SUZUKI SWIFT

APPLIES TO
All variants

BUILT FROM
March 2024 - July 2025

RATING CRITERIA
2023-2025

VEHICLE TYPE
Light Car

ON SALE FROM
NZ: May 2024 - August 2025
AU: June 2024 - August 2025

RATING EXPIRES
December 2030

ENGINE / MOTOR TYPES
Petrol

MODEL SERIES
UZ

AIRBAGS
Dual frontal, side chest, side head

ANCAP SAFETY

TESTED 2024

★ ☆ ☆ ☆ ☆

The Suzuki Swift was introduced in New Zealand in May 2024 and Australia in June 2024. This ANCAP safety rating applies to all variants. Test results for Suzuki Swift vehicles sold in Australia and New Zealand are based on tests conducted in Australia and Europe.

Dual frontal, side chest-protecting and side head-protecting airbags are standard. A centre airbag which provides added protection to front seat occupants in side impact crashes 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 a speed assist system (SAS) are standard. AEB Backover is not available.

ASSESSMENT SCORES

Adult Occupant Protection
47%
18.88 out of 40

Child Occupant Protection
59%
29.24 out of 49

Vulnerable Road User Protection
76%
48.40 out of 63

Safety Assist
54%
9.78 out of 18

RATING APPLICABILITY*

VARIANT	BODY TYPE	ENGINE / POWERTRAIN	DRIVETRAIN	AUS	NZ
Suzuki Swift Hybrid GL ◆	5 door hatch	1.2L petrol	2WD	✓	-
Suzuki Swift Hybrid GL+ ◆	5 door hatch	1.2L petrol	2WD	✓	-
Suzuki Swift Hybrid GLX	5 door hatch	1.2L petrol	2WD	✓	-
Suzuki Swift GLS	5 door hatch	1.2L petrol	2WD	-	✓
Suzuki Swift RSC	5 door hatch	1.2L petrol	2WD	-	✓

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

✓ COVERED BY THIS RATING ✗ NOT COVERED BY THIS RATING ◆ TESTED VARIANT - NOT APPLICABLE

Adult Occupant Protection

47%

18.88 out of 40

FRONTAL OFFSET (MPDB)# **2.56 points** out of 8	OBLIQUE POLE# **6.00 points** out of 6	RESCUE & EXTRICATION **0.83 points** out of 4
FULL WIDTH FRONTAL# **0.00 points** out of 8	WHIPLASH PROTECTION **3.97 points** out of 4	
SIDE IMPACT# **5.51 points** out of 6	FAR SIDE IMPACT **0.00 points** out of 4	

Scaled scores. Total test scored out of 16.00 points.

The passenger compartment of the Suzuki Swift remained stable in the **frontal offset (MPDB) test**. Protection of the chest was WEAK for the driver. Structures in the dashboard were a potential source of injury for the driver and front passenger, and protection of the upper legs was rated MARGINAL. The driver's lower legs were also rated as MARGINAL, with protection of the driver's feet rated POOR based on rearward pedal movement. Protection of the chest and lower legs of the front passenger was ADEQUATE for the lower legs. GOOD protection was offered to the head and neck of both the driver and front passenger.

The front structure of the Suzuki Swift presented a lower risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 1.00 point penalty (out of 8.00 points) was applied.

In the **full width frontal test**, protection was ADEQUATE for the chest of the driver. Dummy readings for the rear passenger indicated ADEQUATE protection for the head and neck of the rear passenger. Protection for the chest of the rear passenger was assessed as POOR due to chest compression exceeding injury limits, and therefore no points were awarded for this test.

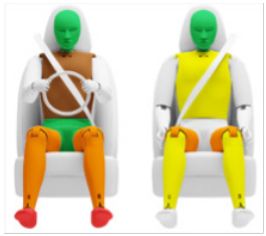
In the **side impact test**, protection was ADEQUATE for the chest of the driver and GOOD for all other critical body regions.

In the **oblique pole test**, protection offered to all critical body regions was GOOD and maximum points were scored in this test.

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 Swift. Tests to measure potential injury risk in far side impacts were therefore not conducted. Results for the prevention of excursion (movement towards the other side of the vehicle) in the **far side impact** tests were not provided by the manufacturer. Nil scores were applied for this area of assessment.

