☆☆
TATA	Tata Zest	×	☆☆☆☆☆	★★★☆☆
SUZUKI	Suzuki Maruti Celerio	×	☆☆☆☆☆	★★★☆☆
HONDA	Honda Mobilio	×	☆☆☆☆☆	★★★☆☆
SUZUKI	Suzuki Maruti Swift	×	☆☆☆☆☆	★★★☆☆
HYUNDAI	Hyundai i10	×	☆☆☆☆☆	★★★☆☆
TATA	Tata Nano	×	☆☆☆☆☆	☆☆☆☆☆

TATA NEXON - 2 AIRBAGS



★★★★☆
13.56 max. 17.00 Adult

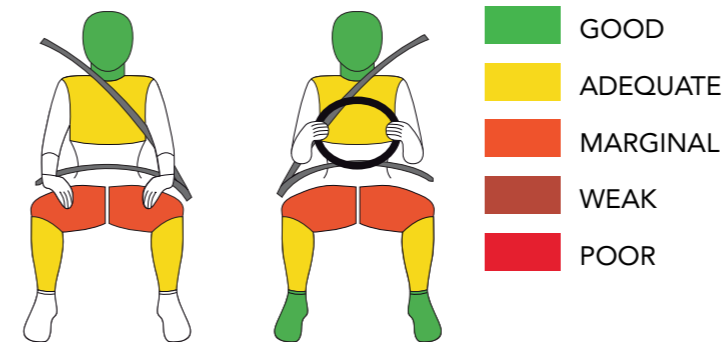


★★★☆☆
25.00 max. 49.00 Child

Tested at 64 km/h

Bodyshell integrity: STABLE

ADULT OCCUPANT PROTECTION



FRONT PASSENGER

DRIVER

- GOOD
- ADEQUATE
- MARGINAL
- WEAK
- POOR

CAR DETAILS

TESTED MODEL	TATA NEXON, RHD
BODY TYPE	5 DOOR SUV
CRASH TEST WEIGHT	KG 1490
YEAR OF PUBLICATION	2018

CHILD RESTRAINTS

CHILD RESTRAINT	HEAD / CHEST	CRS TYPE	ADJUST	POSITION
18 MONTH OLD CHILD BRITAX BABY SAFE/ISOFIX BASE	PROTECTED / GOOD	0+	ISOFIX/LEG	RWF
3 YEAR OLD CHILD MAXI BRITAX DUO PLUS	PROTECTED/ VULNERABLE	1	ISOFIX	FWF

SAFETY EQUIPMENT

FRONT SEATBELT PRETENSIONERS	YES	SIDE BODY AIRBAGS	NO	SBR	DRIVER
DRIVER FRONTAL AIRBAG	YES	SIDE HEAD AIRBAGS	NO	ISOFIX ANCHORAGES	YES
FRONT PASSENGER FRONTAL AIRBAG	YES	DRIVER KNEE AIRBAG	NO	ABS (4 CHANNEL)	YES

ADULT OCCUPANT

The protection offered to the driver and passenger head and neck was good. Driver and passenger chest showed adequate protection. Driver and passenger's knee could impact with dangerous structures in the behind the dashboard supported by the Transfaciatube. The bodyshell was rated as stable and it was capable of withstanding further loadings. The car offers standard SBR for driver and standard ABS.

CHILD OCCUPANT

The child seat for the 3 year old was installed FWF with ISOFIX and top tether and was able to prevent excessive forward movement during the impact with good protection for the head and marginal protection to the chest. The 18 month old CRS was installed with ISOFIX and leg support RWF and it showed good protection for head and chest. The recommended CRS did not show incompatibility. The installation instructions on both child seats were not permanently attached to the seat. The vehicle offers standard ISOFIX and Top tether anchorages in the 2 outboard rear seats.

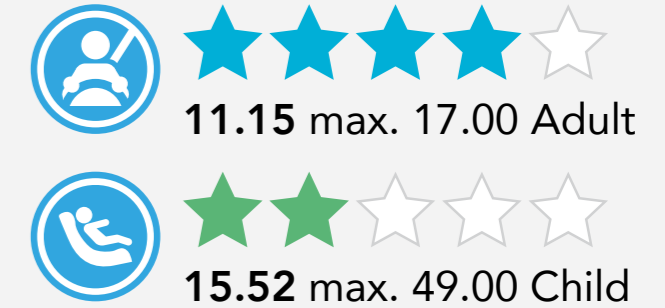


TOYOTA ETIOS - 2 AIRBAGS



Tested at 64 km/h Bodyshell integrity: STABLE

TATA ZEST - 2 AIRBAGS



Tested at 64 km/h Bodyshell integrity: UNSTABLE

ADULT OCCUPANT PROTECTION

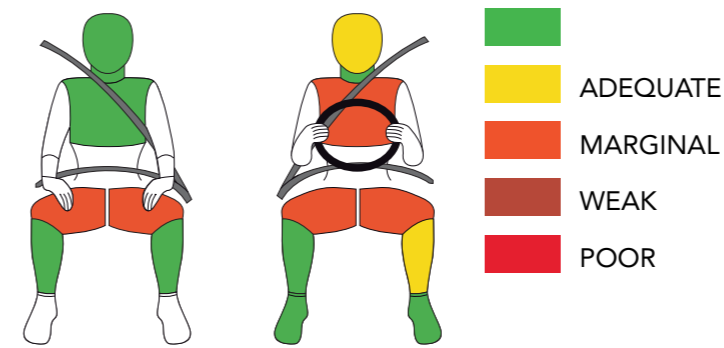


FRONT PASSENGER DRIVER

CAR DETAILS

TESTED MODEL	TOYOTA ETIOS, RHD
BODY TYPE	4 DOOR HATCHBACK
CRASH TEST WEIGHT	KG 1131
YEAR OF PUBLICATION	2016

ADULT OCCUPANT PROTECTION



FRONT PASSENGER DRIVER

CAR DETAILS

TESTED MODEL	TATA ZEST, RHD
BODY TYPE	4 DOOR SEDAN
CRASH TEST WEIGHT	KG 1395
YEAR OF PUBLICATION	2016

CHILD RESTRAINTS

	CHILD RESTRAINT	HEAD / CHEST	CRS TYPE	ADJUST	POSITION
18 MONTH OLD CHILD	BRITAX TOYOTA BABY SAFE	PROTECTED / FAIR	0+	BELTED	RWF
3 YEAR OLD CHILD	BRITAX TOYOTA DUO PLUS	VULNERABLE / POOR	1	BELTED	FWF

CHILD RESTRAINTS

	CHILD RESTRAINT	HEAD / CHEST	CRS TYPE	ADJUST	POSITION
18 MONTH OLD CHILD	BRITAX ROMER BABY SAFE	PROTECTED / FAIR	0+	BELTED	RWF
3 YEAR OLD CHILD	BRITAX ROMER DUO PLUS	VULNERABLE/ POOR	1	BELTED	FWF

SAFETY EQUIPMENT

FRONT SEATBELT PRETENSIONERS	YES	SIDE BODY AIRBAGS	NO	SBR	NO
DRIVER FRONTAL AIRBAG	YES	SIDE HEAD AIRBAGS	NO	ISOFIX ANCHORAGES	NO
FRONT PASSENGER FRONTAL AIRBAG	YES	DRIVER KNEE AIRBAG	NO	ABS (4 CHANNEL)	NO

SAFETY EQUIPMENT

FRONT SEATBELT PRETENSIONERS	YES	SIDE BODY AIRBAGS	NO	SBR	DRIVER
DRIVER FRONTAL AIRBAG	YES	SIDE HEAD AIRBAGS	NO	ISOFIX ANCHORAGES	NO
FRONT PASSENGER FRONTAL AIRBAG	YES	DRIVER KNEE AIRBAG	NO	ABS (4 CHANNEL)	NO

ADULT OCCUPANT

In the frontal impact the driver and passenger heads were both well protected by the airbags and seatbelts. Both seatbelts were equipped with pretensioners. There were hazardous structures in the area of the facia that could be impacted by an occupant's knees. The structure was able to withstand further loadings.

ADULT OCCUPANT

The protection offered to the driver head was adequate due to bottoming out of the driver airbag. Driver chest protection as marginal. Passenger's head and chest protection was good. The front passenger's knees could impact with dangerous structures in the dashboard lie the Tran fascia tube. The bodyshell was rated as unstable and it was not capable of withstanding any further loadings. The car offers driver Seat Belt Reminder.

CHILD OCCUPANT

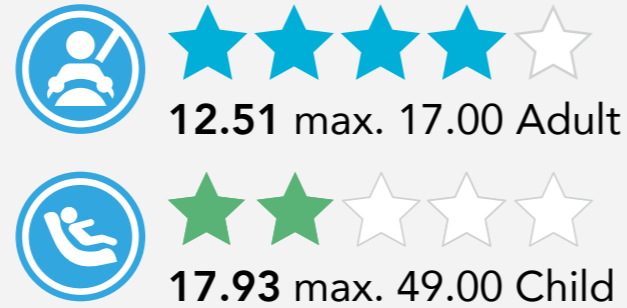
The child seat for the 1,5 year old child was able to prevent excessive forward movement during the impact. The 3 year old exceeded the forward excursion limit. The biomechanical limits of the child dummies were reached during the test. There is no possibility to disconnect the passenger airbag.

CHILD OCCUPANT

The child seat for the 3 year old child was unable to prevent excessive forward movement during the impact. The recommended CRSs did not show incompatibility. The installation instructions on both child seats were insufficient and not permanently attached to the seat. The vehicle was equipped with a passenger airbag but it could not be disabled in order to prevent high risks of injuries when installing a rearward facing CRS.

