

GLOBAL  NCAP



#SAFERCARSFORINDIA





## 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 25 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 hope to welcome 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.

DAVID WARD  
Secretary General  
Global New Car Assessment Programme





## RESULTS 2014 - 2017



Model	Adult Occupant Protection	Child Restraints	Safety Equipment
Volkswagen Polo	✓2	★★★★☆	★★★☆☆
Toyota Etios	✓2	★★★★☆	★★★☆☆
Tata Zest	✓2	★★★★☆	★★★☆☆
Ford Aspire	✓2	★★★★☆	★★★☆☆
Honda Mobilio	✓2	★★★★☆	★★★☆☆
Renault Duster	✓1	★★★☆☆	★★★☆☆
Renault Kwid (IV)	✓1	★☆☆☆☆	★★★☆☆
Volkswagen Polo	×	☆☆☆☆☆	★★★☆☆
Ford Figo	×	☆☆☆☆☆	★★★☆☆
Suzuki Maruti Eeco	×	☆☆☆☆☆	★★★☆☆
Renault Kwid (I)	×	☆☆☆☆☆	★★★☆☆
Hyundai Eon	×	☆☆☆☆☆	★★★☆☆
Suzuki Maruti Alto	×	☆☆☆☆☆	★★★☆☆
Renault Duster	×	☆☆☆☆☆	★★★☆☆
Mahindra Scorpio	×	☆☆☆☆☆	★★★☆☆
Renault Kwid (III)	✓1	☆☆☆☆☆	★★★☆☆
Datsun Go	×	☆☆☆☆☆	★★★☆☆
Renault Kwid (III)	×	☆☆☆☆☆	★★★☆☆
Chevrolet Enjoy	×	☆☆☆☆☆	★★★☆☆
Tata Zest	×	☆☆☆☆☆	★★★☆☆
Suzuki Maruti Celerio	×	☆☆☆☆☆	★★★☆☆
Honda Mobilio	×	☆☆☆☆☆	★★★☆☆
Suzuki Maruti SWIFT	×	☆☆☆☆☆	★★★☆☆
Hyundai i10	×	☆☆☆☆☆	★★★☆☆
Tata Nano	×	☆☆☆☆☆	☆☆☆☆☆

## VOLKSWAGEN POLO - 2 AIRBAGS



★★★★☆  
12.54 max. 17.00 Adult

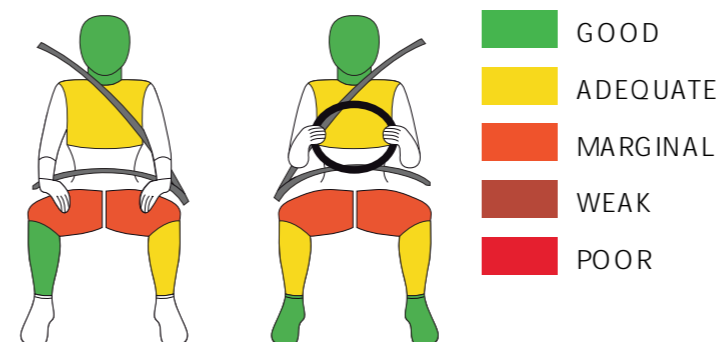


★★★☆☆  
29.91 max. 49.00 Child

Tested at 64 km/h

Bodysell integrity: STABLE

### 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 GO 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 passengers' knees could impact with dangerous structures in the dashboard like the Trans fascia 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 11/2 year old child was able to prevent excessive forward movement during the impact and protected adequately well the child. 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.

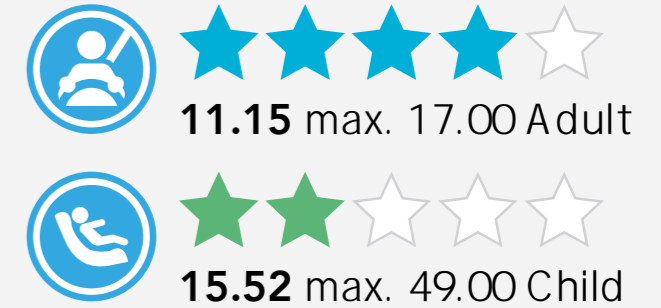


## TOYOTA ETIOS - 2 AIRBAGS



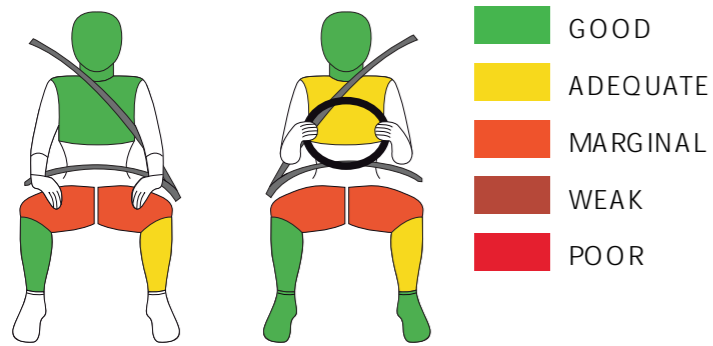
Tested at 64 km/h Bodyshell integrity: STABLE

