

SUZUKI FRONX



APPLIES TO
All variants

BUILT FROM
March 2025

RATING CRITERIA
2023-2025

VEHICLE TYPE
Light SUV

ON SALE FROM
NZ: June 2025
AUS: August 2025

RATING EXPIRES
December 2031

ENGINE / MOTOR TYPES
Petrol

MODEL SERIES
KW

AIRBAGS
Dual frontal, side chest, side head



ANCAP
SAFETY

TESTED
2025



The Suzuki Fronx was introduced in New Zealand in June 2025 and Australia in August 2025. This ANCAP safety rating applies to all variants.

Dual frontal, side chest-protecting and side head-protecting airbags are standard. A centre airbag to prevent occupant-to-occupant interaction is not available.

Autonomous emergency braking (Car-to-Car, Vulnerable Road User and Junction Assist) as well as a lane support system with lane keep assist (LKA), lane departure warning (LDW) and emergency lane keeping (ELK), and an advanced speed assistance system (SAS) with a speed sign recognition system are standard.

SAFETY NOTE

During ANCAP's full width frontal test, the rear passenger seatbelt retractor of the Suzuki Fronx failed, resulting in an uncontrolled seatbelt release where the rear dummy became unrestrained, allowing it to strike the rear of the front seat.

Seatbelt failures are rare and serious. ANCAP has notified both the Australian and New Zealand government vehicle safety regulators. It is ANCAP's view that adult and child passengers should not travel in the rear seats of the Suzuki Fronx until the reason for the failure has been determined and relevant rectifications have been carried out.

ANCAP advises consumers to be aware of this component failure if considering purchasing a Suzuki Fronx prior to Suzuki demonstrating that the component failure has been investigated and addressed.

ASSESSMENT SCORES



Adult Occupant Protection

48%

19.30 out of 40



Child Occupant Protection

40%

20.06 out of 49



Vulnerable Road User Protection

65%

41.39 out of 63



Safety Assist

55%

10.03 out of 18

RATING APPLICABILITY*

VARIANT	BODY TYPE	ENGINE / POWERTRAIN	DRIVETRAIN	AUS	NZ
Suzuki Fronx GLX ◆	5 door SUV	1.5 litre petrol	FWD	✓	✓

* Correct at time of publication. Subject to change. Check with manufacturer.



Adult Occupant Protection

48%

19.30 out of 40

FRONTAL OFFSET (MPDB)*
2.53 points out of 8

FULL WIDTH FRONTAL*
0.00 points out of 8

SIDE IMPACT*
5.82 points out of 6

OBLIQUE POLE*
5.35 points out of 6

WHIPLASH PROTECTION
3.11 points out of 4

FAR SIDE IMPACT
0.00 points out of 4

RESCUE & EXTRICATION
2.50 points out of 4

* Scaled scores. Total test scored out of 16.00 points.

The passenger compartment of the Suzuki Fronx remained stable in the **frontal offset (MPDB)** test. Protection of the driver's chest was **WEAK** and lower legs was **ADEQUATE**. Rearward displacement of the pedals was excessive and protection of the driver's feet was **MARGINAL**. Dummy readings indicated **ADEQUATE** protection of the chest and lower legs of the front passenger. Structures in the instrument panel and dashboard were a potential source of injury to occupants and protection of both the driver and passenger upper legs was **MARGINAL**. Protection was **GOOD** for remaining critical body regions for both the driver and front passenger.

The front structure of the Suzuki Fronx presented a moderate risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 2.69 point penalty (out of 8.00 points) was applied.

In the **full width frontal** test, chest protection of the driver was **WEAK** and **GOOD** for all other critical body regions. Protection of the rear passenger chest was **POOR**, with high chest deflection and high seatbelt load. This **POOR** result for the rear passenger causes the score for the full width test to be capped at zero points. In addition, the seat belt retractor for the rear passenger failed and allowed excessive forward movement of the rear dummy, with head protection assessed as **POOR**.

