Crash Tests

New Car Safety

Suzuki SX4

06/2007 on 01/0001 - Frontal+Side+Head

Overall Evaluation

Overall Score **29.33 out of 37**
Variant: 5 Dr Hatch
Engine: 1.6 litre
Category: Small Car

The left-hand-driven European model was tested by Euro NCAP. Australasian specifications may vary and therefore models sold in Australasia might provide different levels of protection to those described on this page.

Model History and Safety Features

The tested model of Suzuki SX4 was introduced in Australia during 2007.

Dual front airbags, side airbags and head-protecting side curtains are standard equipment. Antilock brakes (ABS) with electronic brake distribution (EBD).

The front seat belt buckles are mounted on the seats and the upper anchorages are adjustable. These features improve the fit of the seat belt. Pre-tensioners are fitted to the front seat belts to reduce slack in the event of a crash. A three point seat belt is fitted to the centre rear seat. This provides better protection than a two point (lap) seat belt.

Overall Evaluation: 4

The Suzuki SX4 scored 11.33 out of 16 in the offset crash test. The passenger compartment held its shape well. Protection from serious leg injury was marginal for the driver and passenger.

The vehicle scored 16 out of 16 in the side impact crash test and a further two points in the optional pole test.

Frontal Offset Crash Test

Body region scores out of 4 points each: Head/neck 3 pts, chest 3.04 pts, upper legs 2 pts, lower legs 3.29 pts.

The passenger compartment held its shape well in the offset crash test. The clutch pedal moved rearwards by 60mm and upwards by 28mm. The steering wheel hub moved forwards 29mm, upwards 16mm and sideways 7mm. The front ("A") pillar moved rearwards 7mm. All doors remained closed during the crash. After the crash high manual effort was required to open the driver's door.

The airbag cushioned the head of the driver and contact was stable but the airbag bottomed out. Steering column and dash components were a potential source of injury for the driver's knees. The passenger's head was cushioned by the airbag. Centre console and dash components were a potential knee hazard for the passenger.

Side Impact Crash Test

Body region scores out of 4 points each: Head 4 pts, chest 4 pts, abdomen 4 pts, pelvis 4 pts.

The vehicle was eligible for an optional pole impact test, since it had head-protecting side airbags and scored four points for the head in the side impact test. The manufacturer decided to go ahead with the pole test and the vehicle earned a further two points.

Pedestrian rating (v4.1)

Child head impacts: 8.21.
Adult head impacts: 6.77.
Upper leg impacts: 0.55.
Lower leg impacts: 6.
Total (out of 36): 21.53

Offset crash test at 64km/hr



Injury Measurements

Refer to the information sheet 'How the tests are done'	Offset Crash Test at 64km/h (v4.1)		Side Impact Crash Test aa 50km/h (v4.1)
	Driver	Passn	Driver
Head			
- HIC	306	385	22
- Acceleration (g for 3ms)	44	46.9	17.5
Neck			
- Shear (kN)	0.32	0.83	
- Tension (kN)	0.98	1.54	
- Extension (Nm)	36	17	
Chest			
- Acceleration (g for 3ms)			
- Compression (mm)	26.01	28.69	19.68
- Viscous Criterion (m/s)	0.1	0.1	0.15
Abdomen			
- Force (kN)			0.75
Pelvis			
- Force (kN)			1.61
Upper Legs Force (kN)			
- Left	2.04	0.49	
- Right	0.52	0.2	
Knee Displacement (kN)			
- Left	0	0	
- Right	0	2	
Lower Legs Force (kN)			
- Left	1.51	1.33	
- Right	1.94	1.2	
Index (Upper | Lower)			
- Left	0.37 | 0.24	0.34 | 0.14	
- Right	0.56 | 0.49	0.44 | 0.21	

Bonus points (maximum 5)
Pole Test: 2 points
Seat Belt Reminders: None fitted - zero points

Modifiers for offset test scores

Head	airbag bottomed out	1 pt deduction
Chest		no deduction
Upper leg	variable & Conc. loading , passenger	2 pt deduction L & R, 2 pt deduction L (inboard)
Lower leg		no deduction
Foot score		4 points
Structure		

Modifiers for side impact test scores

Head	
Chest	no deduction
Upper leg	
Lower leg	
Foot score	
Structure	

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