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 Swift 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	0.33 pts	3.28 pts
Upper Legs	1.79 pts	2.00 pts
Lower Legs	0.00 pts	2.95 pts
Deductions	-1.00 pts *(variable contact)* -1.00 pts *(concentrated load)* -1.00 pts *(pedal blocking)*	-1.00 pts *(variable contact)* -1.00 pts *(concentrated load)*

COMPATIBILITY	
Deductions	-1.00 pts

FULL WIDTH FRONTAL TEST - 50km/h

	DRIVER	REAR PASSENGER
Head	4.00 pts	3.26 pts
Neck	4.00 pts	2.95 pts
Chest	2.81 pts	0.00 pts
Upper Legs	4.00 pts	4.00 pts
Deductions	Nil	*Capping: Chest deflection*

SIDE IMPACT TEST - 60km/h

	DRIVER
Head	4.00 pts
Chest	2.69 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

47%

18.88 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	No penalty

OBLIQUE POLE (32km/h)	DRIVER
Head	0.00 pts
Neck	0.00 pts
Chest & Abdomen	0.00 pts
Pelvis	No penalty

OCCUPANT-TO-OCCUPANT	
Head Contact	NOT ASSESSED

WHIPLASH PROTECTION TESTS

	DRIVER / FRONT PASSENGER	REAR PASSENGER
Rear Impact	2.97 pts	1.00 pts

RESCUE & EXTRICATION

Rescue Sheet	●	No penalty
Door Opening / Extrication	●	No penalty
Multi-Collision Braking	✕	Not available
Advanced eCall	✕	0.33 pt default
Vehicle Submergence		
- Door opening	●	0.50 pt
- Window opening	✕	Not available

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

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

Child Occupant Protection

59%

29.24 out of 49

DYNAMIC TEST (FRONT)
5.47 points out of 16

RESTRAINT INSTALLATION
11.22 points out of 12

DYNAMIC TEST (SIDE)
5.54 points out of 8

ON-BOARD SAFETY FEATURES
7.00 points out of 13

In the **frontal offset (MPDB)** test, dummy readings for the 10 year dummy indicated protection of the head was ADEQUATE, neck was WEAK, and chest was MARGINAL. For the 6 year dummy, protection of the head and neck was POOR, with GOOD protection for the chest.

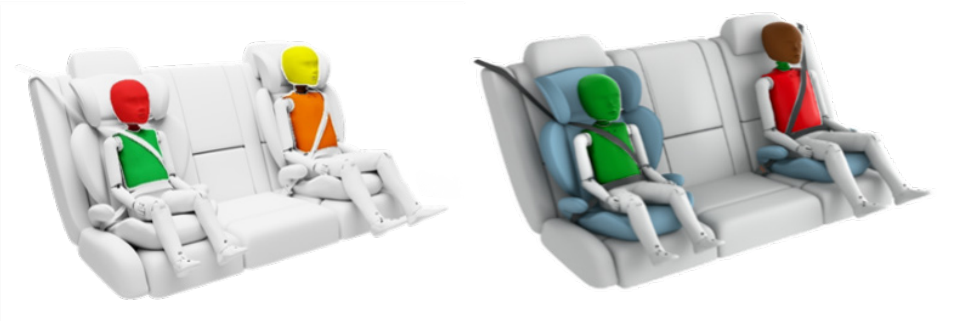
In the **side impact** test, protection of all critical body areas was GOOD for the 6 year dummy, while for the 10 year dummy the head was WEAK, neck was GOOD and chest was POOR.

The Suzuki Swift 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, however care was required when installing one of the selected Type A convertible seats in the outboard rear positions using either the belted or ISOFix anchorages.

A child presence detection (CPD) system, which provides an alert when a child has been left in the vehicle, is not available.

FRONTAL OFFSET (MPDB) TEST - 50km/h

SIDE IMPACT TEST - 60km/h



6 YEAR OLD | 10 YEAR OLD | 6 YEAR OLD | 10 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 L	2nd ROW C	2nd ROW R	3rd ROW L	3rd ROW C	3rd ROW 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	✕	●	●	●	-	-	-
	Booster - 4 to 10 years	✕	●	●	●	-	-	-
ISOFIX	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

76%

48.40 out of **63**

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

PELVIS PROTECTION
4.50 points out of 4.5

FEMUR PROTECTION
3.53 points out of 4.5

KNEE & TIBIA PROTECTION
9.00 points out of 9

AEB PEDESTRIAN (Forward)
5.64 points out of 7

AEB PEDESTRIAN (Backover)
NOT TESTED out of 2

AEB CYCLIST
7.77 points out of 9

AEB MOTORCYCLE
3.33 points out of 6

LSS MOTORCYCLE
2.00 points out of 3

In **physical pedestrian impact tests**, the bonnet of the Suzuki Swift provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with MARGINAL and POOR results recorded at the base of the windscreen and on the stiff windscreen pillars.