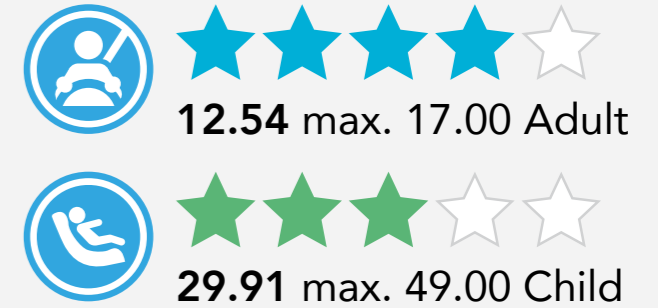


SUZUKI MARUTI VITARA BREZZA - 2 AIRBAGS



Tested at 64 km/h Bodysell integrity: STABLE

VOLKSWAGEN POLO - 2 AIRBAGS



Tested at 64 km/h Bodysell integrity: STABLE

ADULT OCCUPANT PROTECTION



FRONT PASSENGER DRIVER

CAR DETAILS

TESTED MODEL	SUZUKI MARUTI VITARA BREZZA, RHD
BODY TYPE	5 DOOR SUV
CRASH TEST WEIGHT	KG 1392
YEAR OF PUBLICATION	2018

CHILD RESTRAINTS

	CHILD RESTRAINT	HEAD / CHEST	CRS TYPE	ADJUST	POSITION
18 MONTH OLD CHILD	BRITAX DUO PLUS	POOR / VULNERABLE	1	ISOFIX/TT	FWF
3 YEAR OLD CHILD	BRITAX DUO PLUS	PROTECTED / FAIR	1	ISOFIX/TT	FWF

SAFETY EQUIPMENT

FRONT SEATBELT PRETENSIONERS	YES	SIDE BODY AIRBAGS	NO	SBR	DRIVER
DRIVER FRONTAL AIRBAG	YES	SIDE HEAD AIRBAGS	NO	ISOFIX ANCHORAGES	YES
FRONT PASSENGER FRONTAL AIRBAG	YES	DRIVER KNEE AIRBAG	NO	ABS (4 CHANNEL)	YES

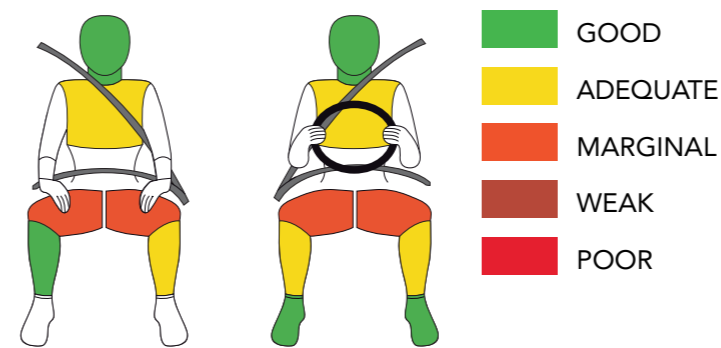
ADULT OCCUPANT

The protection offered to the driver and passenger head and neck was good. Driver chest showed marginal protection while passenger chest showed good protection. Driver's knees showed marginal protection and passenger's knees marginal and good protection as they could impact with dangerous structures behind the dashboard supported by the Transfascia tube. The bodysell was rated as stable and it was capable of withstanding further loadings. The car offers standard sBR for driver and standard ABS.

CHILD OCCUPANT

The child seat for the 3 year old was installed FWF with ISOFIX and top tether and was able to prevent excessive forward movement during the impact with good protection for the head while marginal protection to the chest. The 18 month old CRs was installed with ISOFIX and top tether forward facing which explains the loss of head points, it showed poor protection for the head and limited protection for the chest. The recommended CRSs did not show incompatibility. The vehicle offers standard ISOFIX and top tether anchorages in the 2 outboard rear seats and does not offer 3 point belts in all seating positions.

ADULT OCCUPANT PROTECTION



FRONT PASSENGER DRIVER

CAR DETAILS

TESTED MODEL	VW POLO, RHD
BODY TYPE	4 DOOR HATCHBACK
CRASH TEST WEIGHT	KG 1272
YEAR OF PUBLICATION	2014

CHILD RESTRAINTS

	CHILD RESTRAINT	HEAD / CHEST	CRS TYPE	ADJUST	POSITION
18 MONTH OLD CHILD	BOBSY G0 PLUS	PROTECTED / FAIR	0+	BELTED	RWF
3 YEAR OLD CHILD	BOBSY G1 PLUS	PROTECTED / POOR	1	BELTED	FWF

SAFETY EQUIPMENT

FRONT SEATBELT PRETENSIONERS	NO	SIDE BODY AIRBAGS	NO	SBR	NO
DRIVER FRONTAL AIRBAG	YES	SIDE HEAD AIRBAGS	NO	ISOFIX ANCHORAGES	NO
FRONT PASSENGER FRONTAL AIRBAG	YES	DRIVER KNEE AIRBAG	NO	ABS (4 CHANNEL)	NO

ADULT OCCUPANT

The protection offered to the driver and passenger head and neck was good thanks to the airbag, Driver's and passenger chest received adequate protection. Both front passenger's knees could impact with dangerous structures in the dashboard lie the Transfascia tube. The bodysell was rated as stable and it can withstand further loading which is a critical baseline to add airbags.

CHILD OCCUPANT

The child seat for the 3 year old child was able to prevent excessive forward movement during the impact. The belted CRS for the 1.5 year old child was able to prevent excessive forward movement during the impact and protected the child adequately well. The installation instructions on both child seats were sufficient and permanently attached to the seat. The car did give warnings as to the hazards associated with installing a rearward facing child seat on the front passenger seat with an active airbag but its marking is not enough to meet the protocol criteria.



FORD ASPIRE (NEXT GEN FIGO) - 2 AIRBAGS



Tested at 64 km/h Bodyshell integrity: UNSTABLE

HONDA MOBILIO - 2 AIRBAGS



Tested at 64 km/h Bodyshell integrity: STABLE

ADULT OCCUPANT PROTECTION



FRONT PASSENGER DRIVER

CAR DETAILS

TESTED MODEL	FORD ASPIRE, RHD
BODY TYPE	4 DOOR SEDAN
CRASH TEST WEIGHT	KG 1212
YEAR OF PUBLICATION	2017

CHILD RESTRAINTS

	CHILD RESTRAINT	HEAD / CHEST	CRS TYPE	ADJUST	POSITION
18 MONTH OLD CHILD	MAXI COSI CABRIO FIX	PROTECTED / GOOD	0+	BELTED	RWF
3 YEAR OLD CHILD	MAXI COSI PRIORI XP	VULNERABLE/ POOR	1	BELTED	FWF

SAFETY EQUIPMENT

FRONT SEATBELT PRETENSIONERS	NO	SIDE BODY AIRBAGS	NO	SBR	NO
DRIVER FRONTAL AIRBAG	YES	SIDE HEAD AIRBAGS	NO	ISOFIX ANCHORAGES	NO
FRONT PASSENGER FRONTAL AIRBAG	YES	DRIVER KNEE AIRBAG	NO	ABS (4 CHANNEL)	NO

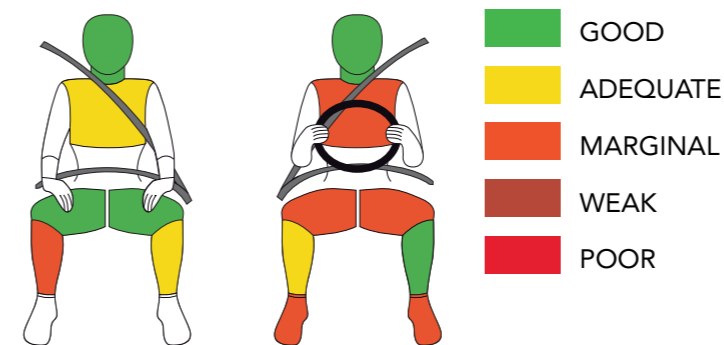
ADULT OCCUPANT

The protection offered to the driver and passenger's head and neck was good thanks to the airbag. Driver's chest had weak protection and passenger's marginal protection. The car does not have seatbelt pretensioners. The front passenger's knees could impact with dangerous structures in the dashboard like the Tran fascia tube. The bodyshell was rated as unstable and it was not capable of withstanding any further loadings.

CHILD OCCUPANT

The child seat for the 3 year old child was unable to prevent excessive forward movement during the impact. The recommended CRSs did not show incompatibility. The installation instructions on both child seats were insufficient and not permanently attached to the seat. The vehicle was equipped with a passenger airbag but it could not be disabled in order to prevent high risks of injuries when installing a rearward facing CRS.

ADULT OCCUPANT PROTECTION



FRONT PASSENGER DRIVER

CAR DETAILS

TESTED MODEL	HONDA MOBILIO, RHD
BODY TYPE	5 DOOR STATIONWAGON
CRASH TEST WEIGHT	KG 1451
YEAR OF PUBLICATION	2016

CHILD RESTRAINTS

	CHILD RESTRAINT	HEAD / CHEST	CRS TYPE	ADJUST	POSITION
18 MONTH OLD CHILD	LUSTER KA240	PROTECTED / GOOD	0+	BELTED	RWF
3 YEAR OLD CHILD	LUSTER KA500	VULNERABLE / GOOD	1	BELTED	FWF

SAFETY EQUIPMENT

FRONT SEATBELT PRETENSIONERS	YES	SIDE BODY AIRBAGS	NO	SBR	DRIVER
DRIVER FRONTAL AIRBAG	YES	SIDE HEAD AIRBAGS	NO	ISOFIX ANCHORAGES	NO
FRONT PASSENGER FRONTAL AIRBAG	YES	DRIVER KNEE AIRBAG	NO	ABS (4 CHANNEL)	NO

ADULT OCCUPANT

The protection offered to the driver and passenger's head and necks was good, driver chest protection was marginal and passenger's chest protection was adequate. The passenger's knees could impact with dangerous structures in the dashboard. The bodyshell was rated as stable and can withstand further loadings.

CHILD OCCUPANT

The child seat for the 3 year old child was not able to prevent excessive forward movement during the impact. The dynamic performance of the 18 month child was adequate. Installation instructions on both child seats were insufficient and not permanently attached to the seat. Both CRS were compatible with the belt system on the vehicle. This vehicle was equipped with a passenger airbag but it does not offer the possibility to disable passenger airbag.