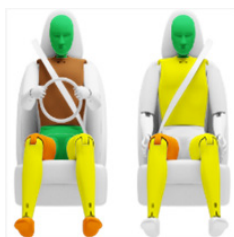
In the **side impact** test, protection was **ADEQUATE** for the chest of the driver and **GOOD** for all other critical body regions.

In the more severe **oblique pole** test, protection for the head, abdomen and pelvis was **GOOD** and chest protection was **MARGINAL**.

A centre airbag or other countermeasure to prevent contact between the heads of front seat occupants in side impacts is not available on the Suzuki Fronx. Tests to measure potential injury from occupant-to-occupant contact in far side impacts were therefore not conducted. Suzuki did not provide data for assessment of excursion in far side impacts.

A Rescue Sheet, providing information for first responders in the event of a crash, is available. A multi-collision braking system is not fitted. It was demonstrated that, if the car entered water, the doors of the Suzuki Fronx would remain functional for the minimum required time period, though window opening functionality was not demonstrated.

FRONTAL OFFSET (MPDB) TEST - 50km/h



	DRIVER	FRONT PASSENGER
Head / Neck	4.00 pts	4.00 pts
Chest	0.00 pts	3.13 pts
Upper Legs	2.00 pts	2.00 pts
Lower Legs	1.74 pts	3.42 pts
Deductions	-1.00 pts (variable contact) -1.00 pts (concentrated load) -0.71 pts (pedal blocking)	-1.00 pts (variable contact) -1.00 pts (concentrated load)

COMPATIBILITY

Deductions	-2.69 pts
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FULL WIDTH FRONTAL TEST - 50km/h



	DRIVER	REAR PASSENGER
Head	4.00 pts	0.00 pts
Neck	4.00 pts	4.00 pts
Chest	0.93 pts	0.00 pts
Upper Legs	4.00 pts	4.00 pts
Deductions	Nil	-2.00 pts (shoulder belt load) -4.00 pts (head excursion)

SIDE IMPACT TEST - 60km/h



	DRIVER
Head	4.00 pts
Chest	3.51 pts
Abdomen	4.00 pts
Pelvis	4.00 pts
Deductions	Nil

OBLIQUE POLE TEST - 32km/h



	DRIVER
Head	4.00 pts
Chest	2.25 pts
Abdomen	4.00 pts
Pelvis	4.00 pts
Deductions	Nil



Adult Occupant Protection

48%

19.30 out of 40

FAR SIDE IMPACT TESTS - 60km/h and 32km/h



SIDE IMPACT (60km/h)	DRIVER
Head	0.00 pts
Neck	0.00 pts
Chest & Abdomen	0.00 pts
Pelvis	N/A



OBLIQUE POLE (32km/h)	DRIVER
Head	0.00 pts
Neck	0.00 pts
Chest & Abdomen	0.00 pts
Pelvis	N/A



OCCUPANT-TO-OCCUPANT	
Head Contact	NOT ASSESSED

WHIPLASH PROTECTION TESTS



	DRIVER / FRONT PASSENGER	REAR PASSENGER
Rear Impact	2.48 pts	0.63 pts

RESCUE & EXTRICATION



Rescue Sheet	●	No penalty
Door Opening / Extrication	●	No penalty
Multi-Collision Braking	✗	Not available
Advanced eCall	✗	2.00 pt default
Vehicle Submergence		
- Door opening	●	0.50 pt
- Window opening	✗	Not demonstrated

● FITTED TO TEST CAR AS STANDARD ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION ✗ NOT AVAILABLE - N/A



Child Occupant Protection

40%

20.06 out of 49

DYNAMIC TEST (FRONT)

0.00 points out of 16

RESTRAINT INSTALLATION

11.81 points out of 12

DYNAMIC TEST (SIDE)

3.25 points out of 8

ON-BOARD SAFETY FEATURES

5.00 points out of 13

The Suzuki Fronx is not fitted with seatbelt pre-tensioners for any rear seats. As a result the child dummies were not well restrained in either the frontal offset or side impact tests.

