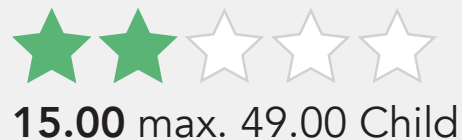


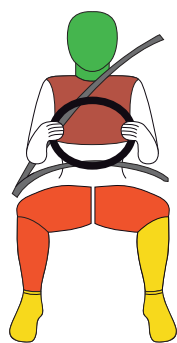
Suzuki S-PRESSO - 2 AIRBAGS



Tested at 64 km/h

Bodyshell integrity: UNSTABLE

ADULT OCCUPANT PROTECTION



DRIVER



FRONT PASSENGER



CAR DETAILS

TESTED MODEL Suzuki S-Presso, RHD

BODY TYPE 5 DOOR MINI SUV

CRASH TEST WEIGHT KG 985

YEAR OF PUBLICATION 2022

CHILD RESTRAINTS

	CHILD RESTRAINT	HEAD / CHEST	CRS TYPE	ADJUST	POSITION
18 MONTH OLD CHILD	BRITAX BABYSAFE	PROTECTED/ POOR	0+	SEAT BELT	RWF
3 YEAR OLD CHILD	BRITAX DUO PLUS	POOR / WEAK	1	SEAT BELT	FWF

SAFETY EQUIPMENT

FRONT SEATBELT PRETENSIONERS	YES	SIDE BODY AIRBAGS	NO	SBR	YES
DRIVER FRONTAL AIRBAG	YES	SIDE HEAD AIRBAGS	NO	ISOFIX ANCHORAGES	NO
PASSENGER FRONTAL AIRBAG	YES	DRIVER KNEE AIRBAG	NO	ABS (4 CHANNEL)	YES

ADULT OCCUPANT

The protection offered to the driver's and passenger's head and neck was good. Driver's chest showed weak protection and passenger's chest showed adequate protection. Driver's knees showed marginal protection as they can impact with dangerous structures behind the dashboard supported by the trans fascia tube. Passenger's knees showed good protection. Driver's left tibia and both passengers tibias showed adequate protection and driver's right tibia showed marginal protection. The bodyshell and footwell area were rated as unstable and they were not capable of withstanding further loadings. The car offers standard SBR for driver and passenger but does not meet Global NCAP requirement. All of the above explains the three stars for adult occupant protection.

CHILD OCCUPANT

The manufacturer refused to recommend CRSs for the test. The child seat for the 3 year old was installed FWF using the adult seatbelt and it was not able to prevent excessive head excursion during the impact, offering poor protection to the head and weak to the chest. The child seat for the 1.5 year old was installed RWF using the adult seatbelt and offered good protection to the head and poor to the chest. CRS marking was ok. The CRSs did not show incompatibility. The vehicle does not have 3 point belts in all seating positions (lap belt in the rear centre position). All of the above explains the two stars for child occupant protection.