In January 2014 the first results of the Safer Cars for India 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

INTRODUCTION
## RESULTS 2014 - 2017

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<th>ADULT OCCUPANT PROTECTION</th>
<th>CHILD RESTRAINTS</th>
<th>SAFETY EQUIPMENT</th>
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</thead>
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| Toyota Etios | ☑ 2 | ☑ | Driver FrONTAL AIRBAG |
| Tata Zest | ☑ 2 | ☑ | Front Passenger FrONTAL AIRBAG |
| Ford Aspire | ☑ 2 | ☑ | SIDE BODY AIRBAGS |
| Honda Mobilio | ☑ 2 | ☑ | SIDE HEAD AIRBAGS |
| Renault Duster | ☑ 1 | ☑ | DRIVER KNEE AIRBAG |
| Renault Kwid (IV) | ☑ 1 | ☑ | ISOFIX ANCHORAGES |
| Volkswagen Polo | ✗ | ✗ | ABS (4 CHANNEL) |
| 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

### ADULT OCCUPANT PROTECTION

- Driver: ☑ 5 stars (12.54)
- Passenger: ☑ 5 stars (29.91)

### CAR DETAILS

- Tested Model: VOLKSWAGEN POLO, RHD
- Body Type: 4 DOOR HATCHBACK
- Crash Test Weight: KG 1272
- Year of Publication: 2014

### CHILD RESTRAINTS

- 12.54
- 29.91

### SAFETY EQUIPMENT

- Front Seatbelt Pretensioners: ☑ 0+
- Driver FrONTAL AIRBAG: ☑ 0
- Front Passenger FrONTAL AIRBAG: ☑ 0
- SIDE BODY AIRBAGS: ☑ 0
- SIDE HEAD AIRBAGS: ☑ 0
- DRIVER KNEE AIRBAG: ☑ 0
- ISOFIX ANCHORAGES: ☑ 0
- ABS (4 CHANNEL): ☑ 0

---

# SAFERCARS FOR INDIA
**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.

**CHILD RESTRAINTS**

<table>
<thead>
<tr>
<th>18 MONTH OLD CHILD</th>
<th>3 YEAR OLD CHILD</th>
</tr>
</thead>
<tbody>
<tr>
<td>BRITAX TOYOTA BABY SAFE</td>
<td>BRITAX TOYOTA DUO PLUS</td>
</tr>
</tbody>
</table>

**CHILD RESTRAINT PROTECTION**

<table>
<thead>
<tr>
<th></th>
<th>0+</th>
<th>1</th>
</tr>
</thead>
<tbody>
<tr>
<td>HEAD / CHEST</td>
<td>PROTECTED / FAIR</td>
<td>VULNERABLE / POOR</td>
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</table>

**SAFETY EQUIPMENT**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>TESTED MODEL</td>
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<tr>
<td>BODY TYPE</td>
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<tr>
<td>CRASH TEST WEIGHT</td>
<td></td>
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<tr>
<td>YEAR OF PUBLICATION</td>
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**SAFETY EQUIPMENT**

<p>| | |</p>
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<td>CRASH TEST WEIGHT</td>
<td></td>
</tr>
<tr>
<td>YEAR OF PUBLICATION</td>
<td></td>
</tr>
</tbody>
</table>

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**TOYOTA ETIOS - 2 AIRBAGS**

<table>
<thead>
<tr>
<th>ADULT OCCUPANT PROTECTION</th>
<th>CAR DETAILS</th>
</tr>
</thead>
<tbody>
<tr>
<td>FRONT PASSENGER</td>
<td>DRIVER</td>
</tr>
<tr>
<td>GOOD</td>
<td>GOOD</td>
</tr>
</tbody>
</table>

**SAFETY EQUIPMENT**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
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</thead>
<tbody>
<tr>
<td>FRONTAL AIRBAG</td>
<td></td>
</tr>
<tr>
<td>SIDE AIRBAGS</td>
<td></td>
</tr>
<tr>
<td>DRIVER AIRBAG</td>
<td></td>
</tr>
</tbody>
</table>