In the **frontal offset** test, protection of the head and neck of both the 10 year and 6 year dummies was POOR. The scores for each dummy in this test was capped to zero points. Protection of the chest was assessed as WEAK for the 10 year dummy and MARGINAL for the 6 year dummy.

In the **side impact** test, protection of the head of the 10 year dummy was MARGINAL. The head of the 6 year dummy contacted the side of the child restraint occupied by the 10 year dummy, resulting in POOR protection and capping of the score for the 6 year dummy to zero points.

The Suzuki Fronx is fitted with lower ISOFix anchorages on the rear outboard seats and top tether anchorages for all rear seating positions.

Installation of typical child restraints available in Australia and New Zealand showed most child restraints could be accommodated in most rear seating positions, though one of the selected booster seats could not be correctly installed in the centre rear seating position.

A child presence detection (CPD) system is not available.

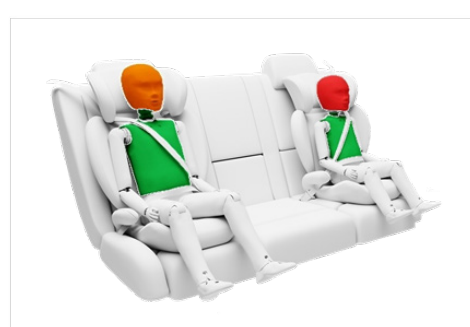
FRONTAL OFFSET (MPDB) TEST - 50km/h



6 YEAR OLD

10 YEAR OLD

SIDE IMPACT TEST - 60km/h



10 YEAR OLD

6 YEAR OLD

ON-BOARD SAFETY FEATURES

	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFIX Anchorages	✗	●	✗	-	-
Top Tether Anchorage	✗	●	●	-	-
Airbag Disabling	✗	-	-	-	-
Child Presence Detection 0.00 pts (out of 4.00pts)	✗	✗	✗	-	-

● FITTED AS STANDARD ✗ NOT AVAILABLE - N/A

CHILD RESTRAINT TYPE ^{^*}		FRONT ROW PASSENGER	2nd ROW			3rd ROW		
			L	C	R	L	C	R
BELTED	Rearward-facing capsule	✗	●	●	●	-	-	-
	Rearward-facing with harness - convertible (Model A)	✗	●	●	●	-	-	-
	Rearward-facing with harness - convertible (Model B)	✗	●	●	●	-	-	-
	Forward-facing with harness - convertible (Model A)	✗	●	●	●	-	-	-
	Forward-facing with harness - convertible (Model B)	✗	●	●	●	-	-	-
	Booster - 4 to 8 years	✗	●	●	●	-	-	-
ISOFIX	Booster - 4 to 10 years	✗	●	●	●	-	-	-
	Rearward-facing capsule	✗	●	-	●	-	-	-
	Rearward-facing with harness - convertible (Model A)	✗	●	-	●	-	-	-
	Rearward-facing with harness - convertible (Model B)	✗	●	-	●	-	-	-
	Forward-facing with harness - convertible (Model A)	✗	●	-	●	-	-	-
	Forward-facing with harness - convertible (Model B)	✗	●	-	●	-	-	-

● INSTALL WITHOUT PROBLEM ● INSTALL WITH CARE ● CANNOT BE FITTED SAFELY ✗ INSTALLATION NOT ALLOWED - N/A

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

NOTE: The child restraints fitted to vehicles tested by Euro NCAP are relevant to the European market. For Australasian consumers, this information should be used as a guide to vehicle features only. The Child Restraint Evaluation Program (CREP) provides an independent assessment on the safety of Australasian child restraints - see www.childcarseats.com.au.
 * Installation of each child restraint is assessed separately in each position. Installation of multiple restraints has not been assessed and may not be possible.
 ^ The list of child restraints has been selected to provide a general indication of the rated vehicle's ability to accommodate various CRS types. ANCAP does not endorse or recommend any one CRS brand or model, nor does it rate the safety of child restraints.



