

SUZUKI e VITARA



APPLIES TO
All variants

BUILT FROM
November 2025

RATING CRITERIA
2023-2025

VEHICLE TYPE
Small SUV

ON SALE FROM
NZ: March 2026
AUS: April 2026

RATING EXPIRES
December 2031

ENGINE / MOTOR TYPES
Battery Electric

MODEL SERIES
n/a

AIRBAGS
Dual frontal, side chest,
side head, driver knee



ANCAP
SAFETY

TESTED
2025



The Suzuki e VITARA was introduced in New Zealand in March 2026 and Australia in April 2026. This ANCAP safety rating applies to all variants.

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

Autonomous emergency braking (Car-to-Car, Vulnerable Road User, Junction & Crossing and Head-On), as well as a lane support system with lane keep assist (LKA), lane departure warning (LDW) and emergency lane keeping (ELK), and a speed assist system (SAS) with speed sign recognition are standard on all variants.

ASSESSMENT SCORES



Adult Occupant Protection

77%

31.00 out of 40



Child Occupant Protection

87%

43.00 out of 49



Vulnerable Road User Protection

79%

50.34 out of 63



Safety Assist

71%

12.78 out of 18

RATING APPLICABILITY*

VARIANT	BODY TYPE	ENGINE / POWERTRAIN	DRIVETRAIN	AUS	NZ
Suzuki e VITARA GL / Motion	5 door SUV	Battery Electric Vehicle (BEV)	2WD	✓	-
Suzuki e VITARA GLX	5 door SUV	Battery Electric Vehicle (BEV)	2WD	✓	-
Suzuki e VITARA GLX / Ultra	5 door SUV	Battery Electric Vehicle (BEV)	4WD	✓	-
Suzuki e VITARA 2WD	5 door SUV	Battery Electric Vehicle (BEV)	2WD	-	✓
Suzuki e VITARA 4WD	5 door SUV	Battery Electric Vehicle (BEV)	4WD	-	✓

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



Adult Occupant Protection

77%

31.00 out of 40

FRONTAL OFFSET (MPDB)*
5.59 points out of 8

OBLIQUE POLE*
6.00 points out of 6

RESCUE & EXTRICATION
2.17 points out of 4

FULL WIDTH FRONTAL*
6.35 points out of 8

WHIPLASH PROTECTION
3.89 points out of 4

SIDE IMPACT*
6.00 points out of 6

FAR SIDE IMPACT
1.00 points out of 4

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

The passenger compartment of the Suzuki e VITARA remained stable in the **frontal offset (MPDB)** test. Dummy readings indicated MARGINAL protection of the driver's chest and ADEQUATE protection of the passenger's chest. Protection for all other critical body regions for the driver and the front passenger was GOOD.

The front structure of the Suzuki e VITARA presented a moderate risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 2.77 point penalty (out of 8.00 points) was applied.

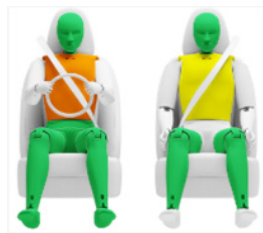
In the **full width frontal** test, chest protection of the driver was WEAK. Dummy readings indicated MARGINAL protection of the rear passenger head due to excessive forward movement, as well as the rear passenger chest. GOOD protection was offered to all other critical body regions for both the driver and rear passenger.

In the **side impact** and **oblique pole** tests, protection offered to all critical body regions was GOOD and the Suzuki e VITARA scored maximum points in these tests.

Prevention of excursion (movement towards the other side of the vehicle) in the **far side impact** tests was assessed as MARGINAL for both the vehicle-to-vehicle impact scenario and the vehicle-to-pole scenario. A centre airbag to prevent contact between the heads of front seat occupants in side impacts is not available.

