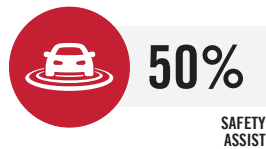
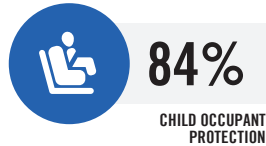
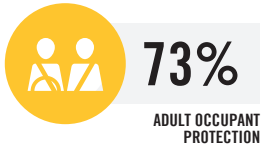


# SUZUKI JIMNY

JANUARY 2019 - ONWARDS  
ALL VARIANTS



TESTED  
2018



SUZUKI JIMNY

## OVERVIEW

The Suzuki Jimny was introduced in Australia and New Zealand in January 2019. This ANCAP safety rating applies to all variants.

Dual frontal, side chest-protecting and side head-protecting (curtain) airbags are standard.

All three grades of autonomous emergency braking (City, Interurban and Vulnerable Road User) and lane departure warning (LDW) are standard on all variants.

Lane keep assist (LKA), blind spot monitoring (BSM) and a speed sign recognition system are not available.

**ANCAP SAFETY RATING**



**RATING YEAR (DATESTAMP)**

2018

**VEHICLE TYPE**

Small SUV

**AIRBAGS**

Dual frontal, side chest,  
side head

## RATING APPLICABILITY


VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Suzuki Jimny GL	3 door SUV	1.5 litre petrol	4WD	✓	✓
Suzuki Jimny GLX ◆	3 door SUV	1.5 litre petrol	4WD	✓	✓

✓ COVERED BY THIS RATING

✗ NOT COVERED BY THIS RATING

◆ TESTED VARIANT

# ADULT OCCUPANT PROTECTION



**73%**  
27.94 POINTS  
OUT OF 38

The passenger compartment of the Suzuki Jimny lost structural integrity in the frontal offset test, with excessive displacement of the pedals and steering wheel. There was insufficient pressure in the frontal airbag allowing the driver's head to 'bottom out' and contact the steering wheel through the airbag. The driver head score was penalised, and protection was rated as MARGINAL. Deformation of the door frame resulted in penalties to the driver's chest score, and protection was rated WEAK. Protection of the passenger's chest was rated ADEQUATE. Structures in the instrument panel and dashboard were a potential source of additional risk of injury to occupants and protection of both the driver and passenger knees was rated MARGINAL. Protection of the driver's feet was rated ADEQUATE based on rearward pedal movement.

In the full width frontal test, protection of the driver chest was MARGINAL, and GOOD for all other critical body regions. Protection of the rear passenger head was WEAK, while protection of the chest was MARGINAL.

In the side impact and oblique pole tests, protection offered to all critical body regions was GOOD and the Suzuki Jimny scored

maximum points in these tests.

The autonomous emergency braking system (AEB) showed GOOD performance in low speed test scenarios typical of city driving. However, the points for AEB City were not awarded as front head restraint performance in the Whiplash test must be GOOD in order to earn the additional points for active safety.

<b>FRONTAL OFFSET#</b>	4.55 (out of 8)
<b>FULL WIDTH FRONTAL#</b>	5.76 (out of 8)
<b>SIDE IMPACT#</b>	8.00 (out of 8)
<b>OBLIQUE POLE#</b>	8.00 (out of 8)
<b>WHIPLASH PROTECTION</b>	1.62 (out of 2)
<b>AEB - City</b>	0.00 (out of 4)

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

## FRONTAL OFFSET TEST (64 KM/H)



**Driver**

Head / neck: 2.48 points  
Chest: 1.30 points  
Upper legs: 2.00 points  
Lower legs: 3.33 points

**Deductions:**  
-1.00 pts (airbag bottoming out)  
-0.53 pts (steering wheel displacement)  
-1.00 pts (variable contact)  
-1.00 pts (concentrated load)  
-1.00 pts (unstable passenger compartment)



**Front Passenger**

Head / neck: 4.00 points  
Chest: 3.96 points  
Upper legs: 2.00 points  
Lower legs: 4.00 points

**Deductions:**  
-1.00 pts (variable contact)  
-1.00 pts (concentrated load)

## FULL WIDTH FRONTAL TEST (50 KM/H)



**Driver**

Head: 4.00 points  
Neck: 4.00 points  
Chest: 2.47 points  
Upper legs: 4.00 points

**Deductions:** Nil



**Rear Passenger**

Head: 0.18 points  
Neck: 2.97 points  
Chest: 1.44 points  
Upper legs: 4.00 points

**Deductions:** Nil

## SIDE IMPACT TEST (50 KM/H)



**Driver**

Head: 4.00 points  
Chest: 4.00 points  
Abdomen: 4.00 points  
Pelvis: 4.00 points  
**Deductions:** Nil