**TATA ZEST - 2 AIRBAGS**

<table>
<thead>
<tr>
<th>ADULT OCCUPANT PROTECTION</th>
<th>CAR DETAILS</th>
</tr>
</thead>
<tbody>
<tr>
<td>FRONT PASSENGER</td>
<td>DRIVER</td>
</tr>
<tr>
<td>GOOD</td>
<td>GOOD</td>
</tr>
</tbody>
</table>

**SAFETY EQUIPMENT**

<p>| | |</p>
<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>FRONTAL AIRBAG</td>
<td></td>
</tr>
<tr>
<td>SIDE AIRBAGS</td>
<td></td>
</tr>
<tr>
<td>DRIVER AIRBAG</td>
<td></td>
</tr>
</tbody>
</table>

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**TESTED MODEL**

<table>
<thead>
<tr>
<th>TOYOTA ETIOS, RHD</th>
<th>TATA ZEST, RHD</th>
</tr>
</thead>
<tbody>
<tr>
<td>BODY TYPE</td>
<td>BODY TYPE</td>
</tr>
<tr>
<td>CRASH TEST WEIGHT</td>
<td>CRASH TEST WEIGHT</td>
</tr>
<tr>
<td>YEAR OF PUBLICATION</td>
<td>YEAR OF PUBLICATION</td>
</tr>
</tbody>
</table>

**Tested at 64 km/h**

**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

ADULT OCCUPANT PROTECTION

10.49
14.22

CAR DETAILS

TESTED MODEL
BODY TYPE
CRASH TEST WEIGHT
YEAR OF PUBLICATION 2017

CHILD RERAINTS

0+
1

SAFETY EQUIPMENT

HONDA MOBILIO - 2 AIRBAGS

ADULT OCCUPANT PROTECTION

9.85
16.82

CAR DETAILS

TESTED MODEL
BODY TYPE
CRASH TEST WEIGHT
YEAR OF PUBLICATION

CHILD RERAINTS

0+
1

SAFETY EQUIPMENT
# SAFECARSFORINDIA

## RENAULT DUSTER - DRIVER AIRBAG

![Image of RENAULT DUSTER - DRIVER AIRBAG]

**ADULT OCCUPANT PROTECTION**

- **Front Passenger**: Good
- **Driver**: Adequate

**CAR DETAILS**

- **Tested Model**: RENAULT DUSTER, RHD
- **Body Type**: 5 Door SUV
- **Crash Test Weight**: KG 1539
- **Year of Publication**: 2017

**CHILD RESTRAINTS**

<table>
<thead>
<tr>
<th>0+</th>
<th>1</th>
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</thead>
</table>

**SAFETY EQUIPMENT**

<p>| | |</p>
<table>
<thead>
<tr>
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</thead>
<tbody>
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</tbody>
</table>

## RENAULT KWID (IV) - DRIVER AIRBAG

![Image of RENAULT KWID (IV) - DRIVER AIRBAG]

**ADULT OCCUPANT PROTECTION**

- **Front Passenger**: Good
- **Driver**: Adequate

**CAR DETAILS**

- **Tested Model**: RENAULT KWID (IV), RHD
- **Body Type**: 5 Door Hatch
- **Crash Test Weight**: KG 928
- **Year of Publication**: 2016

**CHILD RESTRAINTS**

<table>
<thead>
<tr>
<th>0+</th>
<th>1</th>
</tr>
</thead>
</table>

**SAFETY EQUIPMENT**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
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</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>
**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 diver'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 lie the tran 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.