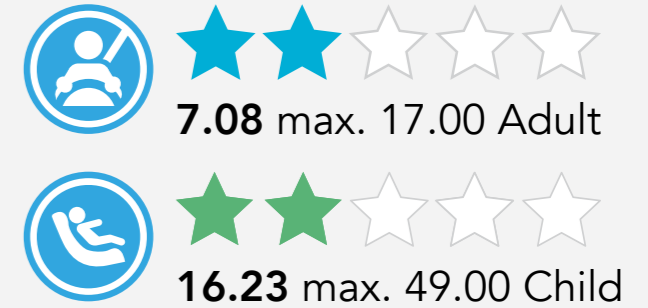


RENAULT DUSTER - DRIVER AIRBAG



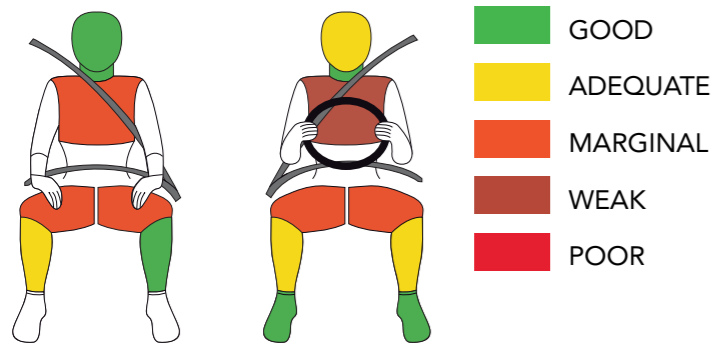
Tested at 64 km/h Bodyshell integrity: UNSTABLE

SUZUKI MARUTI SWIFT - 2 AIRBAGS



Tested at 64 km/h Bodyshell integrity: UNSTABLE

ADULT OCCUPANT PROTECTION



FRONT PASSENGER DRIVER

CAR DETAILS

TESTED MODEL	RENAULT DUSTER, RHD
BODY TYPE	5 DOOR SUV
CRASH TEST WEIGHT	KG 1539
YEAR OF PUBLICATION	2017

ADULT OCCUPANT PROTECTION



FRONT PASSENGER DRIVER

CAR DETAILS

TESTED MODEL	SUZUKI MARUTI SWIFT, RHD
BODY TYPE	5 DOOR HATCHBACK
CRASH TEST WEIGHT	KG 1079
YEAR OF PUBLICATION	2018

CHILD RESTRAINTS

	CHILD RESTRAINT	HEAD / CHEST	CRS TYPE	ADJUST	POSITION
18 MONTH OLD CHILD	MAXI COSI CABRIO FIX	PROTECTED / GOOD	0+	BELTED	RWF
3 YEAR OLD CHILD	MAXI COSI PRIORI	VULNERABLE/ FAIR	1	BELTED	FWF

CHILD RESTRAINTS

	CHILD RESTRAINT	HEAD / CHEST	CRS TYPE	ADJUST	POSITION
18 MONTH OLD CHILD	BRITAX DUO PLUS	POOR / POOR	1	ISOFIX/TT	FWF
3 YEAR OLD CHILD	BRITAX DUO PLUS	PROTECTED / VULNERABLE	1	ISOFIX/TT	FWF

SAFETY EQUIPMENT

FRONT SEATBELT PRETENSIONERS	NO	SIDE BODY AIRBAGS	NO	SBR	NO
DRIVER FRONTAL AIRBAG	YES	SIDE HEAD AIRBAGS	NO	ISOFIX ANCHORAGES	NO
FRONT PASSENGER FRONTAL AIRBAG	NO	DRIVER KNEE AIRBAG	NO	ABS (4 CHANNEL)	NO

SAFETY EQUIPMENT

FRONT SEATBELT PRETENSIONERS	YES	SIDE BODY AIRBAGS	NO	SBR	NO
DRIVER FRONTAL AIRBAG	YES	SIDE HEAD AIRBAGS	NO	ISOFIX ANCHORAGES	YES
FRONT PASSENGER FRONTAL AIRBAG	YES	DRIVER KNEE AIRBAG	NO	ABS (4 CHANNEL)	YES

ADULT OCCUPANT

The protection offered to the driver head was adequate due to unstable airbag contact. Driver chest protection was weak. Passenger's head protection was good and chest protection was marginal. The front passenger's knees could impact with dangerous structures in the dashboard lie the Tran fascia tube. The bodyshell was rated as unstable and it was not capable of withstanding any further loadings.

CHILD OCCUPANT

The child seat for the 3 year old child was unable to prevent excessive forward movement during the impact.. The recommended CRSs did not show incompatibility. The installation instructions on both child seats were insufficient and not permanently attached to the seat. The vehicle was not equipped with a passenger airbag.

ADULT OCCUPANT

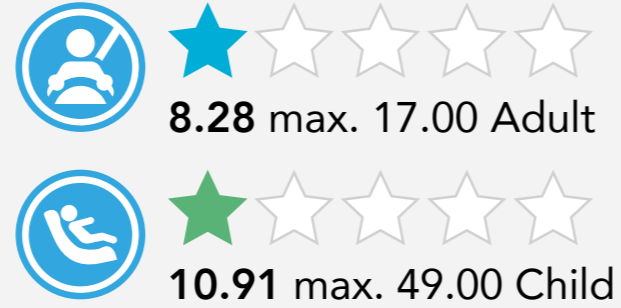
The protection offered to the driver and passenger head and neck was good. Driver chest showed weak protection while passenger chest showed adequate protection. Driver's knees showed marginal protection and passengers' knees good and adequate protection as they could impact with dangerous structures behind the dashboard supported by the Tranfasciatube. The bodyshellwas rated as unstable and it was not capable of withstanding further loadings. The car offers standard SBR for driver but it does not meet the minimum requirements.

CHILD OCCUPANT

The child seat for the 3 year old was installed FWF with ISOFIX and top tether and was able to prevent excessive forward movement during the impact while it offered good protection and marginal protection to the chest. The 18 month old CRs was installed with ISOFIX and top tether forward facing which explains the loss of head points, it showed poor protection for the head and chest. The recommended CRSs did not show incompatibility. The vehicle offers standard ISOFIX and top tether anchorages in the 2 outboard rear seats and does not offer 3 point belts in all seating positions.



RENAULT KWID (IV) - DRIVER AIRBAG



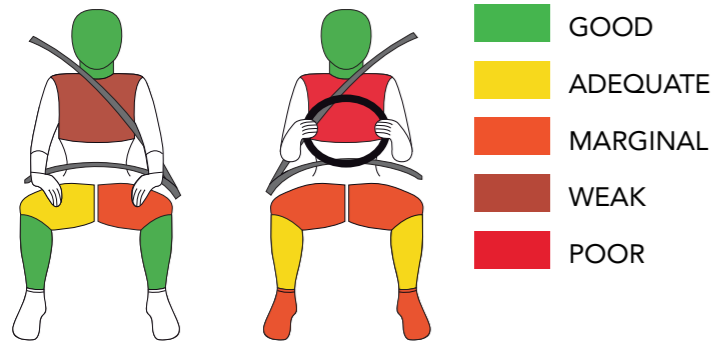
Tested at 64 km/h Bodyshell integrity: UNSTABLE

RENAULT KWID (III) - DRIVER AIRBAG



Tested at 64 km/h Bodyshell integrity: UNSTABLE

ADULT OCCUPANT PROTECTION



FRONT PASSENGER DRIVER

CAR DETAILS

TESTED MODEL	RENAULT KWID (IV), RHD
BODY TYPE	5 DOOR HATCH
CRASH TEST WEIGHT	KG 928
YEAR OF PUBLICATION	2016

CHILD RESTRAINTS

	CHILD RESTRAINT	HEAD / CHEST	CRS TYPE	ADJUST	POSITION
18 MONTH OLD CHILD	MAXI COSI CABRIO FIX	VULNERABLE / FAIR	0+	BELTED	RWF
3 YEAR OLD CHILD	MAXI COSI PRIORI XP	VULNERABLE / FAIR	1	BELTED	FWF

SAFETY EQUIPMENT

FRONT SEATBELT PRETENSIONERS	YES	SIDE BODY AIRBAGS	NO	SBR	NO
DRIVER FRONTAL AIRBAG	YES	SIDE HEAD AIRBAGS	NO	ISOFIX ANCHORAGES	NO
FRONT PASSENGER FRONTAL AIRBAG	NO	DRIVER KNEE AIRBAG	NO	ABS (4 CHANNEL)	NO

ADULT OCCUPANT

The protection offered to the driver head and neck by the airbag was good. However the protection to the chest due to high chest compression was poor and the passenger's chest received weak protection as well. The passenger's knees could impact with dangerous structures in the dashboard. The bodyshell was rated as unstable and can not withstand further loadings. It was confirmed that Renault added reinforcements in the structure but only in the driver side and not in passenger side.

CHILD OCCUPANT

The child seat for the 3 year old child was not able to prevent excessive forward movement during the impact and, the biomechanical readings were high. The dynamic performance of the 18 month child allowed head contact with the frontal backrest and biomechanical readings were high. The installation instructions on both child seats were insufficient and not permanently attached to the seat. The static three point belts in the rear seats made more difficult the proper installation of the CRS. This vehicle was not equipped with a passenger airbag.

ADULT OCCUPANT PROTECTION



FRONT PASSENGER DRIVER

CAR DETAILS

TESTED MODEL	RENAULT KWID (III), RHD
BODY TYPE	5 DOOR HATCH
CRASH TEST WEIGHT	KG 914
YEAR OF PUBLICATION	2016

CHILD RESTRAINTS

	CHILD RESTRAINT	HEAD / CHEST	CRS TYPE	ADJUST	POSITION
18 MONTH OLD CHILD	MAXI COSI CABRIO FIX	PROTECTED / FAIR	0+	BELTED	RWF
3 YEAR OLD CHILD	MAXI COSI PRIORI XP	VULNERABLE / FAIR	1	BELTED	FWF

SAFETY EQUIPMENT

FRONT SEATBELT PRETENSIONERS	NO	SIDE BODY AIRBAGS	NO	SBR	NO
DRIVER FRONTAL AIRBAG	YES	SIDE HEAD AIRBAGS	NO	ISOFIX ANCHORAGES	NO
FRONT PASSENGER FRONTAL AIRBAG	NO	DRIVER KNEE AIRBAG	NO	ABS (4 CHANNEL)	NO

ADULT OCCUPANT

The protection offered to the driver head and neck by the airbag was good. However the protection to the chest due to high chest compression was poor and the passenger's chest received marginal protection. The passenger's knees could impact with dangerous structures in the dashboard. The bodyshell was rated as unstable and can not withstand further loadings. It was confirmed that Renault added reinforcements in the structure but only in the driver side and not in passenger side.

CHILD OCCUPANT

The child seat for the 3 year old child was not able to prevent excessive forward movement during the impact and, the biomechanical readings were high. The dynamic performance of the 18 months child restraint was adequate but biomechanical readings were high. The installation instructions on both child seats were insufficient and not permanently attached to the seat. The static three point belts in the rear seats made more difficult the proper installation of the CRS. This vehicle was not equipped with a passenger airbag.



