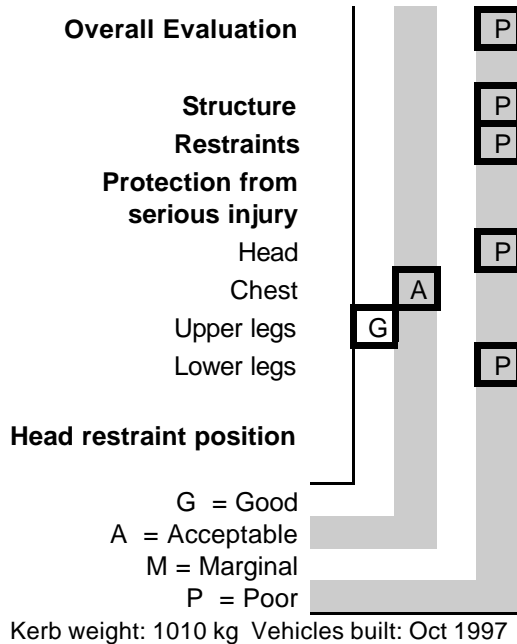


Small Car Crash Tests 1997 Suzuki Baleno

FRONTAL CRASH TEST PERFORMANCE



Offset crash test at 64km/h

OVERALL EVALUATION : POOR

The passenger compartment of the Baleno was substantially deformed in the offset crash test. Protection from serious head injury was poor for the driver in both crash tests. Protection from serious leg injury was poor for the driver in the offset crash test.

Safety features

A driver's airbag is available on some variants (standard on the GTX) but is not available on the GL variant.

The front seat belt buckles are mounted on the seats and the upper anchorages are adjustable. These features improve the fit of the seat belt.

STRUCTURE : POOR

Full frontal crash test

The passenger compartment held its shape reasonably well in the full frontal test. The front part of the floor was pushed down and severely folded. All doors remained closed during the crash. After the crash they could be easily opened.

Offset crash test

The passenger compartment was substantially deformed in the offset crash test. The roof buckled upwards above the driver. The front part of the driver's floor was pushed rearwards 31cm and was pushed down, folded and split from the side with a large gap. The brake pedal was pushed back 39cm and was close to the seat. The dash was pushed 16cm towards the driver. The driver's door was folded at the front and separating. The width of the driver's doorway shortened by 21cm.

All doors remained closed during the crash. After the crash tools were required to open the driver's door.

RESTRAINTS : POOR

Full frontal crash test

The steering wheel moved back and down. The driver's chest hit the hub and the head hit the rim and hub with a severe impact. The passenger's head hit the dash then the knees, which had been pushed up by floor deformation - the impact was very severe.

Offset crash test

The driver's head hit the rim of the steering wheel, which was pushed against the dash. During rebound the driver's head hit the door surround near the centre pillar. The passenger's head hit the dash but head injury was unlikely. Protection for the driver's lower legs was poor.

INJURY MEASUREMENTS

Refer to the information sheet "How the evaluations are performed" for more details

	Full Frontal Crash Test at 56km/h		Offset Crash Test at 64km/h	
	Driver	Passn	Driver	Passn
Head (HIC)	1046	1922	1044	565
Chest (mm)	47	47	44	39
Chest (g)	60	49	44	44
Upper legs (kN)	Left 1.1	1.4	5.3	0.7
	Right 1.8	2.0	6.5	1.9
Lower leg index	Left -	-	1.24	-
	Right -	-	2.57	-
Injury Risk %	53%	-%	16%	5%
Overall Injury Risk			35%	-%

Injury risk is the probability of receiving a life-threatening injury. It is based on dummy head & chest measurements.

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