## TATA ZEST - 2 AIRBAGS



Tested at 64 km/h Bodyshell integrity: UNSTABLE

### ADULT OCCUPANT PROTECTION

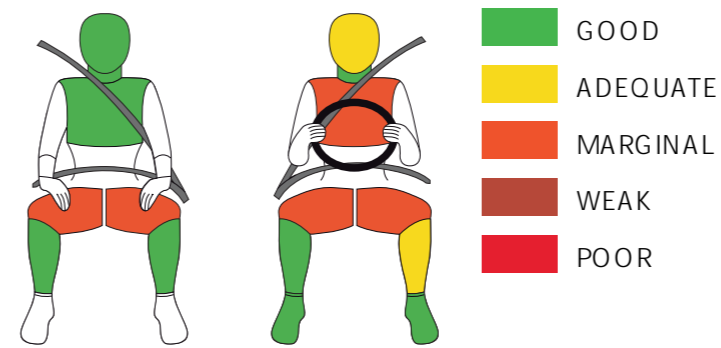


FRONT PASSENGER DRIVER

### 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 occupants knees. The structure was able to withstand further loadings.

#### 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.

#### 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 passengers' 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.

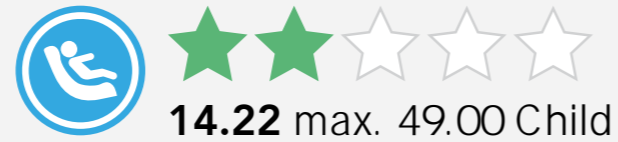
#### CHILD OCCUPANT

The child seat for the 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.





## 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

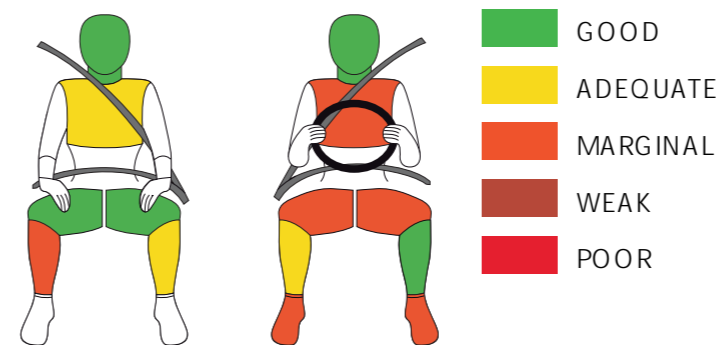


FRONT PASSENGER DRIVER

### CAR DETAILS

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

### 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	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	LUSTER KA 240	PROTECTED / GOOD	0+	BELTED	RWF
3 YEAR OLD CHILD	LUSTER KA 500	VULNERABLE / GOOD	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 passengers' 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.

### 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 passengers' knees could impact with dangerous structures in the dashboard. The bodyshell was rated as stable and can withstand further loadings.

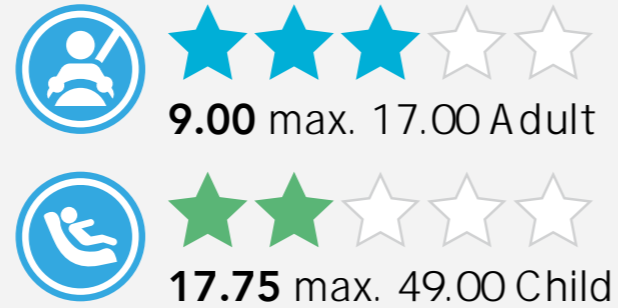
#### CHILD OCCUPANT

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 months 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.