RENAULT KWID (III) - NO AIRBAG



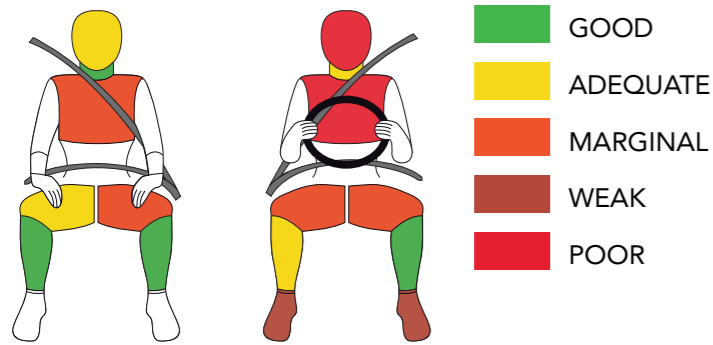
Tested at 64 km/h Bodyshell integrity: UNSTABLE

RENAULT KWID (I) - NO AIRBAG



Tested at 64 km/h Bodyshell integrity: UNSTABLE

ADULT OCCUPANT PROTECTION



FRONT PASSENGER DRIVER

CAR DETAILS

TESTED MODEL	RENAULT KWID (III), RHD
BODY TYPE	5 DOOR HATCH
CRASH TEST WEIGHT	KG 914
YEAR OF PUBLICATION	2016

CHILD RESTRAINTS

	CHILD RESTRAINT	HEAD / CHEST	CRS TYPE	ADJUST	POSITION
18 MONTH OLD CHILD	MAXI COSI CABRIO FIX	PROTECTED / GOOD	0+	BELTED	RWF
3 YEAR OLD CHILD	MAXI COSI PRIORI XP	VULNERABLE / FAIR	1	BELTED	FWF

SAFETY EQUIPMENT

FRONT SEATBELT PRETENSIONERS	NO	SIDE BODY AIRBAGS	NO	SBR	NO
DRIVER FRONTAL AIRBAG	NO	SIDE HEAD AIRBAGS	NO	ISOFIX ANCHORAGES	NO
FRONT PASSENGER FRONTAL AIRBAG	NO	DRIVER KNEE AIRBAG	NO	ABS (4 CHANNEL)	NO

ADULT OCCUPANT

The protection offered to the driver head and chest was poor and the passenger's chest received marginal protection. The passenger's knees could impact with dangerous structures in the dashboard. The bodyshell was rated as unstable and can not withstand further loadings. It was confirmed that Renault added reinforcement in the structure but only in the driver side and not in passenger side.

CHILD OCCUPANT

The child seat for the 3 year old child was not able to prevent excessive forward movement during the impact and, the biomechanical readings were high. The dynamic performance of the 18 months child restraint was adequate but biomechanical readings were high. The installation instructions on both child seats were insufficient and not permanently attached to the seat. The static three point belts in the rear seats made more difficult the proper installation of the CRS. This vehicle was not equipped with a passenger airbag.

ADULT OCCUPANT PROTECTION



FRONT PASSENGER DRIVER

CAR DETAILS

TESTED MODEL	RENAULT KWID (I), RHD
BODY TYPE	5 DOOR HATCH
CRASH TEST WEIGHT	KG 855
YEAR OF PUBLICATION	2016

CHILD RESTRAINTS

	CHILD RESTRAINT	HEAD / CHEST	CRS TYPE	ADJUST	POSITION
18 MONTH OLD CHILD	MAXI COSI CABRIO FIX	PROTECTED / GOOD	0+	BELTED	RWF
3 YEAR OLD CHILD	MAXI COSI PRIORI XP	VULNERABLE / GOOD	1	BELTED	FWF

SAFETY EQUIPMENT

FRONT SEATBELT PRETENSIONERS	NO	SIDE BODY AIRBAGS	NO	SBR	NO
DRIVER FRONTAL AIRBAG	NO	SIDE HEAD AIRBAGS	NO	ISOFIX ANCHORAGES	NO
FRONT PASSENGER FRONTAL AIRBAG	NO	DRIVER KNEE AIRBAG	NO	ABS (4 CHANNEL)	NO

ADULT OCCUPANT

The protection offered to the driver head and chest was poor and the passenger's chest received marginal protection. The passenger's knees could impact with dangerous structures in the dashboard. The bodyshell was rated as unstable and can not withstand further loadings.

CHILD OCCUPANT

The child seat for the 3 year old child was not able to prevent excessive forward movement during the impact and, the biomechanical readings were close below the allowed limits. The dynamic performance of the 18 month child restraint was adequate. However, the installation instructions on both child seats were insufficient and not permanently attached to the seat. The static three point belts in the rear seats made more difficult the proper installation of the CRS. This vehicle was not equipped with a passenger airbag.

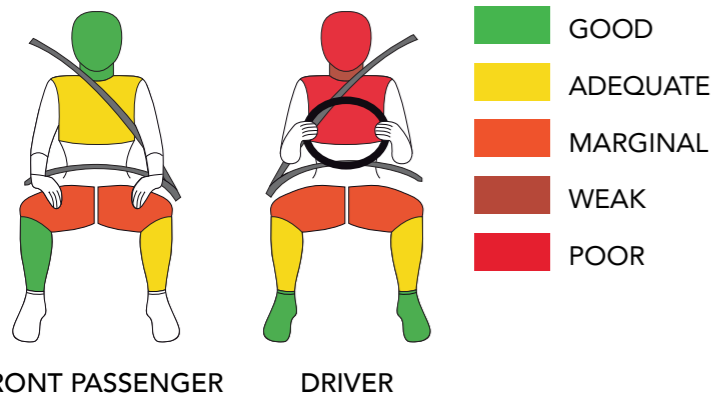


VOLKSWAGEN POLO - NO AIRBAGS



Tested at 64 km/h Bodysell integrity: STABLE

ADULT OCCUPANT PROTECTION



CAR DETAILS

TESTED MODEL	VW POLO, RHD
BODY TYPE	4 DOOR HATCHBACK
CRASH TEST WEIGHT	KG 1259
YEAR OF PUBLICATION	2014

CHILD RESTRAINTS

	CHILD RESTRAINT	HEAD / CHEST	CRS TYPE	ADJUST	POSITION
18 MONTH OLD CHILD	BOBSY G0 PLUS	PROTECTED / FAIR	0+	BELTED	RWF
3 YEAR OLD CHILD	BOBSY G1 PLUS	PROTECTED / POOR	1	BELTED	FWF

SAFETY EQUIPMENT

FRONT SEATBELT PRETENSIONERS	NO	SIDE BODY AIRBAGS	NO	SBR	NO
DRIVER FRONTAL AIRBAG	NO	SIDE HEAD AIRBAGS	NO	ISOFIX ANCHORAGES	NO
FRONT PASSENGER FRONTAL AIRBAG	NO	DRIVER KNEE AIRBAG	NO	ABS (4 CHANNEL)	NO

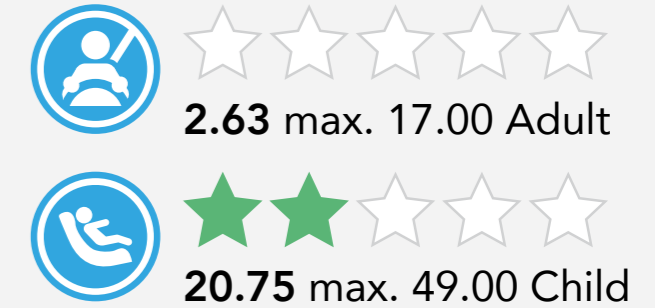
ADULT OCCUPANT

The protection offered to the driver head was poor due to the hard contact with the steering wheel and for this reason the star capping was applied. Also driver's neck received weak protection. Driver's chest protection was poor due to its high compression, Passenger's head protection was good, and its chest protection was adequate. Both front passenger's knees could impact with dangerous structures in the dashboard lie the Tran fascia tube. The bodysell was rated as stable and it can withstanding further loading which is a critical baseline to add airbags.

CHILD OCCUPANT

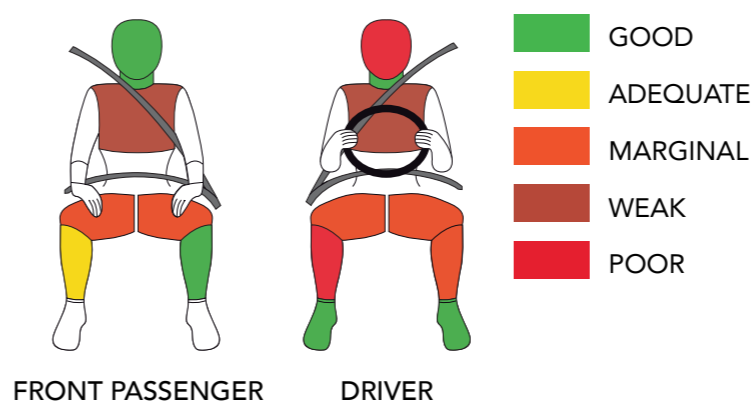
The child seat for the 3 year old child was able to prevent excessive forward movement during the impact and presented high chest decelerations. The belted CRS for the 1.5 year old child was able to prevent excessive forward movement during the impact and protected the child adequately well. The installation instructions on both child seats were sufficient and permanently attached to the seat. This vehicle was not equipped with a passenger airbag.

FORD FIGO - NO AIRBAGS



Tested at 64 km/h Bodysell integrity: STABLE

ADULT OCCUPANT PROTECTION



CAR DETAILS

TESTED MODEL	FORD FIGO, RHD
BODY TYPE	4 DOOR HATCHBACK
CRASH TEST WEIGHT	KG 1274
YEAR OF PUBLICATION	2014

CHILD RESTRAINTS

	CHILD RESTRAINT	HEAD / CHEST	CRS TYPE	ADJUST	POSITION
18 MONTH OLD CHILD	MAXI COSI CABRIO FIX	PROTECTED / GOOD	0+	BELTED	RWF
3 YEAR OLD CHILD	MAXI COSI PRIORI XP	VULNERABLE / GOOD	1	BELTED	FWF

SAFETY EQUIPMENT

FRONT SEATBELT PRETENSIONERS	NO	SIDE BODY AIRBAGS	NO	SBR	NO
DRIVER FRONTAL AIRBAG	NO	SIDE HEAD AIRBAGS	NO	ISOFIX ANCHORAGES	NO
FRONT PASSENGER FRONTAL AIRBAG	NO	DRIVER KNEE AIRBAG	NO	ABS (4 CHANNEL)	NO

ADULT OCCUPANT

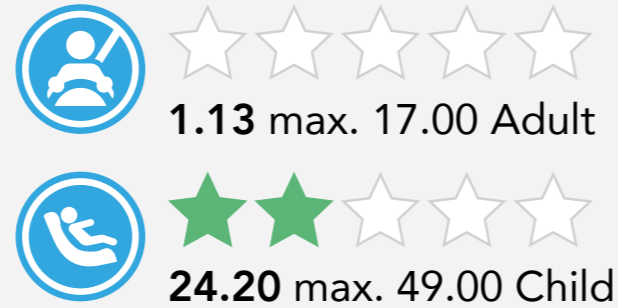
The protection offered to the driver head was poor and for this reason the star capping was applied driver's and passenger's chest protection was weak. The passenger's knees could impact with dangerous structures in the dashboard lie the Tran fascia tube. The bodysell was rated as stable.

