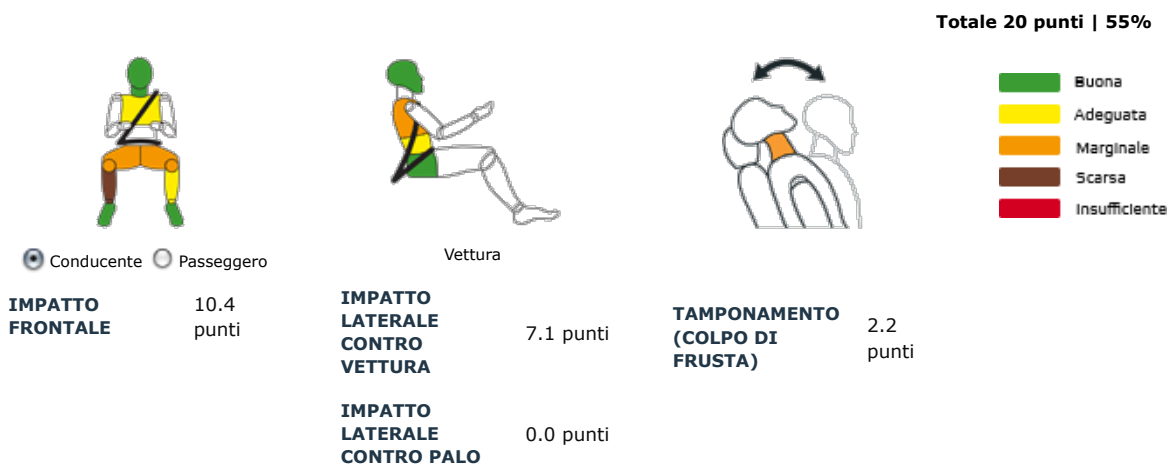


Comparabile



Totale 23 punti | 46%



RESTAZIONI	7.9 punti
ISTRUZIONI	0.0 punti
INSTALLAZIONE	2.0 punti

Bambino di 18 mesi

Seggiolino	Britax Romer Baby Safe
Gruppo	0, 0+
Posizione	All'indietro
Installazione	Cintura di sicurezza per adulti



RESTAZIONI	4.7 punti
ISTRUZIONI	4.0 punti
INSTALLAZIONE	2.0 punti

Bambino di 3 anni

Seggiolino	Britax Romer DUO Plus
Gruppo	1
Posizione	In avanti
Installazione	Ancoraggi ISOFIX e punto d'aggancio

VALUTAZIONE BASATA SUL VEICOLO 2.0 punti

[Vedi commenti](#)

Totale 13 punti | 35%



TESTA	9.5 punti
BACINO	0.0 punti
GAMBA	3.3 punti



Totale 2 punti | 29%

DISPOSITIVI DI LIMITAZIONE VELOCITÀ	0.0 punti
CONTROLLO ELETTRONICO DELLA STABILITÀ (ESC)	1.0 punti
ESP	
SISTEMA SBR	1.0 punti
conducente	
0	

Dettagli della vettura testata

Specifiche

Modello testato

Suzuki Alto 1.0 GL, RHD

Tipo carrozzeria

5 porte portello posteriore

Anno di pubblicazione

2009

Peso

885kg

Numero di identificazione veicolo (VIN) a cui si riferisce la valutazione

Applicabile a tutti applies 2009 model year Altos

Classe SUPERMINI

Safety equipment

Pretensionatori della cintura di sicurezza sedile anteriore

Limitatori di carico cinture di sicurezza anteriori

Airbag anteriore conducente a una fase

Airbag anteriore passeggero a una fase

Airbag laterali

Commenti

Protezione dei adulti

The passenger compartment remained stable in the frontal impact. Structures in the dashboard presented a risk of injury to the knees and femurs of both the driver and passenger. Dummy readings indicated marginal protection of the driver's lower legs. Side impact airbags are optional on some variants of the Alto. The thorax-protecting airbag is expected to be widely sold and was included in the tests; the head-protecting bag is not and was not fitted to the test vehicle, and no pole test was performed. In the side barrier test, protection of the chest was marginal. Protection against whiplash injuries in rear impacts was also rated as marginal.

Bambini

The 3 year dummy, sat in a forward-facing seat, recorded high chest deceleration in the frontal impact but forward movement of the dummy's head was not excessive. In the side impact, the heads of both child dummies were properly contained by the restraints. The passenger airbag cannot be disabled to allow a rearward-facing child restraint to be used in that seating position. The presence of ISOFIX anchorages in the rear outboard seats is not clearly marked.

Pedoni

The front edge of the bonnet scored no points for the protection it offers to pedestrians' legs. The protection offered by the bumper was marginal. Poor protection was provided by the bonnet in most areas likely to be struck by the head of an adult or a child.

Dispositivi di sicurezza

In response to Euro NCAP's new rating scheme, Suzuki have decided to make electronic stability control an option on all variants of the Alto and standard on some. Sales of ESC as standard equipment are not expected to meet Euro NCAP's requirements for the full three points to be awarded but are sufficient to gain the car an additional point for this area of assessment. A driver's seatbelt reminder system is standard equipment.