A Rescue Sheet, providing information for first responders in the event of a crash, is available, and a multi-collision braking system is fitted. It was demonstrated that, if the car entered water, the doors of the Suzuki e VITARA 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	1.95 pts	3.57 pts
Upper Legs	4.00 pts	4.00 pts
Lower Legs	4.00 pts	4.00 pts
Deductions	Nil	Nil



COMPATIBILITY	
Deductions	-2.77 pts

FULL WIDTH FRONTAL TEST - 50km/h



	DRIVER	REAR PASSENGER
Head	4.00 pts	2.00 pts
Neck	4.00 pts	4.00 pts
Chest	1.33 pts	2.08 pts
Upper Legs	4.00 pts	4.00 pts
Deductions	Nil	-2.00 pts (head excursion)

SIDE IMPACT TEST - 60km/h



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

OBLIQUE POLE TEST - 32km/h



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



Adult Occupant Protection

77%

31.00 out of 40

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



SIDE IMPACT (60km/h)	DRIVER
Head	1.00 pts
Neck	1.00 pts
Chest & Abdomen	1.00 pts
Pelvis	No penalty



OBLIQUE POLE (32km/h)	DRIVER
Head	1.00 pts
Neck	1.00 pts
Chest & Abdomen	1.00 pts
Pelvis	No penalty



OCCUPANT-TO-OCCUPANT	
Head Contact	Not assessed

WHIPLASH PROTECTION TESTS



	DRIVER / FRONT PASSENGER	REAR PASSENGER
Rear Impact	2.89 pts	1.00 pts

RESCUE & EXTRICATION



Rescue Sheet	●	No penalty
Door Opening / Extrication	●	No penalty
Multi-Collision Braking	●	1.00 pt
Advanced eCall	✘	0.67 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

87%

43.00 out of 49

DYNAMIC TEST (FRONT)
16.00 points out of 16

RESTRAINT INSTALLATION
12.00 points out of 12

DYNAMIC TEST (SIDE)
8.00 points out of 8

ON-BOARD SAFETY FEATURES
7.00 points out of 13

In both the **frontal offset** and **side impact** tests, protection was GOOD for all critical body areas for both the 6 year and 10 year child dummies and maximum points were scored.

The Suzuki e VITARA 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 that all of the selected child restraints could be accommodated in all rear seating positions and full points were scored for this assessment.

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

FRONTAL OFFSET (MPDB) TEST - 50km/h

SIDE IMPACT TEST - 60km/h



6 YEAR OLD

10 YEAR OLD

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	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)	✗	●	-	●	-	-	-	-	-

● 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.childrestraints.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

79%
50.34 out of 63

HEAD PROTECTION (Adult, Child, Cyclist) 12.44 points out of 18	KNEE & TIBIA PROTECTION 9.00 points out of 9	AEB CYCLIST 7.82 points out of 9
PELVIS PROTECTION 3.34 points out of 4.5	AEB PEDESTRIAN (Forward) 5.90 points out of 7	AEB MOTORCYCLE 5.34 points out of 6
FEMUR PROTECTION 4.50 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 e VITARA provided GOOD to MARGINAL 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 at the front and sides of the bonnet.

Protection of the pelvis was mixed, with areas of GOOD, ADEQUATE and WEAK performance, while protection of the femurs and 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 all forward tests and some turning scenarios. The AEB system does not react to vulnerable road users in reverse, and hence **AEB Backover** tests were not conducted.

GOOD performance was seen in **AEB Cyclist** test scenarios with collisions avoided or mitigated at all test speeds, including in turning scenarios. A system to warn occupants when a cyclist is approaching from behind the vehicle is not available (**cyclist anti-dooring**).

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

PEDESTRIAN & CYCLIST IMPACT TESTS



AUTONOMOUS EMERGENCY BRAKING (Cyclist, Pedestrian & Motorcycle)

System Name	Dual Sensor Brake Support II
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						

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

79%

50.34 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	40m HEADWAY	100% OFFSET	12m HEADWAY	40m HEADWAY	TARGET MOTORCYCLE SPEED		
AEB (10-50km/h)							10km/h		
FCW (30-80km/h)							15km/h		
PERFORMANCE	GOOD						GOOD		

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

71%

12.78 out of 18

SEAT BELT REMINDERS
1.00 points out of 1

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

LANE SUPPORT SYSTEMS
2.50 points out of 3

DRIVER MONITORING
0.00 points out of 2

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

SPEED ASSISTANCE SYSTEMS
2.33 points out of 3

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

The Suzuki e VITARA is fitted with autonomous emergency braking (AEB), a lane support system (LSS) with lane keep assist (LKA), emergency lane keeping (ELK) functionality and blind spot monitoring (BSM).