CHILD OCCUPANT

The child seat for the 3 year old child was unable to prevent excessive forward movement during the impact. The dynamic performance of the child restraints was adequate. However, the installation instructions on both child seats were insufficient and not permanently attached to the seat. The recommended CRS for the 3 year old dummy was found to be incompatible with the belt system on the vehicle, while the CRS for the 18 month dummy was. This vehicle was not equipped with a passenger airbag.

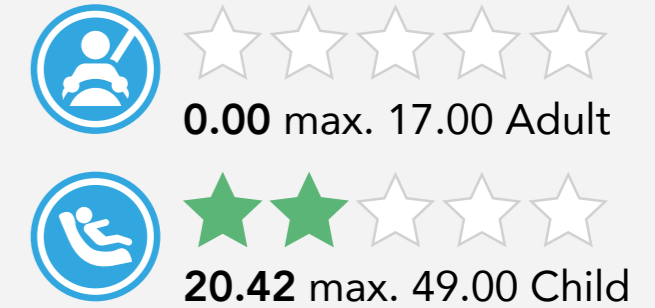


SUZUKI MARUTI EECO - NO AIRBAGS



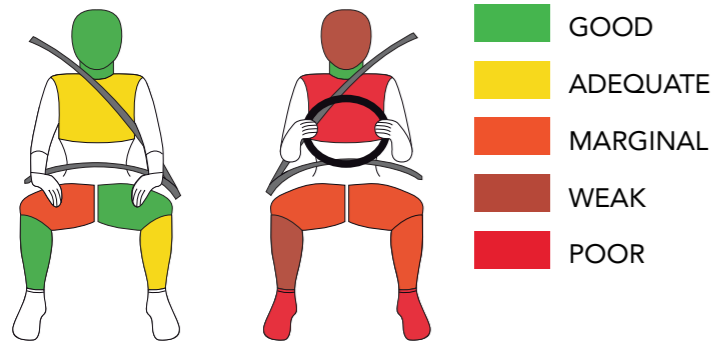
Tested at 64 km/h Bodyshell integrity: UNSTABLE

HYUNDAI EON - NO AIRBAGS



Tested at 64 km/h Bodyshell integrity: UNSTABLE

ADULT OCCUPANT PROTECTION

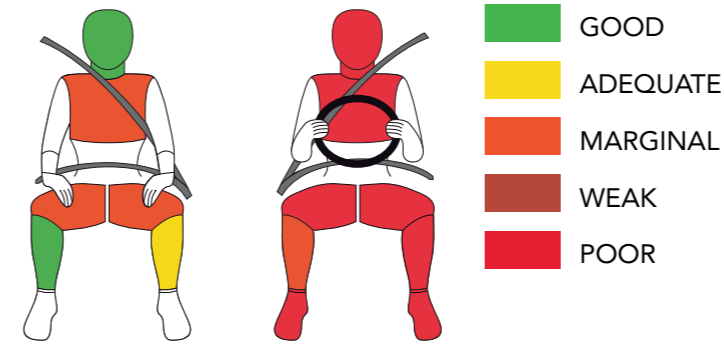


FRONT PASSENGER DRIVER

CAR DETAILS

TESTED MODEL	SUZUKI MARUTI EECO, RHD
BODY TYPE	5 DOOR MINI-VAN
CRASH TEST WEIGHT	KG 1124
YEAR OF PUBLICATION	2016

ADULT OCCUPANT PROTECTION



FRONT PASSENGER DRIVER

CAR DETAILS

TESTED MODEL	HYUNDAI EON, RHD
BODY TYPE	4 DOOR HATCH CITY CAR
CRASH TEST WEIGHT	KG 972
YEAR OF PUBLICATION	2016

CHILD RESTRAINTS

	CHILD RESTRAINT	HEAD / CHEST	CRS TYPE	ADJUST	POSITION
18 MONTH OLD CHILD	MAXI COSI CABRIO FIX	PROTECTED / GOOD	0+	BELTED	RWF
3 YEAR OLD CHILD	MAXI COSI PRIORI XP	PROTECTED / POOR	1	BELTED	FWF

CHILD RESTRAINTS

	CHILD RESTRAINT	HEAD / CHEST	CRS TYPE	ADJUST	POSITION
18 MONTH OLD CHILD	MAXI COSI CABRIO FIX	PROTECTED / GOOD	0+	BELTED	RWF
3 YEAR OLD CHILD	MAXI COSI PRIORI	VULNERABLE / FAIR	1	BELTED	FWF

SAFETY EQUIPMENT

FRONT SEATBELT PRETENSIONERS	NO	SIDE BODY AIRBAGS	NO	SBR	NO
DRIVER FRONTAL AIRBAG	NO	SIDE HEAD AIRBAGS	NO	ISOFIX ANCHORAGES	NO
FRONT PASSENGER FRONTAL AIRBAG	NO	DRIVER KNEE AIRBAG	NO	ABS (4 CHANNEL)	NO

SAFETY EQUIPMENT

FRONT SEATBELT PRETENSIONERS	NO	SIDE BODY AIRBAGS	NO	SBR	NO
DRIVER FRONTAL AIRBAG	NO	SIDE HEAD AIRBAGS	NO	ISOFIX ANCHORAGES	NO
FRONT PASSENGER FRONTAL AIRBAG	NO	DRIVER KNEE AIRBAG	NO	ABS (4 CHANNEL)	NO

ADULT OCCUPANT

The protection offered to the driver chest was poor and the head protection was weak. The passenger's knees could impact with dangerous structures in the dashboard lie the Transfascia tube as well as the shock absorber mounts mainly from driver side. The bodyshell was rated as unstable and can not withstand further loadings.

CHILD OCCUPANT

The child seat for the 3 year old child was able to prevent excessive forward movement during the impact however the biomechanical readings were above the limits. The dynamic performance of the 18 month child restraint was adequate. However, the installation instructions on both child seats were insufficient and not permanently attached to the seat. Both CRS were compatible with the belt system on the vehicle. This vehicle was not equipped with a passenger airbag.

ADULT OCCUPANT

The protection offered to the driver head was poor and for this reason the star capping was applied. Driver's chest protection was poor, Passenger's chest protection was marginal. The front passenger's knees could impact with dangerous structures in the dashboard lie the Tran fascia tube. The bodyshell was rated as unstable and it was not capable of withstanding any further loadings.

CHILD OCCUPANT

The child seat for the 3 year old child was unable to prevent excessive forward movement during the impact.. The recommended CRS for the 3 year old dummy was found to be incompatible with the belt system on the vehicle, while the CRS for the 18 month dummy did not show incompatibility. The installation instructions on both child seats were insufficient and not permanently attached to the seat. The vehicle was not equipped with a passenger airbag.

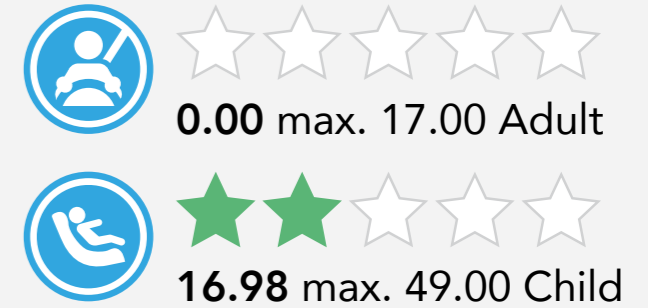


SUZUKI MARUTI ALTO - NO AIRBAGS



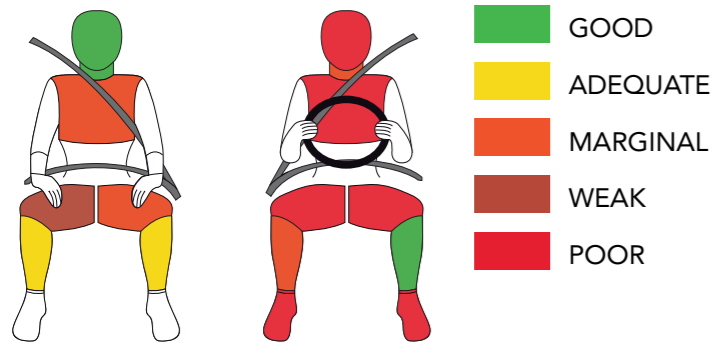
Tested at 64 km/h Bodysell integrity: UNSTABLE

RENAULT DUSTER - NO AIRBAGS



Tested at 64 km/h Bodysell integrity: UNSTABLE

ADULT OCCUPANT PROTECTION



FRONT PASSENGER DRIVER

CAR DETAILS

TESTED MODEL	SUZUKI MARUTI ALTO 800, RHD
BODY TYPE	4 DOOR CITY CAR
CRASH TEST WEIGHT	KG 924
YEAR OF PUBLICATION	2014

ADULT OCCUPANT PROTECTION



FRONT PASSENGER DRIVER

CAR DETAILS

TESTED MODEL	RENAULT DUSTER, RHD
BODY TYPE	5 DOOR SUV
CRASH TEST WEIGHT	KG 1430
YEAR OF PUBLICATION	2017

CHILD RESTRAINTS

	CHILD RESTRAINT	HEAD / CHEST	CRS TYPE	ADJUST	POSITION
18 MONTH OLD CHILD	CHICCO AUTOFIX	PROTECTED / GOOD	0+	BELTED	RWF
3 YEAR OLD CHILD	CHICCO ELETTA	PROTECTED / POOR	1	BELTED	FWF

CHILD RESTRAINTS

	CHILD RESTRAINT	HEAD / CHEST	CRS TYPE	ADJUST	POSITION
18 MONTH OLD CHILD	MAXI COSI CABRIO FIX	PROTECTED / GOOD	0+	BELTED	RWF
3 YEAR OLD CHILD	MAXI COSI PRIORI	VULNERABLE/ FAIR	1	BELTED	FWF

SAFETY EQUIPMENT

FRONT SEATBELT PRETENSIONERS	NO	SIDE BODY AIRBAGS	NO	SBR	NO
DRIVER FRONTAL AIRBAG	NO	SIDE HEAD AIRBAGS	NO	ISOFIX ANCHORAGES	NO
FRONT PASSENGER FRONTAL AIRBAG	NO	DRIVER KNEE AIRBAG	NO	ABS (4 CHANNEL)	NO

SAFETY EQUIPMENT

FRONT SEATBELT PRETENSIONERS	NO	SIDE BODY AIRBAGS	NO	SBR	NO
DRIVER FRONTAL AIRBAG	NO	SIDE HEAD AIRBAGS	NO	ISOFIX ANCHORAGES	NO
FRONT PASSENGER FRONTAL AIRBAG	NO	DRIVER KNEE AIRBAG	NO	ABS (4 CHANNEL)	NO

ADULT OCCUPANT

The protection offered to the driver head was poor due to the hard contact with the steering wheel and for this reason the star capping was applied. Also driver's neck received poor protection. Driver's chest protection was poor due to its high compression, Passenger's chest protection was adequate. Both front passenger's knees could impact with dangerous structures in the dashboard lie the Tran fascia tube. The bodysell was rated as unstable.

