**ADULT OCCUPANT PROTECTION**

- **GOOD**
- **ADEQUATE**
- **MARGINAL**
- **WEAK**
- **POOR**

**DRIVER**

**FRONT PASSENGER**

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**Suzuki S-PRESSO - 2 AIRBAGS**

![Image of car with Global NCAP logo](image)

**8.96 max. 17.00 Adult**

**15.00 max. 49.00 Child**

*Tested at 64 km/h  Bodyshell integrity: UNSTABLE*

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**ADULT OCCUPANT PROTECTION**

- 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 transfascia 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.

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**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.

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**SAFETY EQUIPMENT**

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

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**CHILD RESTRAINTS**

<table>
<thead>
<tr>
<th>Child Restraint</th>
<th>Head/Chest</th>
<th>CRS Type</th>
<th>Adjust</th>
<th>Position</th>
</tr>
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<tbody>
<tr>
<td>18 MONTH OLD CHILD</td>
<td>PROTECTED/Poor</td>
<td>0+</td>
<td>SEAT BELT</td>
<td>RWF</td>
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<tr>
<td>3 YEAR OLD CHILD</td>
<td>POOR/WEAK</td>
<td>1</td>
<td>SEAT BELT</td>
<td>FWF</td>
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</tbody>
</table>

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**CAR DETAILS**

- **TESTED MODEL**: Suzuki S-Presso, RHD
- **BODY TYPE**: 5 DOOR MINI SUV
- **CRASH TEST WEIGHT**: KG 985
- **YEAR OF PUBLICATION**: 2022

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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 transfascia 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.