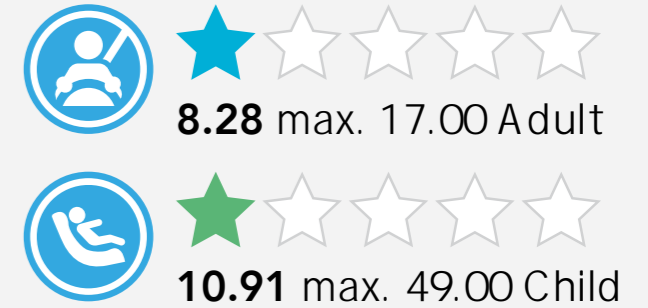


## RENAULT DUSTER - DRIVER AIRBAG



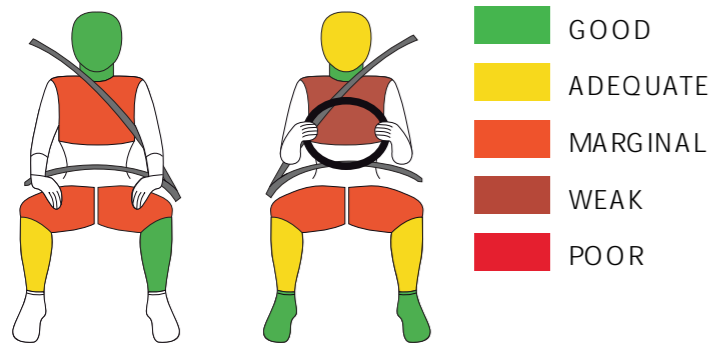
Tested at 64 km/h Bodyshell integrity: UNSTABLE

## RENAULT KWID (IV) - DRIVER AIRBAG



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	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	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	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	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	NO
FRONT PASSENGER FRONTAL AIRBAG	NO	DRIVER KNEE AIRBAG	NO	ABS (4 CHANNEL)	NO

#### 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 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 months 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.



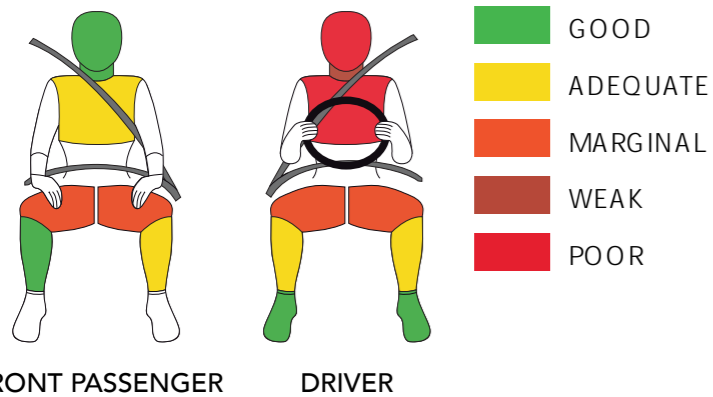


## VOLKSWAGEN POLO - NO AIRBAGS



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 GO 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

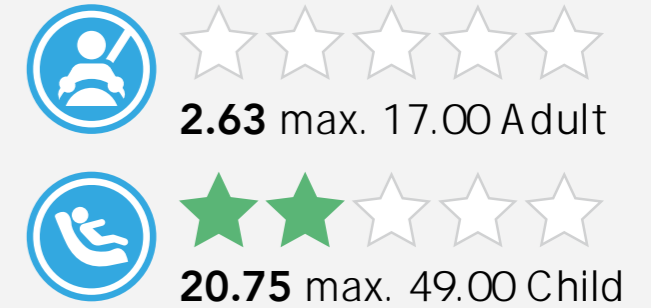
#### ADULT OCCUPANT

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 passengers' knees could impact with dangerous structures in the dashboard like the Trans fascia tube. The bodyshell was rated as stable and it can withstand further loading which is a critical baseline to add airbags.

#### CHILD OCCUPANT

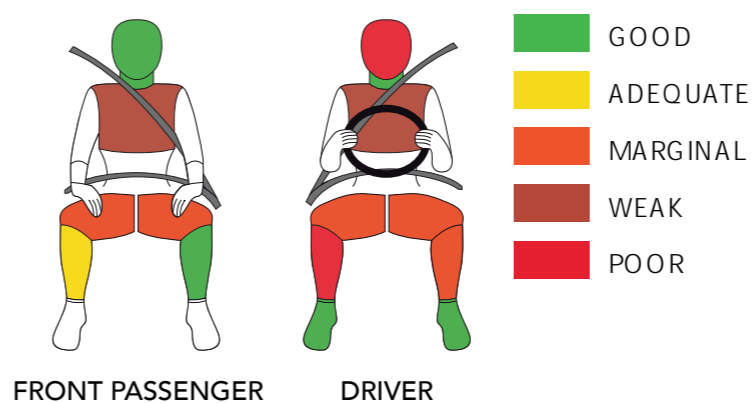
The child seat for the 3 year old child was able to prevent excessive forward movement during the impact and presented high chest decelerations. The belted CRS for the 11/2 year old child was able to prevent excessive forward movement during the impact and protected adequately well the child. The installation 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 passengers' knees could impact with dangerous structures in the dashboard like the Trans fascia tube. The bodyshell was rated as stable.

