FORD FIGO *(NO AIRBAGS)*

0.00 max. 17.00 **Adult**

20.75 max. 49.00 **Child**

Tested at 64 km/h

ADULT OCCUPANT PROTECTION

Front passenger Driver

CAR DETAILS

Tested model	Ford Figo, RHD
Body type	4 door hatchback
Year of publication	2014
Weight	1,274 kg

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 ✖	Driver frontal airbag ✖	Front passenger frontal airbag ✖
Side body airbags ✖	Side head airbags ✖	Driver knee airbag ✖
SBR ✖	ISOFIX anchorages ✖	ABS (4 channel) ✖

COMMENTS

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 lie the Tran 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.

FRONTAL IMPACT TEST UN R94 AT 56km/h: PASS | BODYSHELL INTEGRITY: STABLE

Hyundai i10 *(NO AIRBAGS)*

0.00 max. 17.00 **Adult**

6.97 max. 49.00 **Child**

Tested at 64 km/h

ADULT OCCUPANT PROTECTION

Front passenger Driver

CAR DETAILS

Tested model	Hyundai i10, RHD
Body type	4 door city car
Year of publication	2014
Weight	1,116 kg

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	Protected / Poor	1	Belted	FWF

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) ✖

COMMENTS

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 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.

NOTE: Child Occupant protection score might be updated due to P3 dummy data

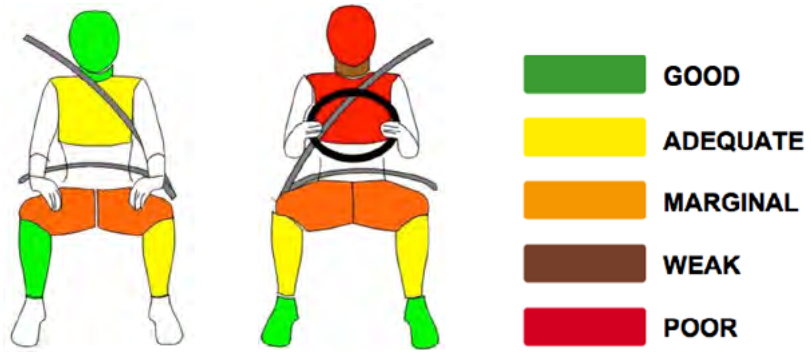
Volkwagen Polo *(NO AIRBAGS)*

0.00 max. 17.00 **Adult**

26.97 max. 49.00 **Child**

Tested at 64 km/h

ADULT OCCUPANT PROTECTION



Front passenger Driver

CAR DETAILS

Tested model	VW Polo, RHD
Body type	4 door hatchback
Year of publication	2014
Weight	1,259 kg

CHILD RESTRAINTS

	Child restraint	Head / chest	CRS type	Adjust	Position
18 month old Child	Bobsy G0 plus	Protected / Fair	0+	Belted	RWF
3 year old Child	Bobsy G1 plus	Protected / Poor	1	Belted	FWF

SAFETY EQUIPMENT

Front seatbelt pretensioners ✖	Driver frontal airbag ✖	Front passenger frontal airbag ✖
Side body airbags ✖	Side head airbags ✖	Driver knee airbag ✖
SBR ✖	ISOFIX anchorages ✖	ABS (4 channel) ✖

COMMENTS

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 recived 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 withstanding further loading which is a critical baseline to add airbags.

CHILD OCCUPANT The child seat for the 3 year old child was able to prevent excessive forward movement during the impact and presented high chest decelerations. The belted CRS for the 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.