CHILD OCCUPANT

The child seat for the 3 year old child was unable to prevent excessive forward movement during the impact. The dynamic performance of the child restraints was adequate. However, the installation instructions on both child seats were insufficient and not permanently attached to the seat. The recommended CRS did not show incompatibilities with the belt system on the vehicle. This vehicle was not equipped with a passenger airbag.

ADULT OCCUPANT

The protection offered to the driver head was poor and for this reason the star capping was applied. Driver's and passenger's chest protection was marginal. The front passenger's knees could impact with dangerous structures in the dashboard lie the Tran fascia tube. The bodysell was rated as unstable and it was not capable of withstanding any further loadings.

CHILD OCCUPANT

The child seat for the 3 year old child was unable to prevent excessive forward movement during the impact. The recommended CRSs did not show incompatibility. The installation instructions on both child seats were insufficient and not permanently attached to the seat. The vehicle was not equipped with a passenger airbag.

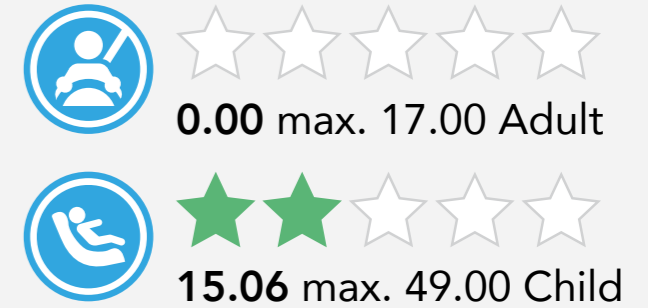


MAHINDRA SCORPIO - NO AIRBAGS



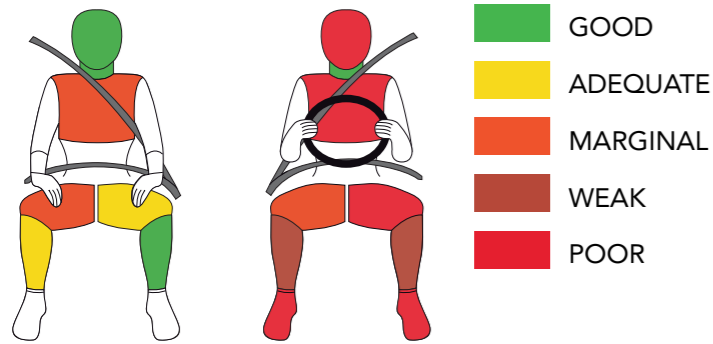
Tested at 64 km/h Bodyshell integrity: UNSTABLE

DATSUN GO - NO AIRBAGS



Tested at 64 km/h Bodyshell integrity: UNSTABLE

ADULT OCCUPANT PROTECTION

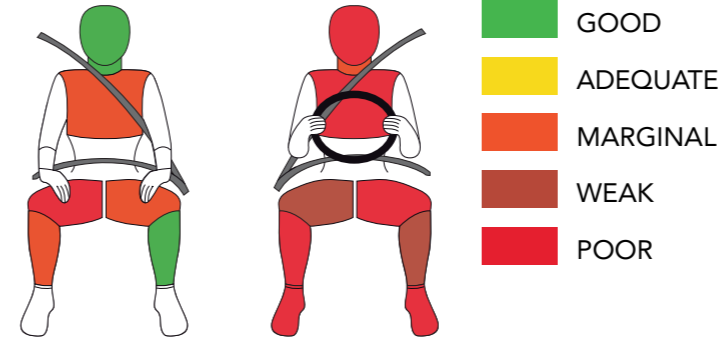


FRONT PASSENGER DRIVER

CAR DETAILS

TESTED MODEL	MAHINDRA SCORPIO, RHD
BODY TYPE	5 DOOR SUV
CRASH TEST WEIGHT	KG 1943
YEAR OF PUBLICATION	2016

ADULT OCCUPANT PROTECTION



FRONT PASSENGER DRIVER

CAR DETAILS

TESTED MODEL	DATSUN GO, RHD
BODY TYPE	4 DOOR HATCHBACK
CRASH TEST WEIGHT	KG 1001
YEAR OF PUBLICATION	2014

CHILD RESTRAINTS

	CHILD RESTRAINT	HEAD / CHEST	CRS TYPE	ADJUST	POSITION
18 MONTH OLD CHILD	MAXI COSI CABRIO FIX	PROTECTED / GOOD	0+	BELTED	RWF
3 YEAR OLD CHILD	MAXI COSI PRIORI XP	VULNERABLE / POOR	1	BELTED	FWF

CHILD RESTRAINTS

	CHILD RESTRAINT	HEAD / CHEST	CRS TYPE	ADJUST	POSITION
18 MONTH OLD CHILD	FUJIAN KAREPRO (LUSTER) KA240	PROTECTED / FAIR	0+	BELTED	RWF
3 YEAR OLD CHILD	FUJIAN KAREPRO (LUSTER) KA500	VULNERABLE / FAIR	1, 2, 3	BELTED	FWF

SAFETY EQUIPMENT

FRONT SEATBELT PRETENSIONERS	NO	SIDE BODY AIRBAGS	NO	SBR	NO
DRIVER FRONTAL AIRBAG	NO	SIDE HEAD AIRBAGS	NO	ISOFIX ANCHORAGES	NO
FRONT PASSENGER FRONTAL AIRBAG	NO	DRIVER KNEE AIRBAG	NO	ABS (4 CHANNEL)	NO

SAFETY EQUIPMENT

FRONT SEATBELT PRETENSIONERS	NO	SIDE BODY AIRBAGS	NO	SBR	NO
DRIVER FRONTAL AIRBAG	NO	SIDE HEAD AIRBAGS	NO	ISOFIX ANCHORAGES	NO
FRONT PASSENGER FRONTAL AIRBAG	NO	DRIVER KNEE AIRBAG	NO	ABS (4 CHANNEL)	NO

ADULT OCCUPANT

The protection offered to the driver head and chest was poor and the passenger's chest received marginal protection. The passenger's knees could impact with dangerous structures in the dashboard. The bodyshell was rated as unstable and can not withstand further loadings.

CHILD OCCUPANT

The child seat for the 3 year old child was not able to prevent excessive forward movement during the impact and the biomechanical readings were above the limits. The dynamic performance of the 18 month child restraint was adequate. However, the installation instructions on both child seats were insufficient and not permanently attached to the seat. Both CRS were compatible with the belt system on the vehicle. This vehicle was not equipped with a passenger airbag.

ADULT OCCUPANT

The protection offered to the driver head was poor due to the hard contact with the steering wheel and for this reason the star capping was applied. Driver's chest protection was poor due to its high compression, Passenger's chest protection was adequate. Both front passenger's knees could impact with dangerous structures in the dashboard lie the Tran fascia tube. The bodyshell was rated as unstable.

CHILD OCCUPANT

The child seat for the 3 year old child was unable to prevent excessive forward movement during the impact. The dynamic performance of the child restraints was adequate. However, the installation instructions on both child seats were insufficient and not permanently attached to the seat. The recommended CRS showed incompatibilities with the belt system on the vehicle. This vehicle was not equipped with a passenger airbag.



RENAULT LODGY - NO AIRBAGS



Tested at 64 km/h Bodyshell integrity: UNSTABLE

ADULT OCCUPANT PROTECTION



FRONT PASSENGER DRIVER

CAR DETAILS

TESTED MODEL	RENAULT LODGY, RHD
BODY TYPE	5 DOOR MPV
CRASH TEST WEIGHT	KG 1526
YEAR OF PUBLICATION	2018

CHILD RESTRAINTS

	CHILD RESTRAINT	HEAD / CHEST	CRS TYPE	ADJUST	POSITION
18 MONTH OLD CHILD	BRITAX BABY SAFE	POOR / PROTECTED	0+	BELTED	RWF
3 YEAR OLD CHILD	BRITAX DUO PLUS	POOR / LIMITED	1	BELTED	FWF

SAFETY EQUIPMENT

FRONT SEATBELT PRETENSIONERS	NO	SIDE BODY AIRBAGS	NO	SBR	NO
DRIVER FRONTAL AIRBAG	NO	SIDE HEAD AIRBAGS	NO	ISOFIX ANCHORAGES	NO
FRONT PASSENGER FRONTAL AIRBAG	NO	DRIVER KNEE AIRBAG	NO	ABS (4 CHANNEL)	NO

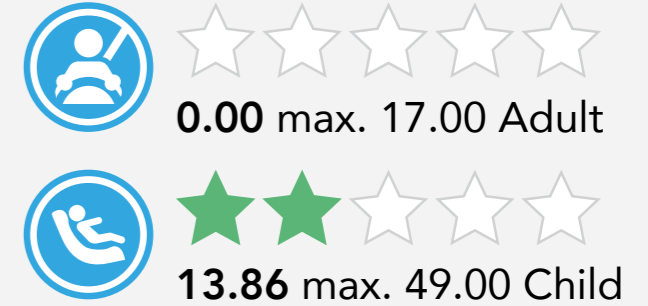
ADULT OCCUPANT

The protection offered to the driver head and neck was poor due to the impact with steering wheel. Passenger head and neck had good protection. Driver chest had weak protection and passenger chest marginal protection. Driver and passenger's knees offered marginal protection as they could impact with dangerous structures behind the dashboard supported by the Transfascia tube. The bodyshell was rated as unstable and it was not capable of withstanding further loadings. The car does not offer standard SBR and no standard ABS.