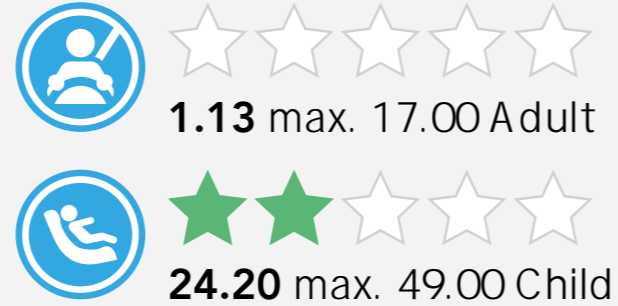
#### CHILD OCCUPANT

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 months dummy was. This vehicle was not equipped with a passenger airbag.



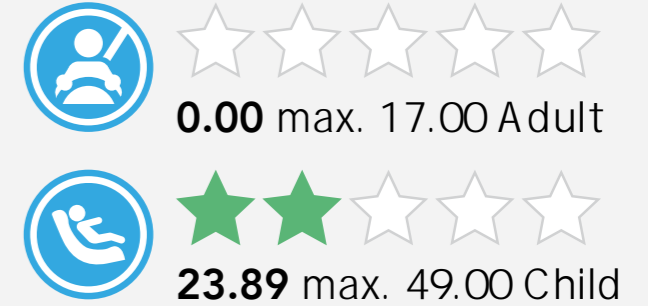


## SUZUKI MARUTI EECO - NO AIRBAGS



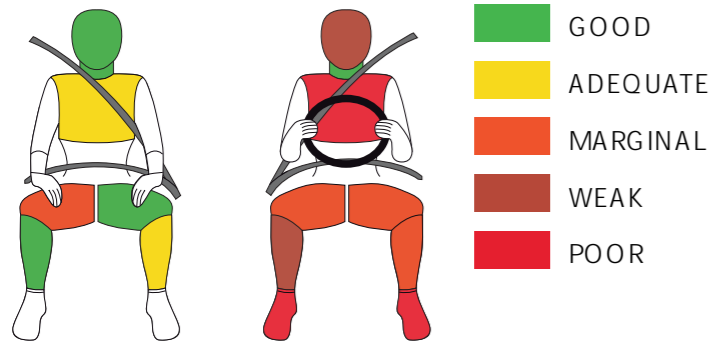
Tested at 64 km/h Bodyshell integrity: UNSTABLE

## RENAULT KWID (I) - NO AIRBAG



Tested at 64 km/h Bodyshell integrity: UNSTABLE

### ADULT OCCUPANT PROTECTION



FRONT PASSENGER DRIVER

### CAR DETAILS

TESTED MODEL	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	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	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 chest was poor and the head protection was weak. The passengers' 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 months 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.

### 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 passengers' knees could impact with dangerous structures in the dashboard. The bodyshell was rated as unstable and can not withstand further loadings.

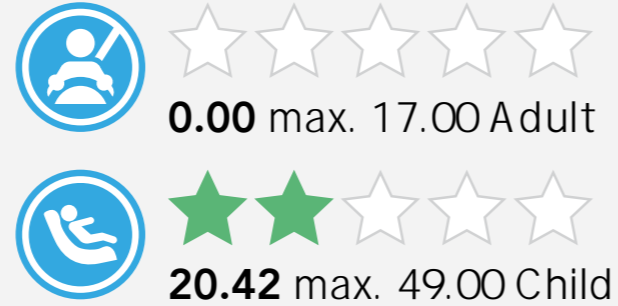
#### CHILD OCCUPANT

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 months 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.



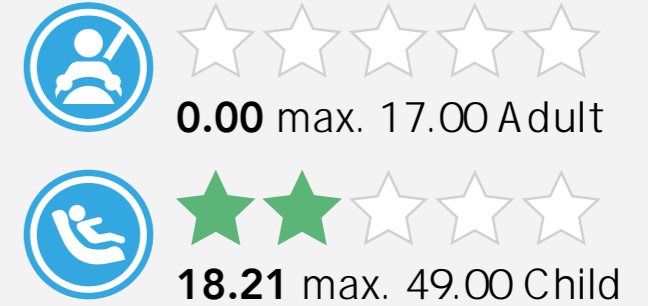


## HYUNDAI EON - NO AIRBAGS



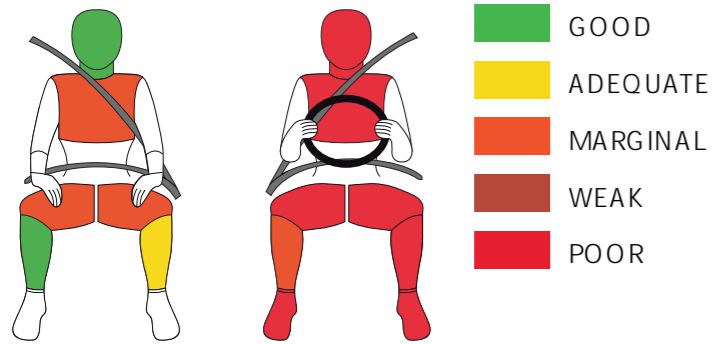
Tested at 64 km/h Bodyshell integrity: UNSTABLE