---

### CHILD RESTRAINTS

<table>
<thead>
<tr>
<th>Child Age</th>
<th>CRS Type</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>0+</td>
<td>MAXI COSI CABRIO FIX</td>
<td>FWF</td>
</tr>
<tr>
<td>1</td>
<td>MAXI COSI PRIORI XP</td>
<td>FWF</td>
</tr>
</tbody>
</table>

---

### SAFETY EQUIPMENT

- FRONT SEATBELT PRETENSIONERS
- DRIVER FRONTAL AIRBAG
- FRONT PASSENGER FRONTAL AIRBAG
- SIDE BODY AIRBAGS
- SIDE HEAD AIRBAGS
- DRIVER KNEE AIRBAG
- SBR
- ISOFIX ANCHORAGES
- ABS (4 CHANNEL)

---

### ADULT OCCUPANT PROTECTION CAR DETAILS

<table>
<thead>
<tr>
<th>Tested Model</th>
<th>Body Type</th>
<th>Crash Test Weight</th>
<th>Year of Publication</th>
</tr>
</thead>
<tbody>
<tr>
<td>VW POLO, RHD</td>
<td>4 DOOR HATCHBACK</td>
<td>KG 1259</td>
<td>2014</td>
</tr>
</tbody>
</table>

**FRONT PASSENGER DRIVER**

- GOOD
- ADEQUATE
- MARGINAL
- WEAK
- POOR

---

### ADULT OCCUPANT PROTECTION CAR DETAILS

<table>
<thead>
<tr>
<th>Tested Model</th>
<th>Body Type</th>
<th>Crash Test Weight</th>
<th>Year of Publication</th>
</tr>
</thead>
<tbody>
<tr>
<td>FORD FIGO, RHD</td>
<td>4 DOOR HATCHBACK</td>
<td>KG 1274</td>
<td>2014</td>
</tr>
</tbody>
</table>

**FRONT PASSENGER DRIVER**

- GOOD
- ADEQUATE
- MARGINAL
- WEAK
- POOR
SUZUKI MARUTI EECO - NO AIRBAGS

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.

CHILD RESTRAINTS

<table>
<thead>
<tr>
<th>18 MONTH OLD CHILD</th>
<th>3 YEAR OLD CHILD</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAXI COSI CABRIO FIX</td>
<td>MAXI COSI PRIORI XP</td>
</tr>
<tr>
<td>PROTECTED / GOOD</td>
<td>PROTECTED / VULNERABLE</td>
</tr>
<tr>
<td>HEAD / CHEST</td>
<td>0+ / 1</td>
</tr>
<tr>
<td>CRS TYPE</td>
<td>BELTED</td>
</tr>
<tr>
<td>ADJUSTER</td>
<td>RWF / FWF</td>
</tr>
<tr>
<td>POSITION</td>
<td></td>
</tr>
</tbody>
</table>

SAFETY EQUIPMENT

FRONT SEATBELT PRETENSIONERS
NO

DRIVER FRONTAL AIRBAG
NO

FRONT PASSENGER FRONTAL AIRBAG
NO

SIDE BODY AIRBAGS
NO

SIDE HEAD AIRBAGS
NO

DRIVER KNEE AIRBAG
NO

SBR
|

ISOFIX ANCHORAGES
NO

ABS (4 CHANNEL)
NO

RENAULT KWID (I) - NO AIRBAG

ADULT OCCUPANT
FRONT PASSENGER
GOOD
FRONT PASSENGER
ADEQUATE
FRONT PASSENGER
MARGINAL
FRONT PASSENGER
WEAK
FRONT PASSENGER
POOR

DRIVER
GOOD

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

CHILD RESTRAINTS

<table>
<thead>
<tr>
<th>18 MONTH OLD CHILD</th>
<th>3 YEAR OLD CHILD</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAXI COSI CABRIO FIX</td>
<td>MAXI COSI PRIORI XP</td>
</tr>
<tr>
<td>PROTECTED / GOOD</td>
<td>PROTECTED / GOOD</td>
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<tr>
<td>HEAD / CHEST</td>
<td>0+ / 0+</td>
</tr>
<tr>
<td>CRS TYPE</td>
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<td>RWF / FWF</td>
</tr>
<tr>
<td>POSITION</td>
<td></td>
</tr>
</tbody>
</table>