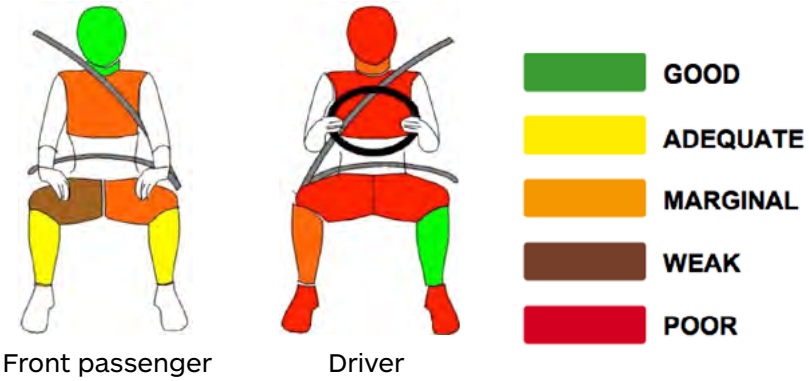
Suzuki Maruti Alto *(NO AIRBAGS)*

0.00 max. 17.00 **Adult**

17.57 max. 49.00 **Child**

Tested at 64 km/h

ADULT OCCUPANT PROTECTION



Front passenger Driver

CAR DETAILS

Tested model	Suzuki Maruti Alto 800, RHD
Body type	4 door city car
Year of publication	2014
Weight	924 kg

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 / Fair	1	Belted	FWF

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) ✖

COMMENTS

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

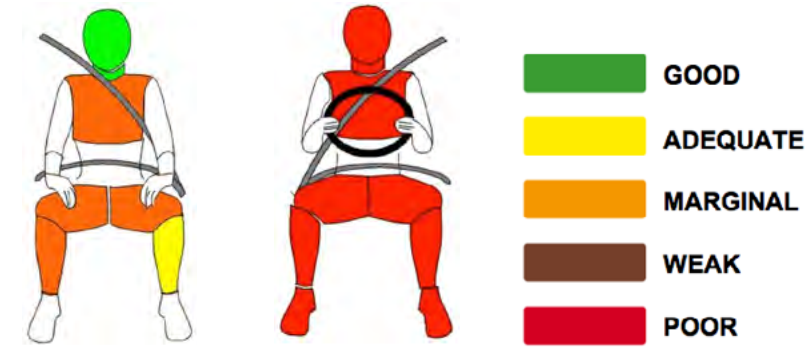
Tata Nano *(NO AIRBAGS)*

0.00 max. 17.00 **Adult**

0.00 max. 49.00 **Child**

Tested at 64 km/h

ADULT OCCUPANT PROTECTION



Front passenger Driver

CAR DETAILS

Tested model	Tata Nano, RHD
Body type	4 door city car
Year of publication	2014
Weight	887 kg

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 ✖	Driver frontal airbag ✖	Front passenger frontal airbag ✖
Side body airbags ✖	Side head airbags ✖	Driver knee airbag ✖
SBR ✖	ISOFIX anchorages ✖	ABS (4 channel) ✖

COMMENTS

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 descelerations and for this reason the star capping was applied. Also Passenger's chest protection was marginal. Both front passengers' knees could impact with dangerous structures, in the dashboard lie 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.

Volkwagen Polo *(TWO AIRBAGS)*

★★★★☆
12.54 max. 17.00 **Adult**

★★★☆☆
29.91 max. 49.00 **Child**

Tested at 64 km/h

ADULT OCCUPANT PROTECTION

Front passenger Driver

CAR DETAILS

Tested model	VW Polo, RHD
Body type	4 door hatchback
Year of publication	2014
Weight	1,272 kg

CHILD RESTRAINTS

	Child restraint	Head / chest	CRS type	Adjust	Position
18 month old Child	Bobsy G0 plus	Protected / Fair	0+	Belted	RWF
3 year old Child	Bobsy G1 plus	Protected / Poor	1	Belted	FWF

SAFETY EQUIPMENT

Front seatbelt pretensioners ✖	Driver frontal airbag ✔	Front passenger frontal airbag ✔
Side body airbags ✖	Side head airbags ✖	Driver knee airbag ✖
SBR ✖	ISOFIX anchorages ✖	ABS (4 channel) ✖

COMMENTS

ADULT OCCUPANT The protection offered to the driver and passenger head and neck was good thanks to the airbag, Driver's and passenger chest recived adequate protection. 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 withstanding further loading which is a critical baseline to add airbags.

CHILD OCCUPANT The child seat for the 3 year old child was able to prevent excessive forward movement during the impact. 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 aribag but its marking is not enough to meet the protocol criteria.