## OBLIQUE POLE TEST (32 KM/H)



**Driver**

Head: 4.00 points  
Chest: 4.00 points  
Abdomen: 4.00 points  
Pelvis: 4.00 points  
**Deductions:** Nil

## WHIPLASH (REAR IMPACT) PROTECTION TEST



**Rear Passenger**

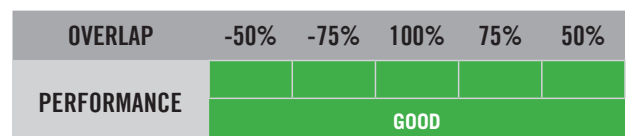
Rear: 0.50 points  
Front: 1.12 points



**Driver / Front Passenger**

## AEB - CITY (10-50 KM/H)

Score: 0.00 points



GOOD ADEQUATE MARGINAL WEAK POOR

# CHILD OCCUPANT PROTECTION



84%

41.39 POINTS  
OUT OF 49

In the frontal offset test, protection of the neck of both the 6 year and 10 year dummies was ADEQUATE, while the protection offered to all other critical body regions was GOOD.

In the side impact test, protection of all critical body areas was GOOD for both child dummies, and maximum points were scored.

The Suzuki Jimny is fitted with lower ISOFix anchorages and top tether anchorages on the rear outboard seats.

Installation of typical child restraints available in Australia and New Zealand showed that all of the selected child restraints could be accommodated in each of the rear seating positions and full points were scored for this assessment.

DYNAMIC TEST (FRONT)	15.39 (out of 16)
DYNAMIC TEST (SIDE)	8.00 (out of 8)
RESTRAINT INSTALLATION	12.00 (out of 12)
ON-BOARD SAFETY FEATURES	6.00 (out of 13)

## FRONTAL OFFSET TEST (64 KM/H)



6 year old

10 year old

## SIDE IMPACT TEST (50 KM/H)



10 year old

6 year old

## ON-BOARD SAFETY FEATURES

FEATURE	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFix	×	●	-	-	-
Integrated child restraints	×	×	-	-	-
Top tether anchorage	×	●	-	-	-
Airbag disabling	×	-	-	-	-

● FITTED TO TEST CAR AS STANDARD    ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION    × NOT AVAILABLE    - NOT APPLICABLE

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](http://www.childcarseats.com.au).

GOOD ADEQUATE MARGINAL WEAK POOR

# CHILD OCCUPANT PROTECTION



84%

41.39 POINTS  
OUT OF 49

## CHILD RESTRAINT INSTALLATION\*

CHILD RESTRAINT (CRS) TYPE <sup>^</sup>		FRONT ROW	2nd ROW			3rd ROW		
		PASSENGER	LEFT	CENTRE	RIGHT	LEFT	CENTRE	RIGHT
BELTED	TYPE A	Rearward facing capsule	×	●	-	●	-	-
		Rearward facing with harness - convertible (Model A)	×	●	-	●	-	-
		Rearward facing with harness - convertible (Model B)	×	●	-	●	-	-
	TYPE B	Forward facing with harness - convertible (Model A)	×	●	-	●	-	-
		Forward facing with harness - convertible (Model B)	×	●	-	●	-	-
	TYPE E	Booster - 4 to 8 years	×	●	-	●	-	-
TYPE F	Booster - 4 to 10 years	×	●	-	●	-	-	
ISOFIX	TYPE A	Rearward facing capsule	×	●	-	●	-	-
		Rearward facing with harness - convertible (Model A)	×	●	-	●	-	-
		Rearward facing with harness - convertible (Model B)	×	●	-	●	-	-
	TYPE B	Forward facing with harness - convertible (Model A)	×	●	-	●	-	-
		Forward facing with harness - convertible (Model B)	×	●	-	●	-	-

\* Installation of each child restraint is assessed separately in each position. Installation of multiple restraints has not been assessed and may not be possible.

<sup>^</sup> The above 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.

● INSTALL WITHOUT PROBLEM   ● INSTALL WITH CARE   ● CANNOT BE FITTED SAFELY   × INSTALLATION NOT ALLOWED   - NOT APPLICABLE

# VULNERABLE ROAD USER PROTECTION



52%

25.06 POINTS  
OUT OF 48

The bonnet of the Suzuki Jimny provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with some POOR results recorded along the front of the bonnet and on the stiff windscreen pillars. The bumper scored maximum points for its protection of pedestrians' legs, with GOOD results at all test locations. Protection of the pelvis was mixed, with areas of GOOD and POOR performance.

The autonomous emergency braking (AEB) system is capable of detecting and reacting to pedestrians. The system does not react to cyclists and does not function in low light.