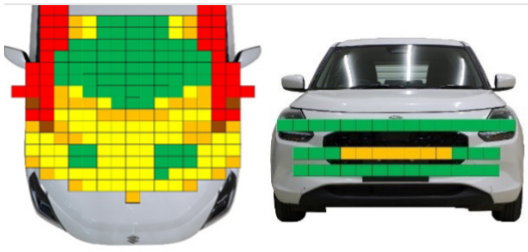
Protection of the pelvis was GOOD with full points scored, while protection of the femur was mixed, with areas of GOOD and MARGINAL performance. Protection of the lower legs was GOOD.

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 forward **AEB pedestrian** test scenarios. The AEB system does not react to vulnerable road users in reverse (**AEB Backover**), and hence these tests were not conducted.

GOOD performance was seen in **AEB Cyclist** test scenarios with collisions avoided or mitigated at all test speeds. The Suzuki Swift is not fitted with a cyclist anti-dooring system and these tests were not conducted.

GOOD performance was seen in the forward **AEB Motorcyclist** tests, with WEAK performance in the turning scenarios and ADEQUATE performance in overtaking scenarios.

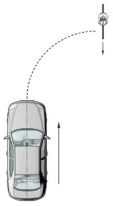
PEDESTRIAN & CYCLIST IMPACT TESTS



AUTONOMOUS EMERGENCY BRAKING (Cyclist, Pedestrian & Motorcycle)

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

AEB CYCLIST TEST SCENARIOS (forward)

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
						
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

76%

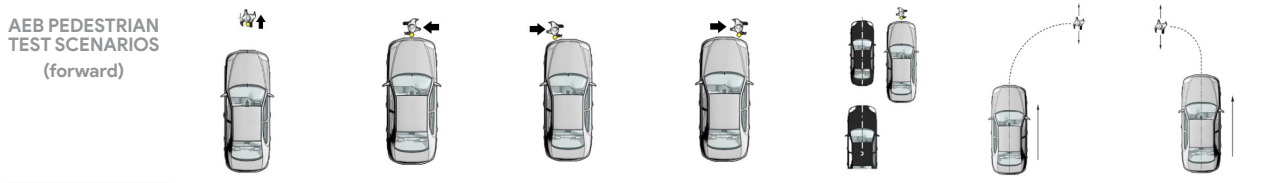
48.40 out of 63

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			

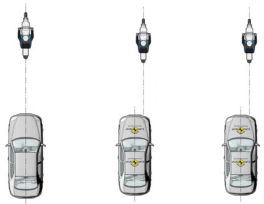
AEB PEDESTRIAN TEST SCENARIOS (forward)

	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													

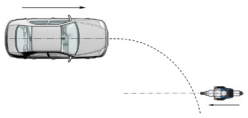


AEB MOTORCYCLE TEST SCENARIOS (forward)

	Driving towards a stationary motorcycle	Driving towards a braking motorcycle (25% offset)	
	100% OFFSET	12m HEADWAY	40m HEADWAY
AEB (10-50km/h)			
FCW (30-80km/h)			
PERFORMANCE	GOOD		



	Turning across the path of an oncoming motorcycle		
	TARGET MOTORCYCLE SPEED		
TEST VEHICLE SPEED	30km/h	45km/h	60km/h
10km/h			
15km/h			
20km/h			
PERFORMANCE	WEAK		

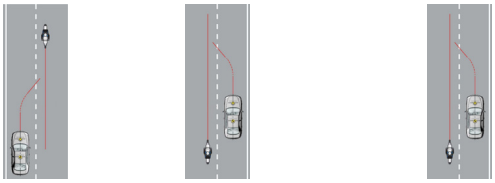


LANE SUPPORT SYSTEMS (Car-to-Motorcycle)

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 72km/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

54%

9.78 out of 18

SEAT BELT REMINDERS
0.00 points out of 1

DRIVER MONITORING
0.00 points out of 2

SPEED ASSISTANCE SYSTEMS
0.83 points out of 3

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

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

AEB / AES (Head-On)
NOT TESTED out of 1

LANE SUPPORT SYSTEMS
2.50 points out of 3

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

Tests of the **AEB (Car-to-Car)** system showed GOOD performance, including in **AEB Junction** and some of the **AEB Crossing** scenarios where the test vehicle can autonomously brake to avoid crashes when turning across or into the path of an oncoming vehicle.