Vulnerable Road User Protection

65%

41.39 out of 63

HEAD PROTECTION (Adult, Child, Cyclist)
11.72 points out of 18

KNEE & TIBIA PROTECTION
9.00 points out of 9

AEB CYCLIST
7.01 points out of 9

PELVIS PROTECTION
0.04 points out of 4.5

AEB PEDESTRIAN (Forward)
5.69 points out of 7

AEB MOTORCYCLE
4.68 points out of 6

FEMUR PROTECTION
1.25 points out of 4.5

AEB PEDESTRIAN (Backover)
0.00 points out of 2

LSS MOTORCYCLE
2.00 points out of 3

In **pedestrian impact** tests, the bonnet and windscreen of the Suzuki Fronx provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with MARGINAL and POOR results recorded on the stiff windscreen pillars, the base of the windscreen and front edge of the bonnet surface. Protection of the pelvis and femurs was mostly POOR, while protection of the lower legs was GOOD.

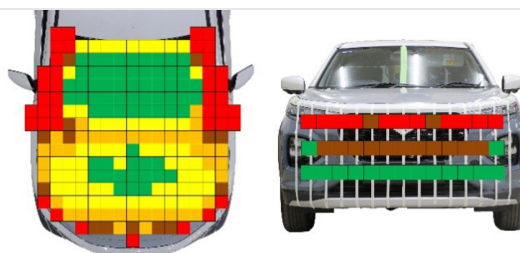
The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users such as pedestrians, cyclists and motorcyclists.

Testing of this system showed GOOD performance in **AEB Pedestrian** test scenarios, with collisions avoided or mitigated in most tests, including some turning scenarios. The AEB system does not react to vulnerable road users in reverse (**AEB Backover**).

GOOD overall performance was seen in **AEB Cyclist** test scenarios with collisions avoided or mitigated in most tests, including some turning scenarios. The vehicle does not provide any warning to occupants when a bicycle is approaching from behind (**cyclist anti-dooring**).

ADEQUATE performance was seen in the **AEB Motorcyclist** tests, including in turning scenarios. Performance in the emergency lane keeping scenarios was ADEQUATE.

PEDESTRIAN & CYCLIST IMPACT TESTS



AUTONOMOUS EMERGENCY BRAKING (Cyclist, Pedestrian & Motorcycle)

System Name	Dual Sensor Brake Support
Type	Autonomous emergency braking with forward collision warning
Operational From	5-80 km/h

	Cyclist traveling along road (25%)	Cyclist crossing from kerb (obstructed)	Cyclist traveling along road (50%)	Cyclist crossing (nearside)	Cyclist crossing (farside)	Cyclist crossing side road, car turning (nearside)	Cyclist crossing side road, car turning (farside)
	DAY	DAY	DAY	DAY	DAY	DAY	DAY
AEB CYCLIST TEST SCENARIOS (forward)							
PERFORMANCE	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD

CYCLIST DOORING

Information (driver door)	×
Warning (driver door)	×
Retention (driver door)	×
Warning or retention (all other doors)	×

● PASS × FAIL - N/A

GOOD ADEQUATE MARGINAL WEAK POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED NOT TESTED



Vulnerable Road User Protection

65%

41.39 out of 63

AEB PEDESTRIAN TEST SCENARIOS (reverse)	Child / Adult standing behind reversing vehicle (25% offset)	Adult / Child standing behind reversing vehicle (50% offset)	Child / Adult standing behind reversing vehicle (75% offset)	Adult / Child walking behind reversing vehicle (50% offset)
	DAY	DAY	DAY	DAY
4km/h				
8km/h				
PERFORMANCE	POOR			