## SUZUKI MARUTI ALTO - NO AIRBAGS



Tested at 64 km/h Bodyshell integrity: UNSTABLE

### 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	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

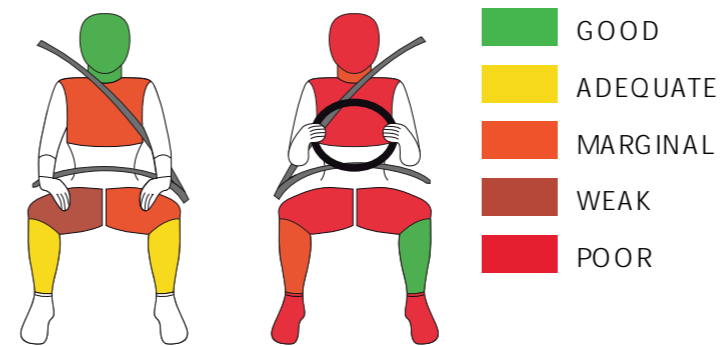
#### ADULT OCCUPANT

The protection offered to the driver head 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 passengers' 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 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 months 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	SUZUKI MARUTI ALTO 800, RHD
BODY TYPE	4 DOOR CITY CAR
CRASH TEST WEIGHT	KG 924
YEAR OF PUBLICATION	2014

### 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

### 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 passengers' knees could impact with dangerous structures in the dashboard like the Tran fascia tube. The bodyshell was rated as unstable.

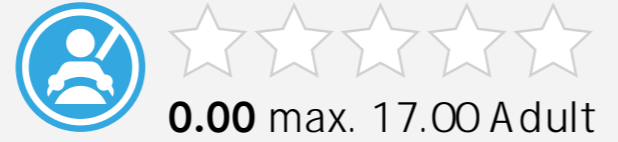
#### CHILD OCCUPANT

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 did not show incompatibilities with the belt system on the vehicle. This vehicle was not equipped with a passenger airbag.



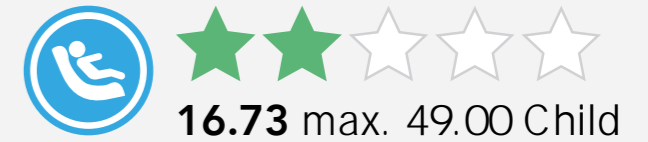
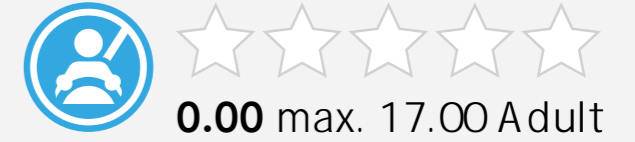


## RENAULT DUSTER - NO AIRBAGS



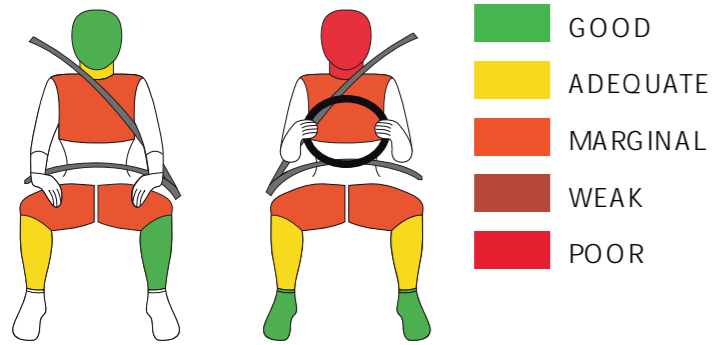
Tested at 64 km/h Bodysell integrity: UNSTABLE