SAFETY EQUIPMENT

FRONT SEATBELT PRETENSIONERS
NO

DRIVER FRONTAL AIRBAG
NO

FRONT PASSENGER FRONTAL AIRBAG
NO

SIDE BODY AIRBAGS
NO

SIDE HEAD AIRBAGS
NO

DRIVER KNEE AIRBAG
NO

SBR
|

ISOFIX ANCHORAGES
NO

ABS (4 CHANNEL)
NO
# SAFER CARS FOR INDIA

**HYUNDAI EON - NO AIRBAGS**

*ADULT OCCUPANT PROTECTION*

- Front Passenger: Poor
- Driver: Poor

*CHILD RESTRAINTS*

- 0+ (Infant): Poor
- 1 (Toddler): Marginal

*SAFETY EQUIPMENT*

- Front Seatbelt Pretensioners: Present
- Driver Frontal Airbag: Present
- Front Passenger Frontal Airbag: Present
- Side Body Airbags: Present
- Side Head Airbags: Present
- Driver Knee Airbag: Present
- SBR: Present
- ISOFIX Anchorages: Present
- ABS (4 Channel): Present

**CAR DETAILS**

- Tested Model: HYUNDAI EON, RHD
- Body Type: 4 Door Hatch City Car
- Crash Test Weight: KG 972
- Year of Publication: 2016

**ADULT OCCUPANT PROTECTION CAR DETAILS**

- Front Passenger: Good
- Driver: Adequate

**SUZUKI MARUTI ALTO - NO AIRBAGS**

*ADULT OCCUPANT PROTECTION*

- Front Passenger: Poor
- Driver: Poor

*CHILD RESTRAINTS*

- 0+ (Infant): Protected
- 1 (Toddler): Poor

*SAFETY EQUIPMENT*

- Front Seatbelt Pretensioners: Present
- Driver Frontal Airbag: Absent
- Front Passenger Frontal Airbag: Absent
- Side Body Airbags: Absent
- Side Head Airbags: Absent
- Driver Knee Airbag: Absent
- SBR: Present
- ISOFIX Anchorages: Present
- ABS (4 Channel): Absent

**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 CAR DETAILS**

- Front Passenger: Good
- Driver: Adequate

**DATA:**

- Bodyshell Integrity: Unstable
- Adult: 0.00
- Child: 18.21

**TESTED AT:**

- 64 km/h
# SAFER CARS FOR INDIA

## Renault Duster - No Airbags

**Adult Occupant Protection**

<table>
<thead>
<tr>
<th>FRONT PASSENGER</th>
<th>DRIVER</th>
</tr>
</thead>
<tbody>
<tr>
<td>☢</td>
<td>☢</td>
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<tr>
<td>☢</td>
<td>☢</td>
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</tbody>
</table>

**Child Restraints**

<table>
<thead>
<tr>
<th>0+</th>
<th>1</th>
</tr>
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</table>

**Safety Equipment**

<p>| | |</p>
<table>
<thead>
<tr>
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**Car Details**

<table>
<thead>
<tr>
<th>Tested Model</th>
<th>Body Type</th>
<th>Crash Test Weight</th>
<th>Year of Publication</th>
</tr>
</thead>
<tbody>
<tr>
<td>Renault Duster, RHD</td>
<td>5 Door SUV</td>
<td>KG 1430</td>
<td>2017</td>
</tr>
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</table>

## Mahindra Scorpio - No Airbags

**Adult Occupant Protection**

<table>
<thead>
<tr>
<th>FRONT PASSENGER</th>
<th>DRIVER</th>
</tr>
</thead>
<tbody>
<tr>
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<td>☢</td>
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**Child Restraints**

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<th>1</th>
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**Safety Equipment**

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**Car Details**

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<tr>
<th>Tested Model</th>
<th>Body Type</th>
<th>Crash Test Weight</th>
<th>Year of Publication</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mahindra Scorpio, RHD</td>
<td>5 Door SUV</td>
<td>KG 1943</td>
<td>2016</td>
</tr>
</tbody>
</table>
**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 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 showed incompatibilities with the belt system on the vehicle. This vehicle was not equipped with a passenger airbag.