CHILD OCCUPANT

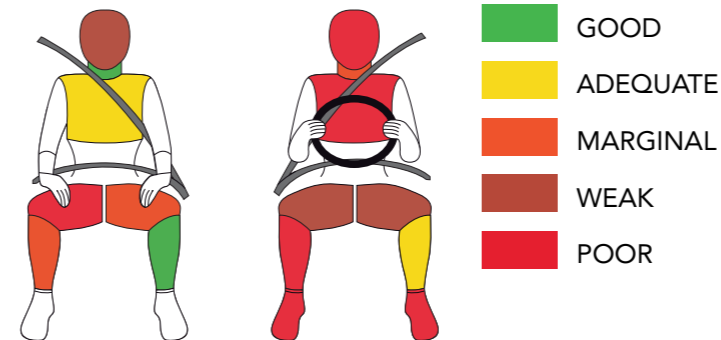
The child seat for the 3 year old was installed FWF with the adult seatbelt and was not able to prevent excessive forward movement during the impact allowing the head of the dummy to contact the front seat offering poor protection for the head and limited protection for the chest. The 18 month old CRs was installed with the adult belt RWF and it showed good protection for head and chest. The recommended CRSs did not show incompatibility. The vehicle does not offer standard ISOFIX and top tether anchorages and does not offer 3 point belts in all seating positions.

CHEVROLET ENJOY - NO AIRBAGS



Tested at 64 km/h Bodyshell integrity: UNSTABLE

ADULT OCCUPANT PROTECTION



FRONT PASSENGER DRIVER

CAR DETAILS

TESTED MODEL	CHEVROLET ENJOY, RHD
BODY TYPE	5 DOOR MINIVAN
CRASH TEST WEIGHT	KG 1529
YEAR OF PUBLICATION	2017

CHILD RESTRAINTS

	CHILD RESTRAINT	HEAD / CHEST	CRS TYPE	ADJUST	POSITION
18 MONTH OLD CHILD	MAXI COSI CABRIO FIX	PROTECTED / GOOD	0+	BELTED	RWF
3 YEAR OLD CHILD	MAXI COSI PRIORI XP	VULNERABLE/ FAIR	1	BELTED	FWF

SAFETY EQUIPMENT

FRONT SEATBELT PRETENSIONERS	NO	SIDE BODY AIRBAGS	NO	SBR	NO
DRIVER FRONTAL AIRBAG	NO	SIDE HEAD AIRBAGS	NO	ISOFIX ANCHORAGES	NO
FRONT PASSENGER FRONTAL AIRBAG	NO	DRIVER KNEE AIRBAG	NO	ABS (4 CHANNEL)	NO

ADULT OCCUPANT

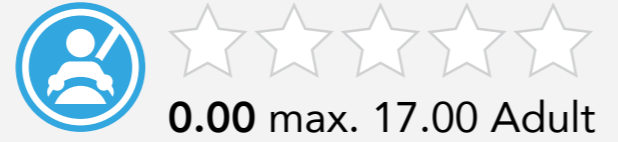
The protection offered to the driver head and chest was poor and for this reason the star capping was applied. Passenger's head protection was weak while chest protection was adequate. The front passenger's knees could impact with dangerous structures in the dashboard like the Tran fascia tube. The bodyshell was rated as unstable and it was not capable of withstanding any further loadings.

CHILD OCCUPANT

The child seat for the 3 year old child was unable to prevent excessive forward movement during the impact. The recommended CRSs did not show incompatibility. The installation instructions on both child seats were insufficient and not permanently attached to the seat. The vehicle was not equipped with a passenger airbag.

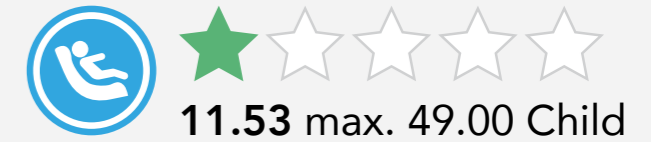
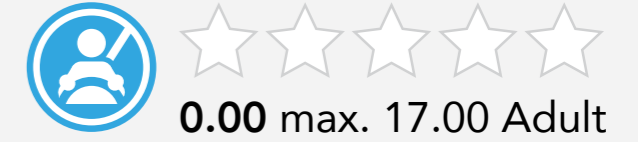


TATA ZEST - NO AIRBAGS



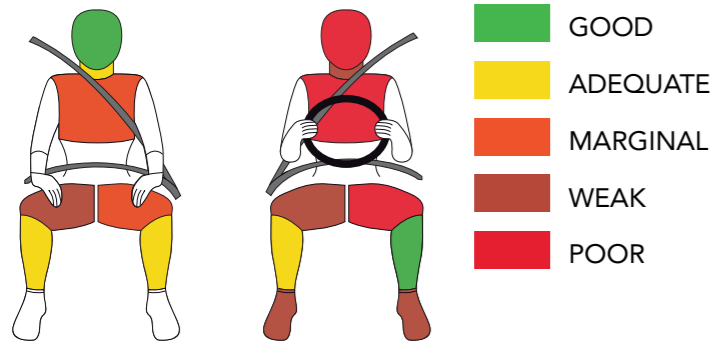
Tested at 64 km/h Bodyshell integrity: UNSTABLE

SUZUKI MARUTI CELERIO - NO AIRBAGS



Tested at 64 km/h Bodyshell integrity: UNSTABLE

ADULT OCCUPANT PROTECTION



FRONT PASSENGER DRIVER

CAR DETAILS

TESTED MODEL	TATA ZEST, RHD
BODY TYPE	4 DOOR SEDAN
CRASH TEST WEIGHT	KG 1310
YEAR OF PUBLICATION	2016

ADULT OCCUPANT PROTECTION



FRONT PASSENGER DRIVER

CAR DETAILS

TESTED MODEL	SUZUKI MARUTI CELERIO, RHD
BODY TYPE	5 DOOR HATCH
CRASH TEST WEIGHT	KG 1019
YEAR OF PUBLICATION	2016

CHILD RESTRAINTS

	CHILD RESTRAINT	HEAD / CHEST	CRS TYPE	ADJUST	POSITION
18 MONTH OLD CHILD	MAXI COSI CABRIO FIX	PROTECTED / FAIR	0+	BELTED	RWF
3 YEAR OLD CHILD	MAXI COSI PRIORI	VULNERABLE/ POOR	1	BELTED	FWF

CHILD RESTRAINTS

	CHILD RESTRAINT	HEAD / CHEST	CRS TYPE	ADJUST	POSITION
18 MONTH OLD CHILD	MAXI COSI CABRIO FIX	PROTECTED / FAIR	0+	BELTED	RWF
3 YEAR OLD CHILD	MAXI COSI PRIORI XP	VULNERABLE / POOR	1	BELTED	FWF

SAFETY EQUIPMENT

FRONT SEATBELT PRETENSIONERS	NO	SIDE BODY AIRBAGS	NO	SBR	NO
DRIVER FRONTAL AIRBAG	NO	SIDE HEAD AIRBAGS	NO	ISOFIX ANCHORAGES	NO
FRONT PASSENGER FRONTAL AIRBAG	NO	DRIVER KNEE AIRBAG	NO	ABS (4 CHANNEL)	NO

SAFETY EQUIPMENT

FRONT SEATBELT PRETENSIONERS	NO	SIDE BODY AIRBAGS	NO	SBR	NO
DRIVER FRONTAL AIRBAG	NO	SIDE HEAD AIRBAGS	NO	ISOFIX ANCHORAGES	NO
FRONT PASSENGER FRONTAL AIRBAG	NO	DRIVER KNEE AIRBAG	NO	ABS (4 CHANNEL)	NO

ADULT OCCUPANT

The protection offered to the driver head was poor and for this reason the star capping was applied. Driver's chest protection was poor, Passenger's chest protection was marginal. The front passenger's knees could impact with dangerous structures in the dashboard lie the Tran fascia tube. The bodyshell was rated as unstable and it was not capable of withstanding any further loadings.

ADULT OCCUPANT

The protection offered to the driver head neck and chest was poor and the passenger's chest received marginal protection. The passenger's knees could impact with dangerous structures in the dashboard. The bodyshell was rated as unstable and can not withstand further loadings.

CHILD OCCUPANT

The child seat for the 3 year old child was unable to prevent excessive forward movement during the impact. The recommended CRSs did not show incompatibility. The installation instructions on both child seats were insufficient and not permanently attached to the seat. The vehicle was not equipped with a passenger airbag.

CHILD OCCUPANT

The child seat for the 3 year old child was not able to prevent excessive forward movement during the impact and the biomechanical readings were above the limits. The dynamic performance of the 18 month child restraint was adequate. However, the installation instructions on both child seats were insufficient and not permanently attached to the seat. Both CRS were compatible with the belt system on the vehicle. This vehicle was not equipped with a passenger airbag.



HONDA MOBILIO - NO AIRBAGS



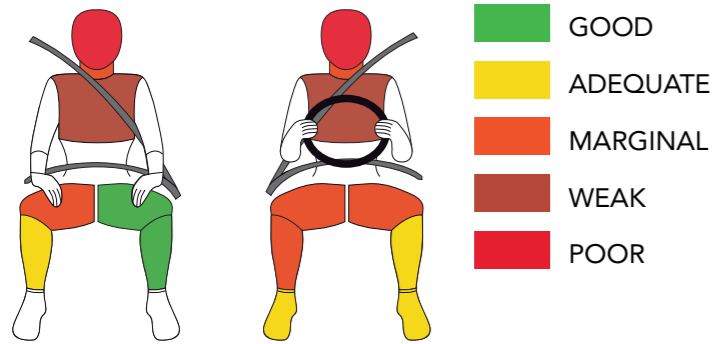
Tested at 64 km/h Bodyshell integrity: STABLE

