

SUZUKI SWIFT



APPLIES TO All variants	BUILT FROM August 2025	RATING CRITERIA 2023-2025
VEHICLE TYPE Light Car	ON SALE FROM September 2025	RATING EXPIRES December 2031
ENGINE / MOTOR TYPES Petrol	MODEL SERIES UZ	AIRBAGS Dual frontal, side chest, side head



ANCAP
SAFETY

TESTED
2024



The Suzuki Swift (UZ Series) was first introduced in New Zealand in May 2024, and Australia in June 2024. In September 2025, Suzuki introduced an update to the safety specification of the Swift, and this ANCAP safety rating therefore applies to Suzuki Swift vehicles built from August 2025 and on sale from September 2025 (vehicles from VIN ~250001). A one-star ANCAP safety rating applies to UZ Series vehicles built prior to August 2025.

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.

ASSESSMENT SCORES

 Adult Occupant Protection 67% 26.87 out of 40	 Child Occupant Protection 65% 32.28 out of 49	 Vulnerable Road User Protection 76% 48.00 out of 63	 Safety Assist 55% 10.03 out of 18
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RATING APPLICABILITY*

VARIANT	BODY TYPE	ENGINE / POWERTRAIN	DRIVETRAIN	AUS	NZ
Suzuki Swift GL	5 door hatch	1.2 litre petrol	2WD	✓	-
Suzuki Swift GL+	5 door hatch	1.2 litre petrol	2WD	✓	-
Suzuki Swift GLX	5 door hatch	1.2 litre petrol	2WD	✓	-
Suzuki Swift GLSB	5 door hatch	1.2 litre petrol	2WD	-	✓
Suzuki Swift GLZ	5 door hatch	1.2 litre petrol	2WD	-	✓
Suzuki Swift RSCB	5 door hatch	1.2 litre petrol	2WD	-	✓

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



Adult Occupant Protection

67%

26.87 out of 40

FRONTAL OFFSET (MPDB)*
3.52 points out of 8

OBLIQUE POLE*
6.00 points out of 6

RESCUE & EXTRICATION
0.83 points out of 4

FULL WIDTH FRONTAL*
7.04 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 protection of the upper legs were assessed as MARGINAL. The driver's lower legs were MARGINAL. Protection of the chest and upper legs of the front passenger was MARGINAL, and ADEQUATE for the lower legs. Protection was GOOD for remaining critical body regions.

The front structure of the Suzuki Swift presented a moderate risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 2.05 point penalty (out of 8.00 points) was applied.

In the **full width frontal** test, protection was MARGINAL for the chest of both the driver and the rear passenger, and ADEQUATE for the neck of the rear passenger. GOOD protection was offered to all other critical body regions.

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, and 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	0.82 pts	2.45 pts
Upper Legs	2.00 pts	2.00 pts
Lower Legs	2.27 pts	3.35 pts
Deductions	-1.00 pts (<i>variable contact</i>) -1.00 pts (<i>concentrated load</i>)	-1.00 pts (<i>variable contact</i>) -1.00 pts (<i>concentrated load</i>)



COMPATIBILITY

Deductions	-2.05 pts
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FULL WIDTH FRONTAL TEST - 50km/h



	DRIVER	REAR PASSENGER
Head	4.00 pts	4.00 pts
Neck	4.00 pts	3.71 pts
Chest	2.66 pts	1.78 pts
Upper Legs	4.00 pts	4.00 pts
Deductions	Nil	Nil

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

67%
26.87 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



Child Occupant Protection

65%

32.28 out of 49

DYNAMIC TEST (FRONT)
8.51 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 child indicate protection of the head was ADEQUATE, neck was POOR and chest was MARGINAL. For the 6 year dummy, protection of the head was MARGINAL, neck was WEAK, and chest was GOOD.

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.