**CHILD RESTRAINTS**

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Type</th>
<th>Protection</th>
</tr>
</thead>
<tbody>
<tr>
<td>0+</td>
<td>BELTED</td>
<td>PROTECTED</td>
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<tr>
<td>1</td>
<td>BELTED</td>
<td>FAIR</td>
</tr>
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</table>

**SAFETY EQUIPMENT**

<table>
<thead>
<tr>
<th>Feature</th>
<th>Status</th>
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<tbody>
<tr>
<td>FRONT SEATBELT PRETENSIONERS</td>
<td>NO</td>
</tr>
<tr>
<td>DRIVER FRONTAL AIRBAG</td>
<td>NO</td>
</tr>
<tr>
<td>FRONT PASSENGER FRONTAL AIRBAG</td>
<td>NO</td>
</tr>
<tr>
<td>SIDE BODY AIRBAGS</td>
<td>NO</td>
</tr>
<tr>
<td>SIDE HEAD AIRBAGS</td>
<td>NO</td>
</tr>
<tr>
<td>DRIVER KNEE AIRBAG</td>
<td>NO</td>
</tr>
<tr>
<td>SBR</td>
<td>NO</td>
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<tr>
<td>ISOFIX ANCHORAGES</td>
<td>NO</td>
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<tr>
<td>ABS (4 CHANNEL)</td>
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**DATSUN GO - NO AIRBAGS**

**ADULT OCCUPANT PROTECTION**

<table>
<thead>
<tr>
<th>Score</th>
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**CAR DETAILS**

<table>
<thead>
<tr>
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<th>BODY TYPE</th>
<th>CRASH TEST WEIGHT</th>
<th>YEAR OF PUBLICATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>DATSUN GO</td>
<td>4 DOOR HATCHBACK</td>
<td>KG 1001</td>
<td>2014</td>
</tr>
</tbody>
</table>

**CHILD Passenger**

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Type</th>
<th>Protection</th>
</tr>
</thead>
<tbody>
<tr>
<td>0+</td>
<td>BELTED</td>
<td>PROTECTED</td>
</tr>
</tbody>
</table>

**SAFETY EQUIPMENT**

<table>
<thead>
<tr>
<th>Feature</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>FRONT SEATBELT PRETENSIONERS</td>
<td>NO</td>
</tr>
<tr>
<td>DRIVER FRONTAL AIRBAG</td>
<td>NO</td>
</tr>
<tr>
<td>FRONT PASSENGER FRONTAL AIRBAG</td>
<td>NO</td>
</tr>
<tr>
<td>SIDE BODY AIRBAGS</td>
<td>NO</td>
</tr>
<tr>
<td>SIDE HEAD AIRBAGS</td>
<td>NO</td>
</tr>
<tr>
<td>DRIVER KNEE AIRBAG</td>
<td>NO</td>
</tr>
<tr>
<td>SBR</td>
<td>NO</td>
</tr>
<tr>
<td>ISOFIX ANCHORAGES</td>
<td>NO</td>
</tr>
<tr>
<td>ABS (4 CHANNEL)</td>
<td>NO</td>
</tr>
</tbody>
</table>
### RENAULT KWID (III) - NO AIRBAG

**Adult Occupant Protection**

<table>
<thead>
<tr>
<th>Head Protection</th>
<th>Chest Protection</th>
<th>Knee Protection</th>
</tr>
</thead>
<tbody>
<tr>
<td>Poor</td>
<td>Marginal</td>
<td>Poor</td>
</tr>
</tbody>
</table>

**Passenger's knees could impact with dangerous structures in the dashboard like the Tran fascia tube.**

**Bodyshell**

- Rated as unstable
- *Cannot withstand further loadings.*

**Additional Information**

- Renault added reinforcement in the structure but only in the driver side and not in the passenger side.

### CHEVROLET ENJOY - NO AIRBAG

**Adult Occupant Protection**

<table>
<thead>
<tr>
<th>Head Protection</th>
<th>Chest Protection</th>
<th>Knee Protection</th>
</tr>
</thead>
<tbody>
<tr>
<td>Poor</td>
<td>Adequate</td>
<td>Weak</td>
</tr>
</tbody>
</table>

**Passenger's knees could impact with dangerous structures in the dashboard like the Tran fascia tube.**

**Bodyshell**

- Rated as unstable
- *Cannot withstand further loadings.*

**Additional Information**

- The vehicle was not equipped with a passenger airbag.