AEB PEDESTRIAN TEST SCENARIOS (forward)	Adult walking along road		Adult crossing towards kerb (50%)		Adult crossing from kerb (25%)		Adult crossing from kerb (75%)		Child running (obstructed)		Adult crossing side road (farside), car turning		Adult crossing side road (nearside), car turning	
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
PERFORMANCE	GOOD													

AEB MOTORCYCLE TEST SCENARIOS (forward)	Driving towards a stationary motorcycle			Driving towards a braking motorcycle (25% offset)			Turning across the path of an oncoming motorcycle		
	100% OFFSET			12m HEADWAY			TARGET MOTORCYCLE SPEED		
	40m HEADWAY						30km/h	45km/h	60km/h
AEB (10-50km/h)									
FCW (30-80km/h)									
PERFORMANCE	GOOD						ADEQUATE		

LANE SUPPORT SYSTEMS (Car-to-Motorcycle)

System Name	Lane Departure Prevention
Operational From	50-160 km/h

EMERGENCY LANE KEEPING (ELK) TEST SCENARIOS Car-to-Motorcycle	Oncoming motorcycle	Overtaking motorcycle (EMT at 60km/h)		Overtaking motorcycle (EMT at 80km/h)	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL
PERFORMANCE					
	ADEQUATE				

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED
 ■ NOT TESTED



Safety Assist

55%

10.03 out of 18

SEAT BELT REMINDERS
0.67 points out of 1

DRIVER MONITORING
0.00 points out of 2

SPEED ASSISTANCE SYSTEMS
2.36 points out of 3

AEB / AES (Car-to-Car)
3.50 points out of 4

AEB / AES (Junction & Crossing)
1.00 points out of 4

AEB / AES (Head-On)
0.00 points out of 1

LANE SUPPORT SYSTEMS
2.50 points out of 3

The Suzuki Fronx is fitted with an autonomous emergency braking system capable of functioning at highway speeds, a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality, and blind spot monitoring (BSM).

Tests of the **AEB (Car-to-Car)** system showed GOOD performance in forward and Junction Assist scenarios, with collisions avoided or mitigated in all tests.

The Suzuki Fronx does not have AEB Head-On functionality.

Tests of the lane support system functionality showed some GOOD performance, including in several of the more critical emergency lane keeping test scenarios.

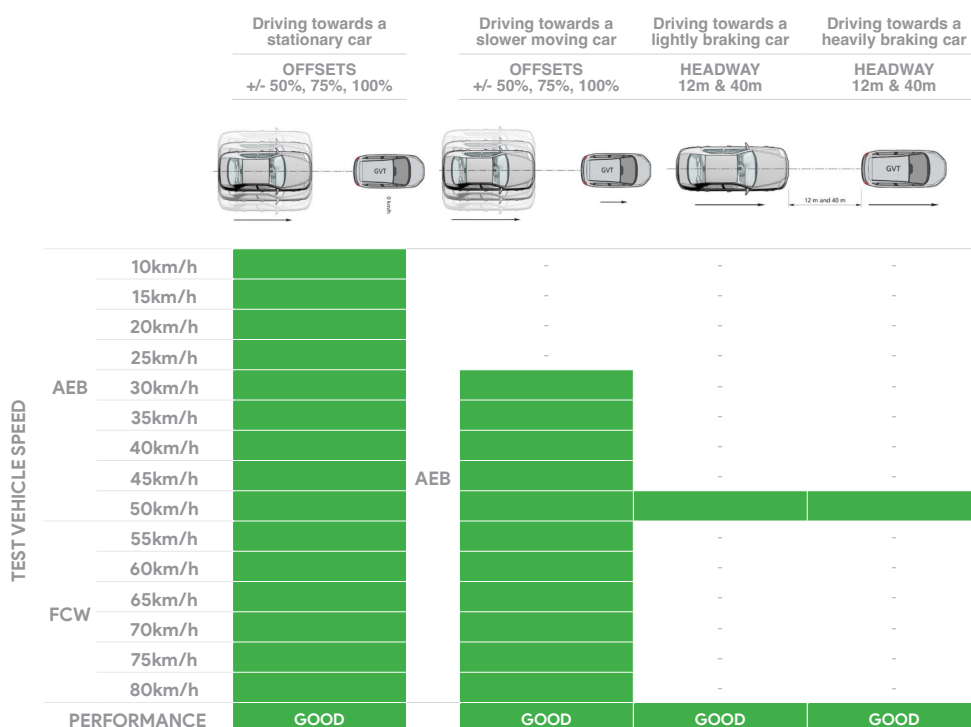
A speed assistance system (SAS) with speed limit information function (SLIF) and intelligent adaptive cruise control (iACC) is standard, informing the driver of the local speed limit and allowing the driver to manually set the speed accordingly.