## MAHINDRA SCORPIO - NO AIRBAGS



Tested at 64 km/h Bodysell integrity: UNSTABLE

### ADULT OCCUPANT PROTECTION

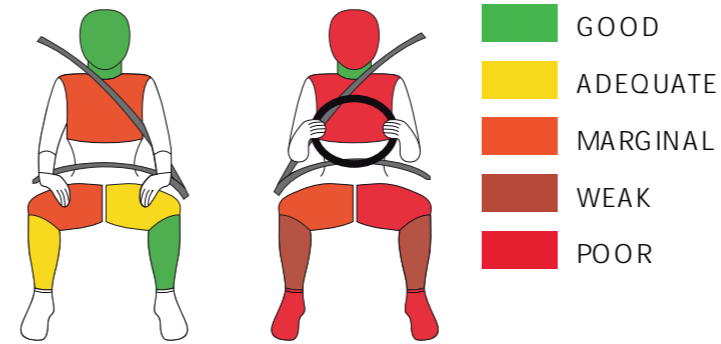


FRONT PASSENGER DRIVER

### CAR DETAILS

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

### ADULT OCCUPANT PROTECTION



FRONT PASSENGER DRIVER

### CAR DETAILS

<b>TESTED MODEL</b>	MAHINDRA SCORPIO, RHD
<b>BODY TYPE</b>	5 DOOR SUV
<b>CRASH TEST WEIGHT</b>	KG 1943
<b>YEAR OF PUBLICATION</b>	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	VULNERABLE / FAIR	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 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 and passenger's chest protection was marginal. The front passenger's knees could impact with dangerous structures in the dashboard like the Tran fascia tube. The bodysell was rated as unstable and it was not capable of withstanding any further loadings.

#### 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 bodysell 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.

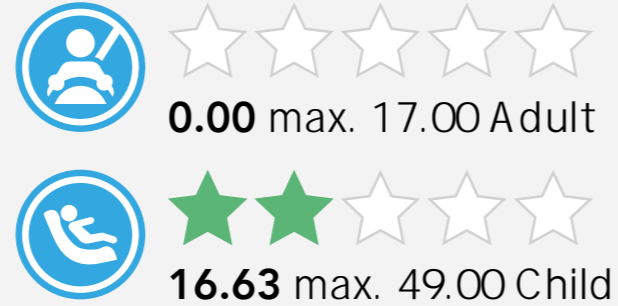
#### CHILD OCCUPANT

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 months 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.



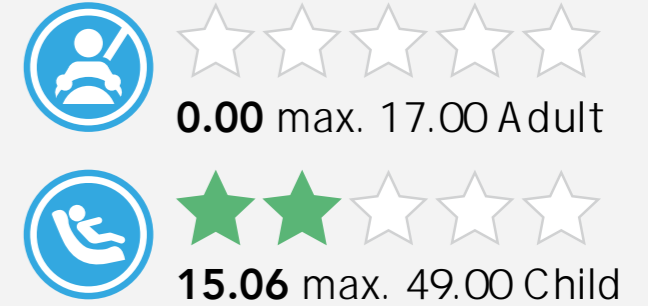


## RENAULT KWID (III) - DRIVER AIRBAG



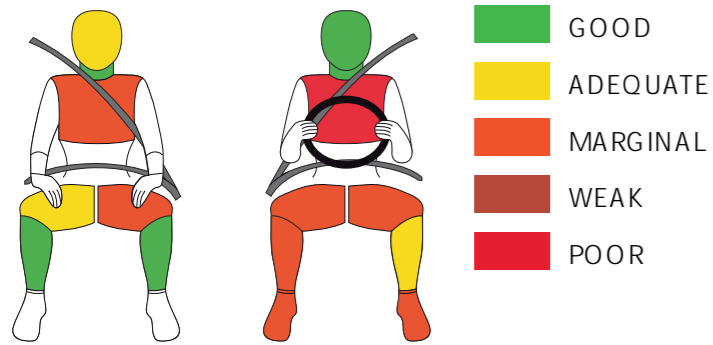
Tested at 64 km/h Bodyshell integrity: UNSTABLE

## DATSUN GO - NO AIRBAGS



Tested at 64 km/h Bodyshell integrity: UNSTABLE

### ADULT OCCUPANT PROTECTION



FRONT PASSENGER DRIVER

### CAR DETAILS

TESTED MODEL	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

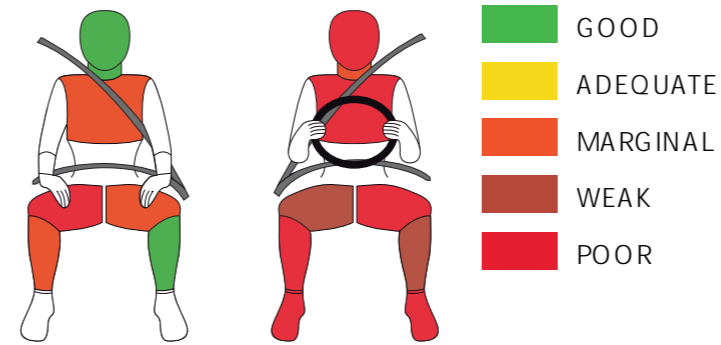
#### ADULT OCCUPANT

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 passengers' 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.

### 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	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

#### 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 passengers' knees could impact with dangerous structures in the dashboard lie the Tran fascia tube. The bodyshell was rated as unstable.