### Safety Equipment

**Front Seatbelt Pretensioners**

- *Not applicable.*

**Driver Frontal Airbag**

- *Not applicable.*

**Front Passenger Frontal Airbag**

- *Not applicable.*

**Side Body Airbags**

- *Not applicable.*

**Side Head Airbags**

- *Not applicable.*

**Driver Knee Airbag**

- *Not applicable.*

**SBR**

- *Not applicable.*

**ISOFIX Anchorages**

- *Not applicable.*

**ABS (4 Channel)**

- *Not applicable.*

### Child Restraints

<table>
<thead>
<tr>
<th>Child Reestraints</th>
</tr>
</thead>
<tbody>
<tr>
<td>0+</td>
</tr>
<tr>
<td>1</td>
</tr>
</tbody>
</table>

### Car Details

**Tested Model**

- **Body Type**: 5 Door Hatch
- **Crash Test Weight**: KG 914
- **Year of Publication**: 2016
TATA ZEST - NO AIRBAGS

ADULT OCCUPANT PROTECTION
- Driver: Poor
- Passenger: Marginal

CHILD OCCUPANT
- 3 year old child: Unable to prevent excessive forward movement
- 18 months old child: Adequate

CHILD RESTRAINTS
- 18 months old child: MAXI COSI CABRIO FIX - Protected / Fair
- 3 year old child: MAXI COSI PRIORI XP - Vulnerable / Poor

SAFETY EQUIPMENT
- Front passenger seatbelt pretensioners: No
- Driver frontal airbag: No
- Front passenger frontal airbag: No
- Side body airbags: No
- Side head airbags: No
- Driver knee airbag: No
- ISOFIX anchorages: No
- ABS (4 channel): No

CAR DETAILS
- Tested model: Tata Zest, RHD
- Body type: 4 door sedan
- Crash test weight: KG 1310
- Year of publication: 2016
- Front passenger: Good
- Driver: Adequate

SUZUKI MARUTI CELERIO - NO AIRBAGS

ADULT OCCUPANT PROTECTION
- Driver: Poor
- Passenger: Marginal

CHILD OCCUPANT
- 3 year old child: Unable to prevent excessive forward movement
- 18 months old child: Adequate

CHILD RESTRAINTS
- 18 months old child: MAXI COSI CABRIO FIX - Protected / Fair
- 3 year old child: MAXI COSI PRIORI XP - Vulnerable / Poor

SAFETY EQUIPMENT
- Front passenger seatbelt pretensioners: No
- Driver frontal airbag: No
- Front passenger frontal airbag: No
- Side body airbags: No
- Side head airbags: No
- Driver knee airbag: No
- ISOFIX anchorages: No
- ABS (4 channel): No

CAR DETAILS
- Tested model: Suzuki Maruti Celerio, RHD
- Body type: 5 door hatch
- Crash test weight: KG 1019
- Year of publication: 2016
- Front passenger: Good
- Driver: Adequate
HONDA MOBILIO - NO AIRBAGS

**ADULT OCCUPANT PROTECTION**

- **Front Passenger:** Poor
- **Driver:** Poor

**CHILD RESTRAINTS**

- **18 Month Old Child:**
  - **Car Seat Type:** Belted
  - **Adjustment:** RWF
- **3 Year Old Child:**
  - **Car Seat Type:** Belted
  - **Adjustment:** FWF

**SAFETY EQUIPMENT**

- Front Seatbelt Pretensioners: No
- Driver Frontal Airbag: No
- Front Passenger Frontal Airbag: No
- Side Body Airbags: No
- Side Head Airbags: No
- Driver Knee Airbag: No
- ISOFIX Anchorages: No
- ABS (4 Channel): No