A seatbelt reminder system is fitted for all front and rear seating positions, however occupant detection is not available for the centre seating position in the second row.

An indirect driver drowsiness monitor system is fitted as standard. Suzuki did not provide supporting documentation for this system and it was not rewarded.

AUTONOMOUS EMERGENCY BRAKING (Car-to-Car)

System Name	Dual Sensor Brake Support
Type	Autonomous emergency braking with forward collision warning
Operational From	5-180 km/h



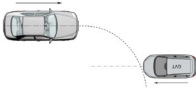
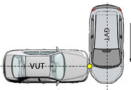


Safety Assist

55%

10.03 out of 18

AUTONOMOUS EMERGENCY BRAKING (Car-to-Car Junction, Crossing and Head-On)

		JUNCTION ASSIST Turning across the path of an oncoming vehicle			CROSSING (T-BONE) Crossing the path of another vehicle				
TARGET VEHICLE SPEED		30km/h	45km/h	60km/h	20km/h	30km/h	40km/h	50km/h	60km/h
									
TEST VEHICLE SPEED	Start from stop	-	-	-					
	10km/h				-	-	-	-	-
	15km/h				-	-	-	-	-
	20km/h								
	30km/h	-	-	-					
	40km/h	-	-	-					
	50km/h	-	-	-					
	60km/h	-	-	-					
PERFORMANCE		GOOD			NOT TESTED				

		TARGET VEHICLE SPEED		HEAD-ON In the path of oncoming vehicle	
				50km/h	70km/h
TEST VEHICLE SPEED	Travelling straight	50km/h			-
		70km/h		-	
	Lane change	50km/h			-
		70km/h		-	
PERFORMANCE				POOR	

LANE SUPPORT SYSTEMS (Car-to-Car)

System Name	Lane Departure Prevention
Operational From	50-160 km/h

		Dashed line		Solid line	
LANE KEEP ASSIST (LKA) TEST SCENARIOS Car-to-Car					
PERFORMANCE					
		GOOD			

		Oncoming vehicle		Overtaking vehicle (GVT at 72km/h)		Overtaking vehicle (GVT at 80km/h)		Road edge		Solid line	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL
EMERGENCY LANE KEEPING (ELK) TEST SCENARIOS Car-to-Car											
PERFORMANCE											
		ADEQUATE									

GOOD

ADEQUATE

MARGINAL

WEAK

POOR / NOT TESTED DUE TO
NO PERFORMANCE PREDICTED

NOT TESTED



Safety Assist

55%

10.03 out of 18

OCCUPANT STATUS

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	● [#]
Seat Belt Reminder (Visual)	●	●	●
Seat Belt Reminder (Audible)	●	●	●

[#] Except centre rear seat

DRIVER MONITORING

	WARNING	INTERVENTION
Distraction	×	×
Fatigue	×	×
Unresponsive Driver	-	×

SPEED ASSISTANCE SYSTEMS (SAS)

FEATURE

Speed Limit Information Function (SLIF)	Camera based
Manual Speed Limiter	×
Intelligent Adaptive Cruise Control (iACC)	●
Intelligent Speed Limitation (ISL)	×