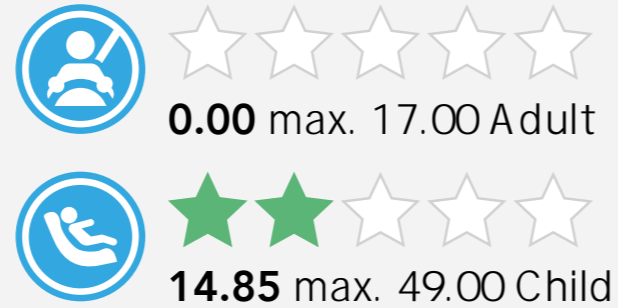
#### CHILD OCCUPANT

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.



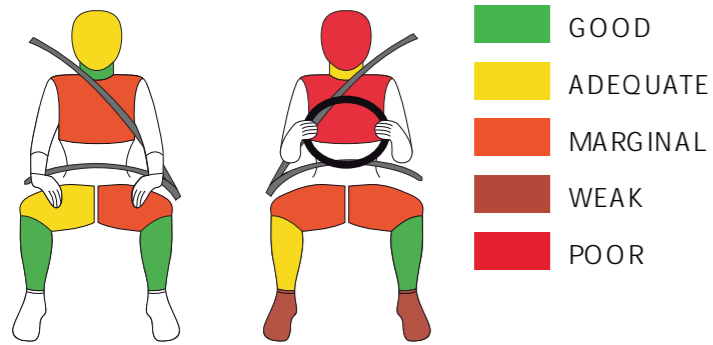


## RENAULT KWID (III) - NO AIRBAG



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

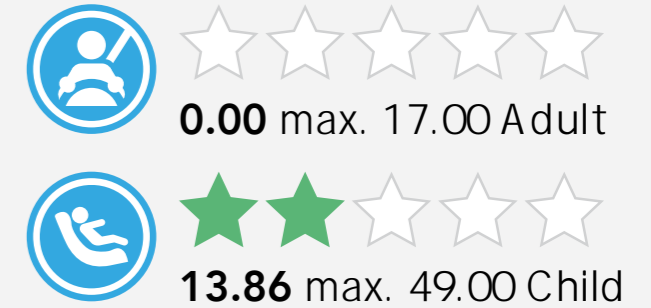
#### ADULT OCCUPANT

The protection offered to the driver head and chest was poor and the passenger's chest received marginal protection. The passengers' 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

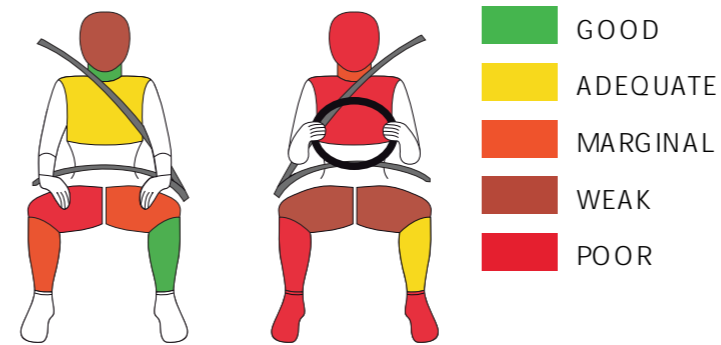
The child seat for the 3 year old child was not able to prevent excessive forward movement during the impact and, the biomechanical readings were high. The dynamic performance of the 18 months child restraint was adequate but biomechanical readings were high. The installation instructions on both child 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.

## 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.

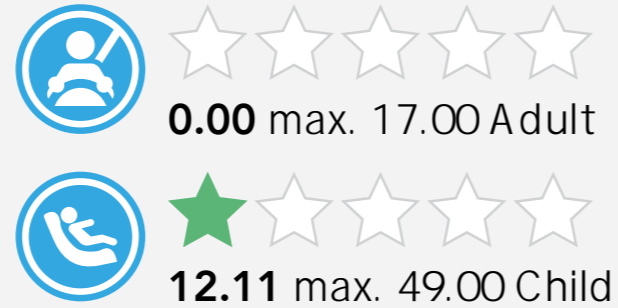
#### CHILD OCCUPANT

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



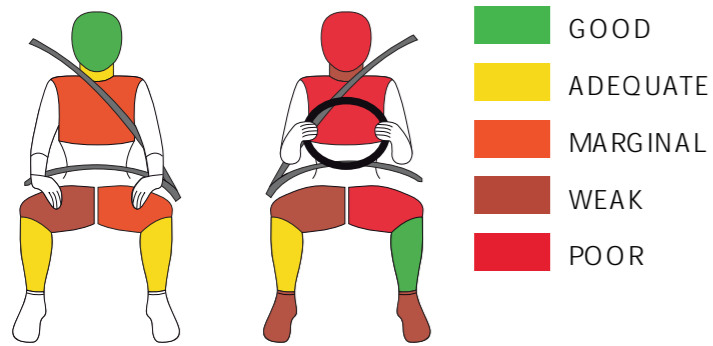
Tested at 64 km/h      Bodysell integrity: UNSTABLE

## SUZUKI MARUTI CELERIO - NO AIRBAGS



Tested at 64 km/h      Bodysell 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 passengers' 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.