**ADULT OCCUPANT PROTECTION CAR DETAILS**

- **Tested Model:** Honda Mobilio, RHD
- **Body Type:** 5 Door Stationwagon
- **Crash Test Weight:** KG 1324
- **Year of Publication:** 2016

**Tested at 64 km/h**

- **Front Passenger:** Adequate
- **Driver:** Good

**SUZUKI MARUTI SWIFT - NO AIRBAGS**

**ADULT OCCUPANT PROTECTION**

- **Front Passenger:** Poor
- **Driver:** Poor

**CHILD RESTRAINTS**

- **18 Month Old Child:**
  - **Car Seat Type:** Belted
  - **Adjustment:** FWF
- **3 Year Old Child:**
  - **Car Seat Type:** Belted
  - **Adjustment:** FWF

**SAFETY EQUIPMENT**

- Front Seatbelt Pretensioners: No
- Driver Frontal Airbag: No
- Front Passenger Frontal Airbag: No
- Side Body Airbags: No
- Side Head Airbags: No
- Driver Knee Airbag: No
- ISOFIX Anchorages: No
- ABS (4 Channel): No

**SUZUKI MARUTI SWIFT - NO AIRBAGS CAR DETAILS**

- **Tested Model:** Suzuki Swift, RHD
- **Body Type:** 4 Door Hatchback
- **Crash Test Weight:** KG 1169
- **Year of Publication:** 2014

**Tested at 64 km/h**

- **Front Passenger:** Marginally Protecting
- **Driver:** Adequate
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. The bodyshell 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 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.

CHILD RESTRAINTS

18 MONTH OLD CHILD

3 YEAR OLD CHILD

MAXI COSI CABRIO FIX

MAXI COSI PRIORI

CHILD RESTRANTS

VULNERABLE / FAIR

VULNERABLE / POOR

HEAD / CHEST

0+ 1

CRS TYPE

BELTED

BELTED

ADJUST

RWF

FWF

POSITION

SAFETY EQUIPMENT

FRONT SEATBELT PRETENSIONERS

DRIVER FRONTAL AIRBAG

FRONT PASSENGER FRONTAL AIRBAG

SIDE BODY AIRBAGS

SIDE HEAD AIRBAGS

DRIVER KNEE AIRBAG

SBR

ISOFIX ANCHORAGES

ABS (4 CHANNEL)

ADULT OCCUPANT PROTECTION CAR DETAILS

TESTED MODEL

BODY TYPE

CRASH TEST WEIGHT

YEAR OF PUBLICATION

HYUNDAI I10, RHD

4 DOOR CITY CAR

KG 1116

2014

FRONT PASSENGER DRIVER

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

TATA NANO - NO AIRBAGS

ADULT OCCUPANT PROTECTION CAR DETAILS

TESTED MODEL

BODY TYPE

CRASH TEST WEIGHT

YEAR OF PUBLICATION

TATA NANO, RHD

4 DOOR CITY CAR

KG 887

2014

FRONT PASSENGER DRIVER

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

SAFETY EQUIPMENT

FRONT SEATBELT PRETENSIONERS

DRIVER FRONTAL AIRBAG

FRONT PASSENGER FRONTAL AIRBAG

SIDE BODY AIRBAGS

SIDE HEAD AIRBAGS

DRIVER KNEE AIRBAG

SBR

ISOFIX ANCHORAGES

ABS (4 CHANNEL)

TATA NANO - NO AIRBAGS

ADULT OCCUPANT PROTECTION CAR DETAILS

TESTED MODEL

BODY TYPE

CRASH TEST WEIGHT

YEAR OF PUBLICATION

TATA NANO, RHD

4 DOOR CITY CAR

KG 887

2014

FRONT PASSENGER DRIVER

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

SAFETY EQUIPMENT

FRONT SEATBELT PRETENSIONERS

DRIVER FRONTAL AIRBAG

FRONT PASSENGER FRONTAL AIRBAG

SIDE BODY AIRBAGS

SIDE HEAD AIRBAGS

DRIVER KNEE AIRBAG

SBR

ISOFIX ANCHORAGES

ABS (4 CHANNEL)
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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