HUMAN MACHINE INTERFACE (HMI)

FEATURE

AEB: Supplementary Warning	×
AEB: Restraint activation / dynamic retractors / emergency steering support	×
Lane Departure Warning (LDW)	[NOT ASSESSED]
Blind Spot Monitoring (BSM): Car-to-Car & Car-to-Motorcycle	●

SAFETY FEATURES & TECHNOLOGIES

SAFETY FEATURE / TECHNOLOGY*	AUS	NZ
Seat belt pre-tensioners (front seats)	●	●
Seat belt pre-tensioners (rear outboard seats) - 2nd row	✗	✗
Seat belt pre-tensioners (rear centre seat) - 2nd row	✗	✗
Seat belt pre-tensioners (rear outboard seats) - 3rd row	-	-
Seat belt pre-tensioners (rear centre seat) - 3rd row	-	-
Intelligent seat belt reminder (driver)	●	●
Intelligent seat belt reminder (front passenger)	●	●
Intelligent seat belt reminder (2nd row seats)	●	●
Intelligent seat belt reminder (3rd row seats)	-	-
Airbag - dual frontal (driver & front passenger)	●	●
Airbags - side, chest protection (front seats)	●	●
Airbags - side, chest protection (2nd row seats)	✗	✗
Airbags - side, chest protection (3rd row seats)	-	-
Airbags - side, head protection (front seats)	●	●
Airbags - side, head protection (2nd row seats)	●	●
Airbags - side, head protection (3rd row seats)	-	-
Airbag - centre	✗	✗
Airbag - knee (driver)	✗	✗
Airbag - knee (front passenger)	✗	✗
Airbag - pedestrian (external)	✗	✗
Airbag disabling switch - automatic (front passenger)	✗	✗
Airbag disabling switch - manual (front passenger)	✗	✗
Autonomous emergency braking (AEB) - Car-to-Car	●	●
Autonomous emergency braking (AEB) - Vulnerable Road User		
- AEB Pedestrian	●	●
- AEB Backover	✗	✗
- AEB Cyclist	●	●
- AEB Motorcycle	●	●
Autonomous emergency braking (AEB) - Junction		
- AEB Junction (Car)	●	●
- AEB Junction (Pedestrian)	●	●
- AEB Junction (Cyclist)	●	●
- AEB Junction (Motorcycle)	●	●
Autonomous emergency braking (AEB) - Crossing	✗	✗
Automatic emergency call (eCall)	✗	✗
Blind spot monitor (BSM)	●	●
Child presence detection / alert	✗	✗
Cyclist dooring detection / alert	✗	✗
Driver monitoring system - Indirect	●	●
Driver monitoring system - Direct	✗	✗
Forward collision warning (FCW)	●	●
Lane departure warning (LDW)	●	●
Lane keep assist (LKA)		
- LKA (Car-to-Car)	●	●
- LKA (Car-to-Motorcycle)	●	●
Secondary / multi-collision brake	✗	✗
Speed assistance - intelligent adaptive cruise control (iACC)	●	●
Speed assistance - auto / intelligent speed limiter	✗	✗
Speed assistance - manual speed limiter	✗	✗
Speed assistance - speed sign recognition & warning	●	●
Vehicle-to-infrastructure communication (V2I)	✗	✗
Vehicle-to-vehicle communication (V2V)	✗	✗

● STANDARD ● AVAILABLE ON HIGHER VARIANTS ● OPTIONAL ✗ NOT AVAILABLE - NOT APPLICABLE

* Correct at time of publication. Subject to change. Check with manufacturer.

TESTED MAKE / MODEL
Suzuki Fronx RHD

TESTED VEHICLE ENGINE
1.5l petrol

RATING UPDATED
n/a

TESTED BODY TYPE
5 door SUV

RATING PUBLISHED
December 2025