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



6 YEAR OLD

10 YEAR OLD

SIDE IMPACT TEST - 60km/h



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
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

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%
48.00 out of 63

HEAD PROTECTION (Adult, Child, Cyclist) 12.63 points out of 18	KNEE & TIBIA PROTECTION 8.96 points out of 9	AEB CYCLIST 7.77 points out of 9
PELVIS PROTECTION 4.50 points out of 4.5	AEB PEDESTRIAN (Forward) 5.67 points out of 7	AEB MOTORCYCLE 3.33 points out of 6
FEMUR PROTECTION 3.14 points out of 4.5	AEB PEDESTRIAN (Backover) NOT TESTED out of 2	LSS MOTORCYCLE 2.00 points out of 3

In **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 POOR performance. Protection of the lower legs was mostly 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 2
Type	Autonomous emergency braking with forward collision warning
Operational From	5-80 km/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%
48.00 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			TARGET MOTORCYCLE SPEED		
				40m HEADWAY			30km/h 45km/h 60km/h		
							TEST VEHICLE SPEED		
							10km/h		
							15km/h		
AEB (10-50km/h)							20km/h		
FCW (30-80km/h)							PERFORMANCE		
PERFORMANCE	GOOD						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 (GVT at 60km/h)		Overtaking motorcycle (GVT at 80km/h)	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL
PERFORMANCE					
ADEQUATE					



Safety Assist

55%

10.03 out of 18

SEAT BELT REMINDERS
0.00 points out of 1DRIVER MONITORING
0.25 points out of 2SPEED ASSISTANCE SYSTEMS
0.83 points out of 3AEB / AES (Car-to-Car)
3.50 points out of 4AEB / AES (Junction & Crossing)
2.96 points out of 4AEB / AES (Head-On)
NOT TESTED out of 1LANE 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** scenarios.

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

A speed assistance system (SAS) with speed limit information function (SLIF) is standard, informing the driver of the local speed limit and allowing the driver to manually set the speed accordingly.

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.

A driver monitoring system (DMS) detecting driver drowsiness is fitted as standard.

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

		Driving towards a stationary car				Driving towards a slower moving car				Driving towards a lightly braking car				Driving towards a heavily braking car			
		OFFSETS +/- 50%, 70%, 100%				OFFSETS +/- 50%, 70%, 100%				HEADWAY 12m & 40m				HEADWAY 12m & 40m			
TEST VEHICLE SPEED	AEB	10km/h	GOOD			-				-				-			
		15km/h	GOOD			-				-				-			
		20km/h	GOOD			-				-				-			
		25km/h	GOOD			-				-				-			
		30km/h	GOOD			GOOD				-				-			
		35km/h	GOOD			GOOD				-				-			
		40km/h	GOOD			GOOD				-				-			
		45km/h	GOOD			GOOD				-				-			
		50km/h	GOOD			GOOD				GOOD			GOOD	GOOD			
		55km/h	GOOD			GOOD				-				-			
FCW		60km/h	GOOD			GOOD				-				-			
		65km/h	GOOD			GOOD				-				-			
		70km/h	GOOD			GOOD				-				-			
		75km/h	GOOD			GOOD				-				-			
		80km/h	GOOD			GOOD				-				-			
PERFORMANCE		GOOD				GOOD				GOOD				GOOD			

GOOD

ADEQUATE

MARGINAL

WEAK

POOR / NOT TESTED DUE TO
NO PERFORMANCE PREDICTED

NOT TESTED

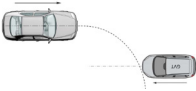
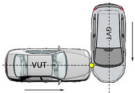





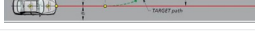
Safety Assist

55%

10.03 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	55km/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
TEST VEHICLE SPEED	Travelling straight	50km/h			-
		70km/h		-	
	Lane change	50km/h			-
		70km/h		-	
PERFORMANCE				POOR	

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							



Safety Assist

55%

10.03 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	[NOT STANDARD]

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

TESTED VEHICLE ENGINE
1.2 litre petrol

RATING UPDATED
December 2025

TESTED BODY TYPE
5 door hatch

RATING PUBLISHED
September 2025