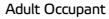




2015

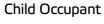








89%





Safety Assist

85%

Pedestrian



76%



75%

SPECIFICATION

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

SAFETY EQUIPMENT



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)	×
ESC	•
AEB City	0
AEB Inter-Urban	0
Speed Assistance System	0
Lane Assist System	×

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

Fitted to test car as standard	Fitted to test car as option	— Not applicable	💢 Not available
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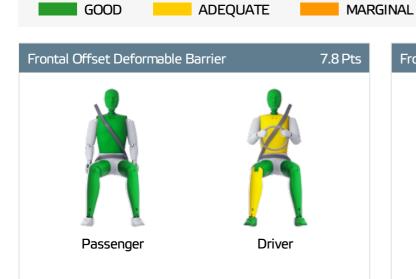
O Not fitted to test car but available as option





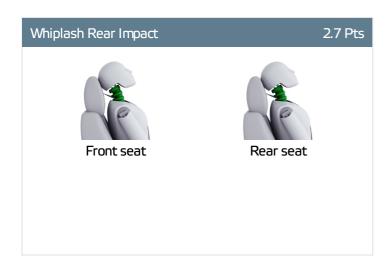
Total 34.1 Pts / 89%

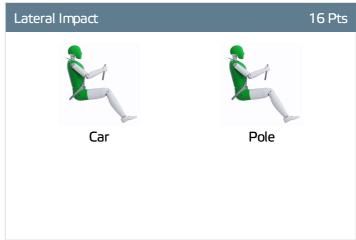
POOR

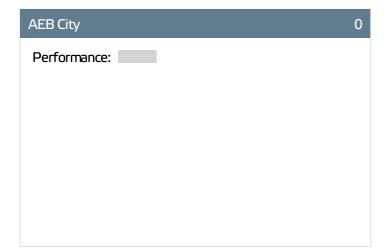




WEAK









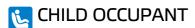


Total 34.1 Pts / 89%

Comments on Adult Occupant

The passenger compartment of the Vitara remained stable in the frontal offset test. The car scored maximum points for its protection of the passenger dummy in this test, with good protection of all body areas. Dummy readings showed good protection of the knees and femurs of the driver and passenger. Suzuki showed that a similar level of protection would be provided to occupants of different sizes and to those sat in different positions. In the full-width frontal impact, protection of the front passenger was good for all body regions except the chest, protection of which was adequate. For the rear passenger, protection of the neck and chest was adequate and that of the head and femurs was good. The Vitara scored maximum points in the side impact barrier test with good protection of all critical body areas. Even in the more severe side pole impact, protection was good for all areas and maximum points were scored. Tests on the front seats and head restraints showed good protection against whiplash injury in the event of a rear-end collision and a geometric assessment of the rear seats also indicated good protection. The Vitara has an autonomous emergency braking system which operates at the low speeds typical of city driving. However, as the system is not standard equipment, its AEB City functionality did not qualify for inclusion in the assessment.





Total 42.0 Pts / 85%



Crash Test Performance 23 Pts





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
 Safety critical problem
 Install with care
 Installation not allowed

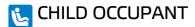
Infants up to 13 kg









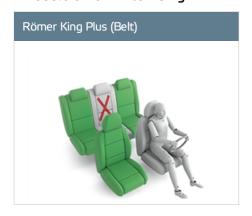


Total 42.0 Pts / 85%

Infants and toddlers up to 18 kg



Toddlers from 9 to 18 kg





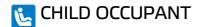


Toddlers over 18 kg









Total 42.0 Pts / 85%

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

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

Comments on Child Occupant

In the dynamic tests, the Vitara scored maximum points for its protection of the 1 year dummy. In the frontal impact, forward movement of the head of the 3 year dummy, sat in a forward-facing child restraint, was not excessive although measurements of the neck tension were marginally high. In the side impact, both dummies were properly contained within the protective shells of their restraints, minimising the risk of head contact with parts of the car interior. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. Clear information is provided regarding the status of the airbag and the system was rewarded. All of the restraint types for which the car is designed could be properly installed and accommodated in the vehicle.





Total 27.6 Pts / 76%

6 Pts

GOOD	ADEQUATE	MARGINAL	WEAK	POOR	

Pedestrian Protection

Head Impact
17.9 Pts
Pelvis Impact
3.8 Pts

Leg Impact

Comments on Pedestrian

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





Total 9.8 Pts / 75%

Speed Assistance 1.3 Pts

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

Electronic Stability Control

3 Pts

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

Seat Belt Reminder 3 Pts

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

Lane Support 0 Pts





Total 9.8 Pts / 75%

AEB Interurban 2.4 Pts

System Name	Radar Brake Support				
Туре		Forward Collision Wa	ming with Auto-Brake		
Operational From		10 k	Km/h		
Additional Information		Defa	ult On		
PERFORMANCE GOOD					
Operational Speed	10-100) Km/h	10-100	Km/h	
	Autobrake Function Only		Driver reacts to war	ning	
	AVOIDANCE	MITIGATION	AVOIDANCE	MITIGATION	
Approaching a stationary car			<= 25 Km/h	25-65 Km/h	
Approaching a slower moving car	<= 60 Km/h	60-70 Km/h	<= 80 Km/h		
FO	LLOWING A CAR AT S	HORT DISTANCE			
Car in front brakes gently	Avoid	dance	Avoid	ance	
Car in front brakes harshly	Mitigation Mitigation		ation		
FOLLOWING A CAR AT LONG DISTANCE					
Car in front brakes gently	Avoidance		Avoidance Avoidance		
Car in front brakes harshly	Avoic	lance	Avoidance		

Comments on Safety Assist

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