Tests of the **AEB (Car-to-Car)** system showed GOOD performance with collisions avoided or mitigated in all test scenarios, including **AEB Junction Assist** where the test vehicle can autonomously brake to avoid crashes when turning across the path of an oncoming vehicle. Performance was ADEQUATE in **AEB Crossing** scenarios. **AEB Head-On** functionality also showed ADEQUATE performance.

Tests of **lane support** functionality showed GOOD performance in LKA scenarios, and ADEQUATE performance in the more critical ELK scenarios.

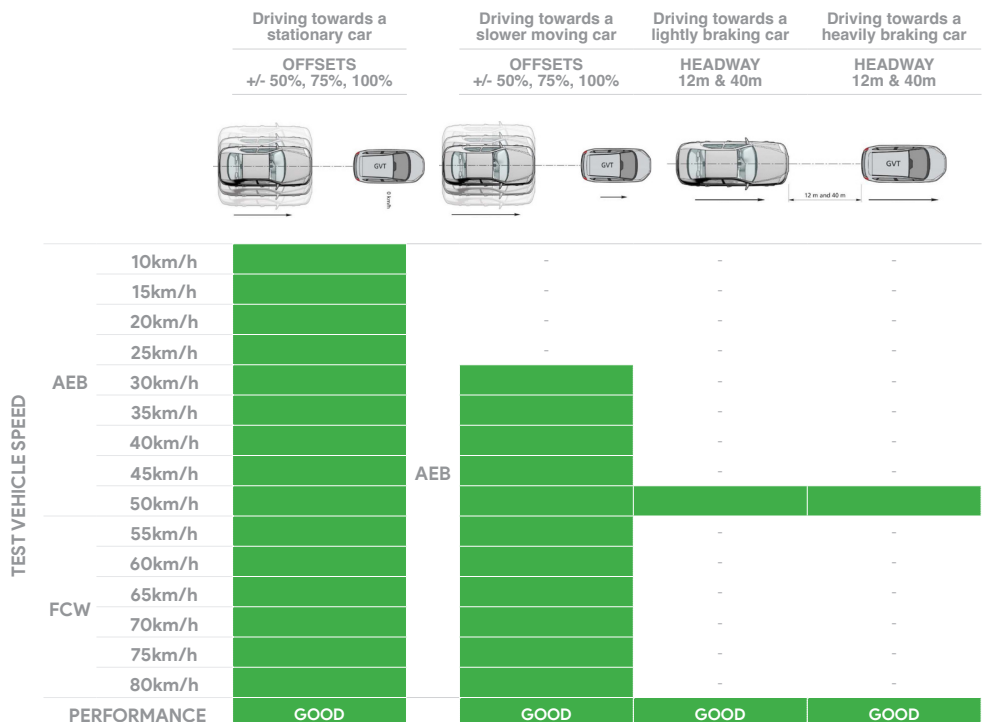
A speed assistance system (SAS) with speed limit information function (SLIF) and intelligent adaptive cruise control (iACC) is standard, informing the driver of the local speed limit and allowing the driver to accept the change in speed accordingly.

A seatbelt reminder system with occupancy detection is fitted to all seating positions.

A driver monitoring system (DMS) is not available.

AUTONOMOUS EMERGENCY BRAKING (Car-to-Car)

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



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



Safety Assist

71%

12.78 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			ADEQUATE				

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

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			

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

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



Safety Assist

71%

12.78 out of 18

OCCUPANT STATUS

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

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)	●
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 e VITARA GLX LHD

TESTED VEHICLE ENGINE
Battery Electric (BEV)

RATING UPDATED
n/a

TESTED BODY TYPE
5 door SUV

RATING PUBLISHED
April 2026