The AEB system offered POOR to ADEQUATE performance in tests of its effectiveness in pedestrian daylight test scenarios, with overall performance rated WEAK.

HEAD IMPACTS	14.42 (out of 24)
UPPER LEG IMPACTS	3.87 (out of 6)
LOWER LEG IMPACTS	6.00 (out of 6)
AEB - Pedestrian	0.78 (out of 6)
AEB - Cyclist	0.00 (out of 6)

## PEDESTRIAN IMPACT TEST (40 KM/H)



## AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN & CYCLIST)

**SYSTEM NAME:** Dual Sensor Brake Support  
**TYPE:** Autonomous emergency braking with forward collision warning  
**OPERATIONAL FROM:** 15-60 km/h  
**DESCRIPTION:** Defaults ON for every journey. Does not detect cyclists. Does not function in low light.

TEST SCENARIO	AEB - Pedestrian										AEB - Cyclist			
	Adult crossing towards kerb (50%)		Adult crossing from kerb (25%)		Adult crossing from kerb (75%)		Child running (obstructed)	Adult walking along road		FORWARD COLLISION WARNING Adult walking along road		Cyclist crossing from kerb	Cyclist travelling along road (50%)	Cyclist travelling along road (25%)
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	DAY	DAY	
PERFORMANCE	-	MARGINAL	POOR	MARGINAL	POOR	WEAK	-	ADEQUATE	POOR	POOR	POOR	-	-	-

GOOD ADEQUATE MARGINAL WEAK POOR

# SAFETY ASSIST



**50%**

6.52 POINTS  
OUT OF 13

The Suzuki Jimny is fitted with autonomous emergency braking (AEB) and a lane departure warning (LDW) system as standard equipment. A lane keep assist (LKA) system and a blind spot monitoring system (BSM) are not available.

Tests of the AEB system showed ADEQUATE performance at highway speeds, with collisions avoided or mitigated in all scenarios.

A manually-set speed assistance system (SAS) is also standard. This system allows the driver to set the maximum speed of the vehicle.

An intelligent speed assistance system is not available.

A seat belt reminder system is fitted to all seats.

<b>SPEED ASSISTANCE SYSTEMS</b>	1.25 (out of 3)
<b>SEAT BELT REMINDERS</b>	3.00 (out of 3)
<b>LANE SUPPORT SYSTEMS</b>	0.25 (out of 4)
<b>AEB - Interurban</b>	2.02 (out of 3)

## LANE SUPPORT SYSTEMS (LSS)

**SYSTEM NAME:** Lane Departure Warning  
**OPERATIONAL FROM:** 60-140 km/h

		EMERGENCY LANE KEEPING (ELK)							
TEST SCENARIO	PERFORMANCE	Oncoming vehicle	Overtaking vehicle (GVT at 72 km/h)		Overtaking vehicle (GVT at 80 km/h)		Road edge		
			UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL			
		-	-	-	-	-	-	-	-
[NOT AVAILABLE]									

		LANE KEEP ASSIST (LKA)									
TEST SCENARIO	PERFORMANCE	Dashed Line				Solid Line				Road Edge	
		-	-	-	-	-	-	-	-	-	-
[NOT AVAILABLE]											

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Lane Departure Warning (LDW)	PASS
	Blind Spot Monitoring (BSM)	[NOT AVAILABLE]

GOOD ADEQUATE MARGINAL WEAK POOR

# SAFETY ASSIST



50%

6.52 POINTS  
OUT OF 13

## AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

**SYSTEM NAME:** Dual Sensor Brake Support  
**TYPE:** Autonomous emergency braking with forward collision warning  
**OPERATIONAL FROM:** 15-100 km/h  
**DESCRIPTION:** Defaults ON for every journey.

HUMAN MACHINE INTERFACE (HMI)															
FUNCTION	<table border="1"> <tr> <td>Supplementary warning</td> <td>[NOT FITTED]</td> </tr> <tr> <td>Restraint activation / dynamic retractors</td> <td>[NOT FITTED]</td> </tr> </table>	Supplementary warning	[NOT FITTED]	Restraint activation / dynamic retractors	[NOT FITTED]										
Supplementary warning	[NOT FITTED]														
Restraint activation / dynamic retractors	[NOT FITTED]														
FORWARD COLLISION WARNING (FCW)															
TEST SCENARIO	Driving towards a stationary car														
	Driving towards a slower moving car														
PERFORMANCE	GOOD														
AUTONOMOUS EMERGENCY BRAKING - Interurban															
TEST SCENARIO	<table border="1"> <tr> <th colspan="2">Toward car braking lightly</th> <th colspan="2">Toward car braking heavily</th> <th rowspan="2">Driving towards a slower moving car</th> </tr> <tr> <th>12m HEADWAY</th> <th>40m HEADWAY</th> <th>12m HEADWAY</th> <th>40m HEADWAY</th> </tr> <tr> <td colspan="5"> </td> </tr> </table>	Toward car braking lightly		Toward car braking heavily		Driving towards a slower moving car	12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY					
	Toward car braking lightly		Toward car braking heavily		Driving towards a slower moving car										
12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY												
PERFORMANCE	GOOD														