The AEB system does not react in the **AEB Head-On** scenario and these tests were not conducted.

Tests of LSS functionality showed GOOD performance, including in several of the more critical ELK test scenarios.

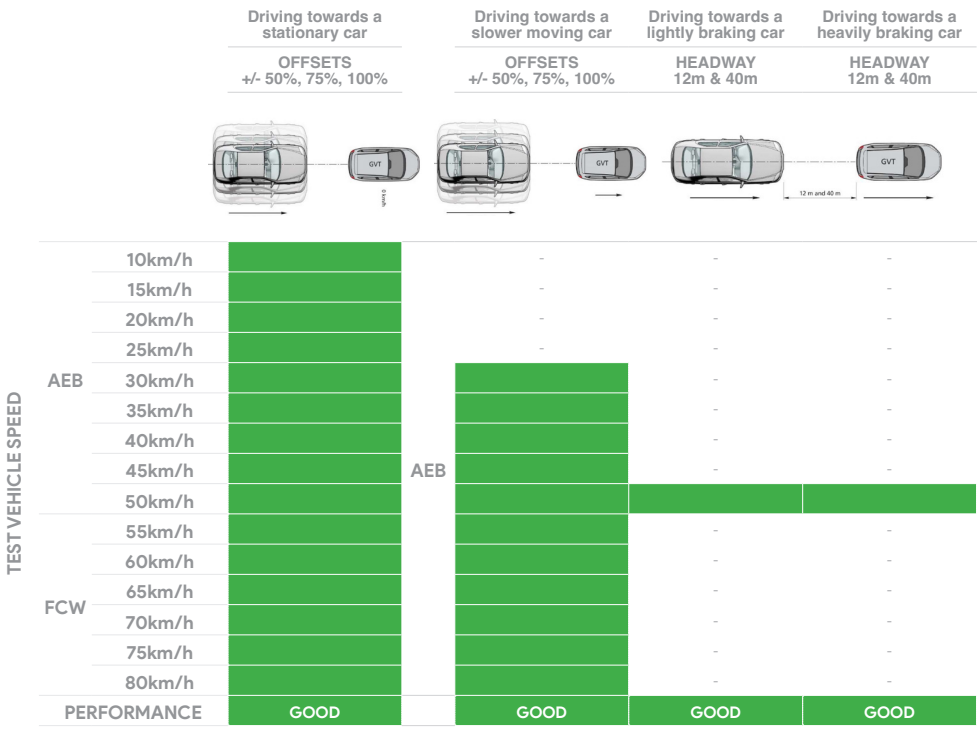
The Suzuki Swift has a speed limit information function (SLIF) which can inform the driver of the current speed limit, but this system is not integrated with a intelligent adaptive cruise control (iACC), and a speed limiter is not available.

A seatbelt reminder system is fitted to all seating positions. However, the Swift has no occupant detection system fitted to the rear seats, a prerequisite for scoring, so no points were awarded for the seatbelt reminder.

A driver monitoring system (DMS) detecting driver drowsiness (direct or indirect) is not fitted.

AUTONOMOUS EMERGENCY BRAKING (Car-to-Car)

System Name	Dual Sensor Brake Support 2
Type	Autonomous emergency braking with forward collision warning
Operational From	5-180 km/h



