



Suzuki Vitara
Supermini

2015



Adult Occupant



89%

Child Occupant



85%

Pedestrian



76%

Safety Assist



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

	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)	✗
ESC	●
AEB City	○
AEB Inter-Urban	○
Speed Assistance System	○
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
○ Not fitted to test car but available as option

ADULT OCCUPANT

Total 34.1 Pts / 89%

■ GOOD ■ ADEQUATE ■ MARGINAL ■ WEAK ■ POOR

Frontal Offset Deformable Barrier 7.8 Pts

Passenger Driver

Frontal Full Width 7.7 Pts

Rear Passenger Driver

Whiplash Rear Impact 2.7 Pts

Front seat Rear seat

Lateral Impact 16 Pts

Car Pole

AEB City 0

Performance:

 ADULT OCCUPANT

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.

CHILD OCCUPANT


Total 42.0 Pts / 85%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance

23 Pts


18 months old child 12 Pts



Tested restraint (Fit):
FAIR G0/1

■ Good

36 months old child 11 Pts



Tested restraint (Fit):
Römer Duo Plus

■

Safety Features

7 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	✗	●	
i-Size	✗	●	
Integrated CRS	✗	✗	

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

CRS Installation Check

12 Pts

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

■ **Infants up to 13 kg**

Maxi Cosi Cabriofix (Belt)




Maxi Cosi Cabriofix & EasyFix (Belt)



Maxi Cosi Cabriofix & EasyFix (ISOFIX)



 CHILD OCCUPANT

Total 42.0 Pts / 85%

■ Infants and toddlers up to 18 kg

BeSafe iZi Kid X3 ISOFIX (ISOFIX)



■ Toddlers from 9 to 18 kg

Römer King Plus (Belt)



Römer Duo Plus (ISOFIX)



Maxi Cosi Pearl & Familyfix (ISOFIX)



■ Toddlers over 18 kg

Römer KidFix (Belt)



Römer KidFix (ISOFIX)



CHILD OCCUPANT

Total 42.0 Pts / 85%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi Cabriofix (Belt)	●	●	✘	●
Römer King Plus (Belt)	●	●	✘	●
Römer Duo Plus (ISOFIX)	✘	●	✘	●
Römer KidFix (Belt)	●	●	✘	●
Maxi Cosi Cabriofix & EasyFix (Belt)	✘	●	✘	●
Maxi Cosi Cabriofix & EasyFix (ISOFIX)	✘	●	✘	●
BeSafe iZi Kid X3 ISOfix (ISOFIX)	✘	●	✘	●
Maxi Cosi Pearl & Familyfix (ISOFIX)	✘	●	✘	●
Römer KidFix (ISOFIX)	✘	●	✘	●

● Install without problem
 ● install with care
 ● safety critical problem
 ✘ Installation not allowed


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.

 PEDESTRIAN PROTECTION

Total 27.6 Pts / 76%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Pedestrian Protection	27.6 Pts						
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Head Impact</td> <td style="text-align: right; padding: 5px;">17.9 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">3.8 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6 Pts</td> </tr> </table>	Head Impact	17.9 Pts	Pelvis Impact	3.8 Pts	Leg Impact	6 Pts
Head Impact	17.9 Pts						
Pelvis Impact	3.8 Pts						
Leg Impact	6 Pts						

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.

SAFETY ASSIST

Total 9.8 Pts / 75%

■ GOOD ■ ADEQUATE ■ MARGINAL ■ WEAK ■ POOR

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		
	Driver Seat	front passenger(s)	rear passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●

● Pass ● Fail — Not available

Lane Support

0 Pts

SAFETY ASSIST

Total 9.8 Pts / 75%

AEB Interurban

2.4 Pts

System Name	Radar Brake Support	
Type	Forward Collision Warning with Auto-Brake	
Operational From	10 Km/h	
Additional Information	Default On	
PERFORMANCE		
Operational Speed	10-100 Km/h	10-100 Km/h
	Autobrake Function Only	Driver reacts to warning
Approaching a stationary car	—	Crash avoided up to 25km/h. Crash speed reduced up to 65km/h.
	Crash avoided up to 60km/h. Crash speed reduced up to 70km/h.	Crash avoided up to 80km/h. Crash speed reduced up to 80km/h.
FOLLOWING A CAR AT SHORT DISTANCE		
Car in front brakes gently	Avoidance	Avoidance
Car in front brakes harshly	Mitigation	Mitigation
FOLLOWING A CAR AT LONG DISTANCE		
Car in front brakes gently	Avoidance	Avoidance
Car in front brakes harshly	Avoidance	Avoidance

Comments 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.