## SPEED ASSISTANCE SYSTEMS (SAS)

**SYSTEM NAME:** Speed Limiter

SAS FEATURE	DESCRIPTION
Speed Limit Information Function (SLIF)	[NOT AVAILABLE]
Speed Limitation Function	Manually set

## SEAT BELT REMINDERS (SBR)

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	●
Visual	●	●	●
Audible	●	●	●

● PASS ● FAIL ✗ NOT AVAILABLE - NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR

# SAFETY FEATURES & TECHNOLOGIES

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Seat belts (three-point) for all forward-facing seats	●	●
Seat belt pre-tensioners (front)	●	●
Seat belt pre-tensioners (rear outboard) - 2nd row	●	●
Seat belt pre-tensioners (rear centre) - 2nd row	-	-
Seat belt pre-tensioners (rear outboard) - 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 - frontal (driver)	●	●
Airbag - frontal (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 - knee (driver)	✗	✗
Airbag - knee (front passenger)	✗	✗
Airbag disabling switch - automatic (front passenger)	✗	✗
Airbag disabling switch - manual (front passenger)	✗	✗
Head restraints for all seats	●	●
Active bonnet	✗	✗
Adaptive cruise control (ACC)	✗	✗
Adaptive headlights	✗	✗
Anti-lock braking system (ABS)	●	●
Autonomous emergency braking (AEB) - City	●	●
Autonomous emergency braking (AEB) - Interurban	●	●
Autonomous emergency braking (AEB) - VRU	●	●
Automatic emergency call (eCall)	✗	✗
Automatic headlights	●	●
Automatic high beam	●	●

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Blind spot monitor (BSM)	✗	✗
Child presence alert	✗	✗
Daytime running lights (DRL)	●	●
Electronic brakeforce distribution (EBD)	●	●
Electronic data recorder (EDR)	✗	✗
Electronic stability control (ESC)	●	●
Emergency brake assist (EBA)	●	●
Emergency stop signal (ESS)	●	●
Fatigue reminder	✗	✗
Fatigue detection	✗	✗
Forward collision warning (FCW)	●	●
Hill launch assist	●	●
Integrated child seat / restraint	✗	✗
ISOFix	●	●
Lane departure warning (LDW)	●	●
Lane keep assist (LKA)	✗	✗
Pre-crash systems	✗	✗
Rear cross-traffic alert (RCTA)	✗	✗
Reversing collision avoidance (camera)	●	●
Reversing collision avoidance (auto brake)	✗	✗
Roll stability system	✗	✗
Secondary / multi-collision brake	✗	✗
Speed assistance - auto / intelligent speed limiter	✗	✗
Speed assistance - manual speed limiter	●	●
Speed assistance - speed sign recognition & warning	✗	✗
Smart (intelligent) key	✗	✗
Trailer stability control	✗	✗
Tyre pressure monitoring system (TPMS)	✗	✗
Vehicle-to-infrastructure communication (V2I)	✗	✗
Vehicle-to-vehicle communication (V2V)	✗	✗

~ Specifications & availability subject to change. Please check with the vehicle manufacturer for confirmation of vehicle specification.

● STANDARD   ● NOT AVAILABLE ON BASE VARIANT BUT STANDARD OR OPTIONAL ON HIGHER VARIANTS   ○ OPTIONAL   ✗ NOT AVAILABLE

## MODEL VARIANTS:

ANCAP safety ratings do not automatically extend to variants that have different body styles, engine configurations, driven wheels or occupant restraint systems (e.g. fewer airbags). In these cases, ANCAP considers technical evidence submitted by manufacturers before deciding on the extension of a rating to additional variants of a model.

## RATING YEAR (DATESTAMP):

The Rating Year denotes the year requirements against which a vehicle has been assessed. The Rating Year is determined by ANCAP and, for vehicles rated from 2018, the Rating Year is the year in which the vehicle was tested.

## ASSESSMENT DETAILS

TESTED MAKE / MODEL	Suzuki Jimny GLX LHD
TESTED VEHICLE(S) BUILT	2018
TESTED BODY TYPE	3 door SUV
TESTED VEHICLE ENGINE	1.5 litre petrol
RATING PUBLISHED	January 2019
RATING UPDATED	n/a