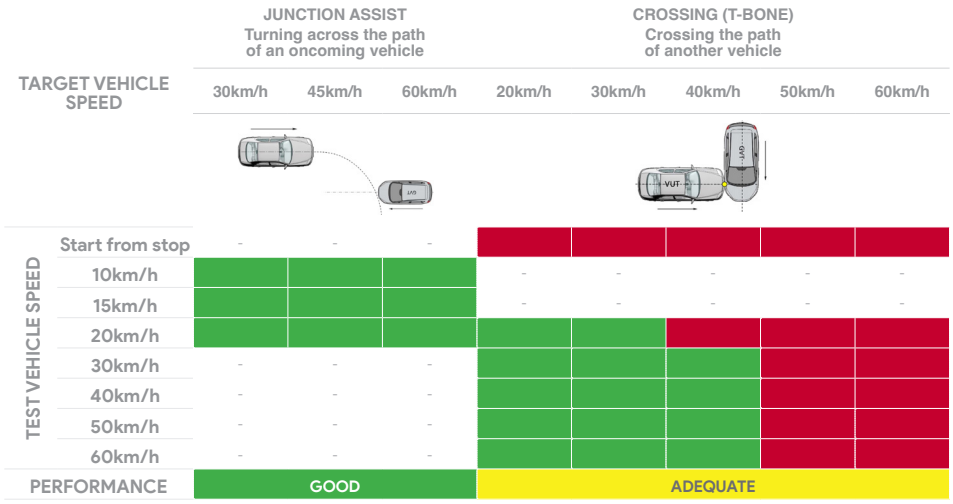
GOOD ADEQUATE MARGINAL WEAK POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED NOT TESTED

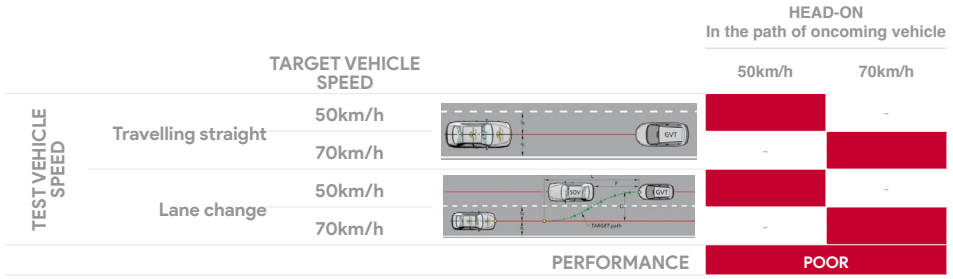
Safety Assist

54%

9.78 out of 18

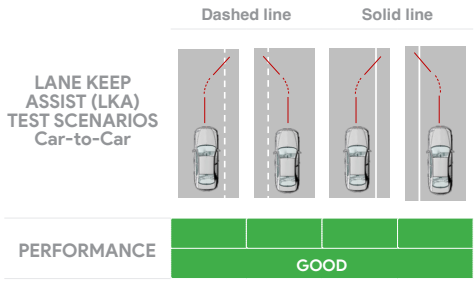
AUTONOMOUS EMERGENCY BRAKING (Car-to-Car Junction, Crossing and Head-On)

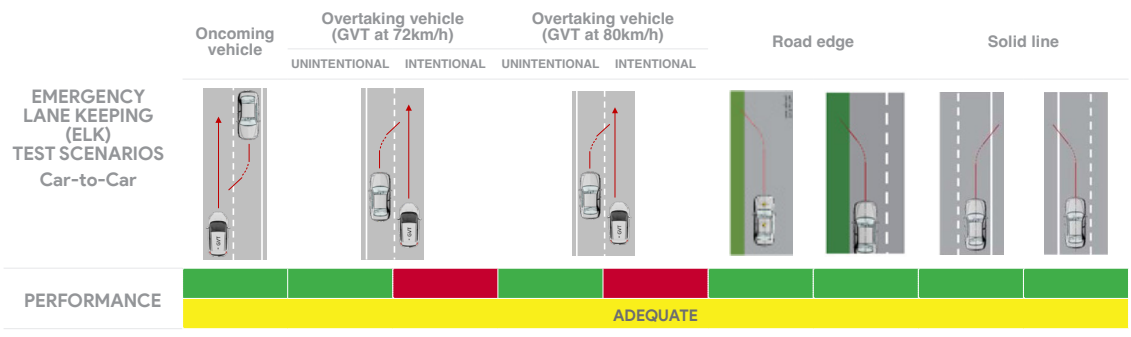




LANE SUPPORT SYSTEMS (Car-to-Car)

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





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

Safety Assist

54%

9.78 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	✕
Lane Departure Warning (LDW)	●
Blind Spot Monitoring (BSM): Car-to-Car & Car-to-Motorcycle	✕

● PASS ● FAIL ✕ NOT AVAILABLE - N/A

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 (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 Swift GL+ LHD
Suzuki Swift GL RHD

TESTED BODY TYPE
5 door hatch

TESTED VEHICLE ENGINE
1.2L petrol

RATING PUBLISHED
December 2024

RATING UPDATED
n/a