SUZUKI MARUTI SWIFT - NO AIRBAGS



Tested at 64 km/h Bodyshell integrity: UNSTABLE

ADULT OCCUPANT PROTECTION

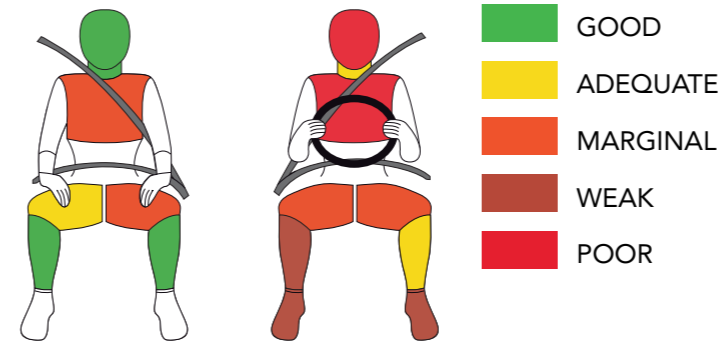


FRONT PASSENGER DRIVER

CAR DETAILS

TESTED MODEL	HONDA MOBILIO, RHD
BODY TYPE	5 DOOR STATIONWAGON
CRASH TEST WEIGHT	KG 1324
YEAR OF PUBLICATION	2016

ADULT OCCUPANT PROTECTION



FRONT PASSENGER DRIVER

CAR DETAILS

TESTED MODEL	SUZUKI SWIFT, RHD
BODY TYPE	4 DOOR HATCHBACK
CRASH TEST WEIGHT	KG 1169
YEAR OF PUBLICATION	2014

CHILD RESTRAINTS

	CHILD RESTRAINT	HEAD / CHEST	CRS TYPE	ADJUST	POSITION
18 MONTH OLD CHILD	LUSTER KA240	VULNERABLE / FAIR	0+	BELTED	RWF
3 YEAR OLD CHILD	LUSTER KA500	VULNERABLE / FAIR	1	BELTED	FWF

CHILD RESTRAINTS

	CHILD RESTRAINT	HEAD / CHEST	CRS TYPE	ADJUST	POSITION
18 MONTH OLD CHILD	PEG PEREGO PRIMO VIAGGIO TRI FIX	PROTECTED / FAIR	0+	BELTED	RWF
3 YEAR OLD CHILD	PEG PEREGO VIAGGIO 0 +1 SWITCH	PROTECTED / FAIR	1	BELTED	FWF

SAFETY EQUIPMENT

FRONT SEATBELT PRETENSIONERS	NO	SIDE BODY AIRBAGS	NO	SBR	NO
DRIVER FRONTAL AIRBAG	NO	SIDE HEAD AIRBAGS	NO	ISOFIX ANCHORAGES	NO
FRONT PASSENGER FRONTAL AIRBAG	NO	DRIVER KNEE AIRBAG	NO	ABS (4 CHANNEL)	NO

SAFETY EQUIPMENT

FRONT SEATBELT PRETENSIONERS	NO	SIDE BODY AIRBAGS	NO	SBR	NO
DRIVER FRONTAL AIRBAG	NO	SIDE HEAD AIRBAGS	NO	ISOFIX ANCHORAGES	NO
FRONT PASSENGER FRONTAL AIRBAG	NO	DRIVER KNEE AIRBAG	NO	ABS (4 CHANNEL)	NO

ADULT OCCUPANT

The protection offered to the driver and passenger's head was poor and the driver and passenger's chest received weak protection. The passenger's knees could impact with dangerous structures in the dashboard. The bodyshell was rated as stable and can withstand further loadings.

CHILD OCCUPANT

The child seat for the 3 year old child was not able to prevent excessive forward movement during the impact and the biomechanical readings were above the limits. The dynamic performance of the 18 month child could not prevent head contact with the backrest of the rear seat. Installation instructions on both child seats were insufficient and not permanently attached to the seat. Both CRS were compatible with the belt system on the vehicle. This vehicle was not equipped with a passenger airbag.

ADULT OCCUPANT

The protection offered to the driver's head and chest was poor and for this reason the star capping was applied. Driver's chest protection was weak due to contact with the steering wheel. The passenger's knees could impact with dangerous structures in the dashboard lie the transfascia tube. The bodyshell was rated as unstable. The bodyshell was not capable of withstanding any further loading.

CHILD OCCUPANT

The child seat for the 3 year old child was unable to prevent excessive forward movement during the impact. The 18 month dummy presented high loading in its chest. The 3 year old child showed high loadings in head and chest. The installation instructions on both child seats were insufficient and not permanently attached to the seat. The vehicle was not equipped with a passenger airbag.



HYUNDAI I10 - NO AIRBAGS



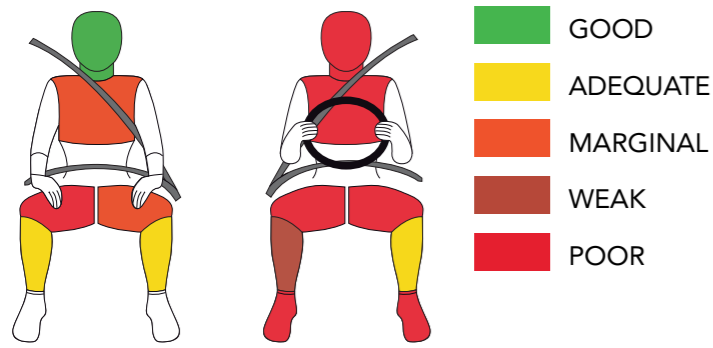
Tested at 64 km/h Bodysell integrity: STABLE

TATA NANO - NO AIRBAGS



Tested at 64 km/h Bodysell integrity: UNSTABLE

ADULT OCCUPANT PROTECTION



FRONT PASSENGER DRIVER

CAR DETAILS

TESTED MODEL	HYUNDAI I10, RHD
BODY TYPE	4 DOOR CITY CAR
CRASH TEST WEIGHT	KG 1116
YEAR OF PUBLICATION	2014

CHILD RESTRAINTS

	CHILD RESTRAINT	HEAD / CHEST	CRS TYPE	ADJUST	POSITION
18 MONTH OLD CHILD	MAXI COSI CABRIO FIX	VULNERABLE / FAIR	0+	BELTED	RWF
3 YEAR OLD CHILD	MAXI COSI PRIORI	VULNERABLE / POOR	1	BELTED	FWF

SAFETY EQUIPMENT

FRONT SEATBELT PRETENSIONERS	NO	SIDE BODY AIRBAGS	NO	SBR	NO
DRIVER FRONTAL AIRBAG	NO	SIDE HEAD AIRBAGS	NO	ISOFIX ANCHORAGES	NO
FRONT PASSENGER FRONTAL AIRBAG	NO	DRIVER KNEE AIRBAG	NO	ABS (4 CHANNEL)	NO

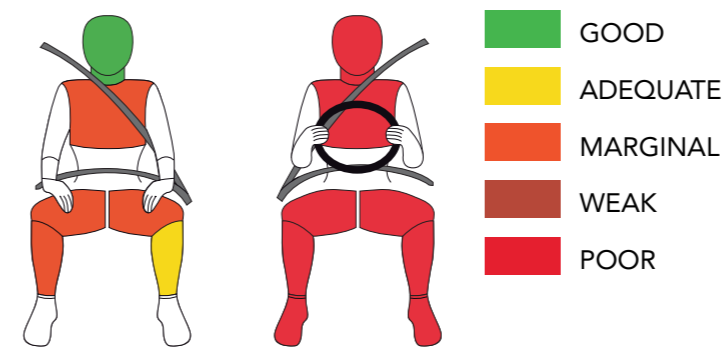
ADULT OCCUPANT

The protection offered to the driver head was poor and for this reason the star capping was applied. Driver's chest protection was poor and, passenger's chest protection was marginal. The front passenger's knees could impact with dangerous structures in the dashboard lie the Tran fascia tube. The bodysell was rated as unstable. The bodysell was not capable of withstanding any further loading.

CHILD OCCUPANT

The child seat for the 3 year old child was unable to prevent excessive forward movement during the impact. The 3 year old dummy presented high loading in its chest and head. Both dummies heads' contacted the front backrests. The recommended CRS for the 3 year old dummy was found to be incompatible with the belt system on the vehicle, while the CRS for the 18 month dummy did not show incompatibility. The installation instructions on both child seats were insufficient and not permanently attached to the seat. The vehicle was not equipped with a passenger airbag.

ADULT OCCUPANT PROTECTION



FRONT PASSENGER DRIVER

CAR DETAILS

TESTED MODEL	TATA NANO, RHD
BODY TYPE	4 DOOR CITY CAR
CRASH TEST WEIGHT	KG 887
YEAR OF PUBLICATION	2014

CHILD RESTRAINTS

	CHILD RESTRAINT	HEAD / CHEST	CRS TYPE	ADJUST	POSITION
18 MONTH OLD CHILD	N/A	N/A	N/A	N/A	N/A
3 YEAR OLD CHILD	N/A	N/A	N/A	N/A	N/A

SAFETY EQUIPMENT

FRONT SEATBELT PRETENSIONERS	NO	SIDE BODY AIRBAGS	NO	SBR	NO
DRIVER FRONTAL AIRBAG	NO	SIDE HEAD AIRBAGS	NO	ISOFIX ANCHORAGES	NO
FRONT PASSENGER FRONTAL AIRBAG	NO	DRIVER KNEE AIRBAG	NO	ABS (4 CHANNEL)	NO

ADULT OCCUPANT

The protection offered to the driver head, neck, chest was poor due to the hard contact with the steering wheel as well as for the high decelerations and for this reason the star capping was applied. Also Passenger's chest protection was marginal. Both front passenger's knees could impact with dangerous structures, in the dashboard lie the Tran fascia tube, also the shock absorber mounts are offer potential risk. The bodysell was rated as unstable and it can not withstanding further loadings.

CHILD OCCUPANT

The manufacturer did not recommend a CRS for this test. Global NCAP has to recommend a CRS instead but this car has 2 point static belts in the rear seat. Global NCAP could not find a CRS that is available in India and that is possible to be used in a 2 point belt. As it is not possible to find a CRS to be used, according to Indian market availability criteria this model is not capable of transporting children in a safe way.

GLOBAL NCAP

Global NCAP aims to promote public safety and public health, the protection and preservation of human life and the conservation, protection and improvement of the physical and natural environment.

We encourage consumers to demand and manufacturers to supply safer vehicles by supporting independent testing programmes that assess the comparative safety performance of automobiles.

We provide an international platform for cooperation among New Car Assessment Programmes (NCAPs) and similar organisations to share best practice, exchange information, and promote the use of consumer information to encourage a market for safer motor vehicles worldwide.

We promote the development of NCAPs in emerging markets where vehicle growth is strong but consumer safety information is frequently unavailable. We do this by providing financial support and technical assistance to newly established NCAPs.

We carry out research on innovations in vehicle safety technologies, their application in global markets, and the range of policies that will accelerate their use and then track progress of vehicle safety across the globe.

We have also developed a global awards scheme to recognize achievement in vehicle safety, innovation in safety-related technologies and products.

Global NCAP has consultative status with the United Nations (ECOSOC), is a member of the UN Road Safety Collaboration, and supports the UN Decade for Action for Road Safety 2011-2020, the implementation of the Global Plan for the Decade, and the Sustainable Development Goals particularly its road safety target as part of an overall strategy to achieve a world free from road fatalities.

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