#### ADULT OCCUPANT

The protection offered to the driver head neck and chest was poor and the passenger's chest received marginal protection. The passengers' knees could impact with dangerous structures in the dashboard. The bodysell 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 months 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.

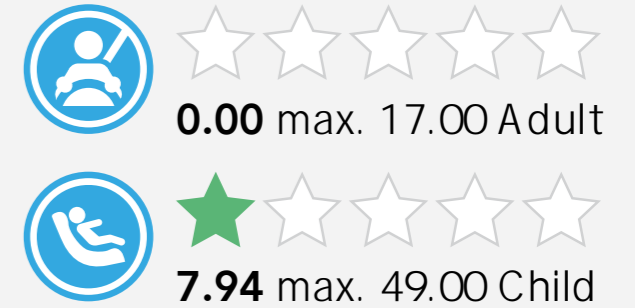


## HONDA MOBILIO - NO AIRBAGS



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

### 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

### 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

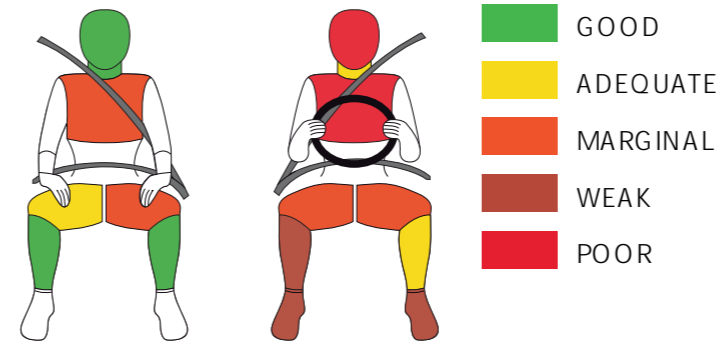
#### ADULT OCCUPANT

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 months 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 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	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

#### 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 like the trans fascia 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 months dummy presented high loading in its chest. The 3 years 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



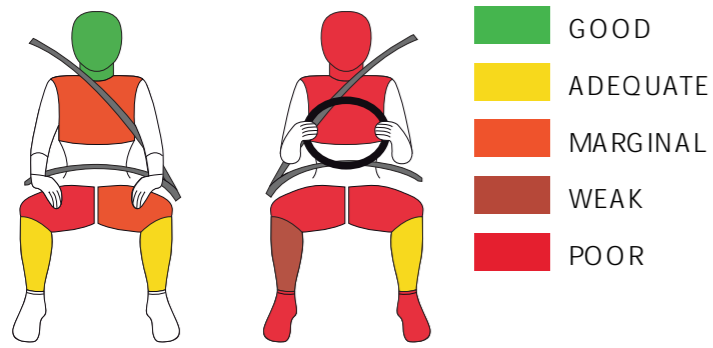
Tested at 64 km/h Bodyshell integrity: STABLE

## TATA NANO - NO AIRBAGS



Tested at 64 km/h Bodyshell 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

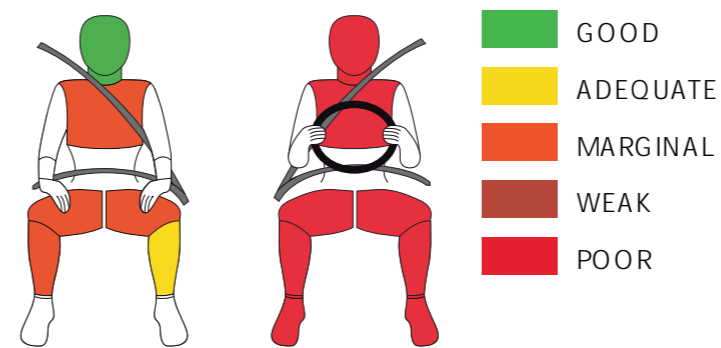
#### ADULT OCCUPANT

The protection offered to the driver head was poor and for this reason the star capping was applied. Driver's chest protection was poor, Passenger's chest protection was marginal. The front passenger's knees could impact with dangerous structures in the dashboard like the Tran fascia 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 3 years 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 months 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 like the Tran fascia tube, also the shock absorber mounts are offer potential risk. The bodyshell 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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