

# SAFER CARS FOR INDIA by



GLOBAL NCAP

## RESULTS 2013



|                        |     |       |       |
|------------------------|-----|-------|-------|
| Volkswagen POLO        | ✓ 2 | ★★★★☆ | ★★★☆☆ |
| Volkswagen POLO        | ✗   | ☆☆☆☆☆ | ★★★☆☆ |
| Maruti Suzuki ALTO 800 | ✗   | ☆☆☆☆☆ | ★★☆☆☆ |
| Ford FIGO              | ✗   | ☆☆☆☆☆ | ★★☆☆☆ |
| Hyundai i10            | ✗   | ☆☆☆☆☆ | ★☆☆☆☆ |
| Tata NANO              | ✗   | ☆☆☆☆☆ | ☆☆☆☆☆ |

### Models also fail to pass UN's basic safety test

Global NCAP also assessed the same models against the UN's basic crash test. This 40% offset frontal impact test at 56km/h is now widely applied by major manufacturing countries and regions, including Australia, China, European Union, Japan and Malaysia. The Global Plan for the UN's Decade of Action for Road Safety recommends that all Member States apply this standard, although it is not yet applied in India. All but one of the cars tested failed to pass even this minimum standard.

## UN-R94 RESULTS



|                        |     |          |
|------------------------|-----|----------|
| Volkswagen POLO        | ✗   | NOT PASS |
| Maruti Suzuki ALTO 800 | ✗   | NOT PASS |
| Ford FIGO              | ✗   | PASS     |
| Hyundai i10            | ✗   | NOT PASS |
| Tata NANO              | ✗   | NOT PASS |
| Volkswagen POLO        | ✓ 2 | PASS     |

Please note:

- Ford Figo passed despite not having a driver airbag when the dummy's head narrowly avoided hitting the steering wheel directly
- Volkswagen Polo with two airbags was awarded a pass based on dummy readings from the 64km/h crash

## **Comments on individual vehicles' adult protection**

### **Suzuki-Maruti Alto 800**

In the 64km/h NCAP test, the Suzuki-Maruti Alto 800 achieved a zero-star rating for its adult occupant protection. The vehicle structure was rated as unstable, increasing the risk of life-threatening injuries and making the car unsuitable for the fitment of airbags.

Using the child seats recommended by Suzuki-Maruti, the Alto 800 achieved a two-star rating for child protection.

The Alto 800 was not able to meet the UN's minimum safety requirements in the 56km/h crash test.

### **Tata Nano**

In the 64km/h NCAP test, the Tata Nano achieved zero stars rating for its adult occupant protection. The vehicle structure was rated as unstable, increasing the risk of life-threatening injuries and making the car unsuitable for the fitment of airbags. The car achieved a zero-star rating for its child protection as it was not possible to install child seats in the car.

The Nano was not able to meet the UN's minimum safety requirements in the 56km/h crash test.

### **Hyundai i10**

In the 64km/h NCAP test, the Hyundai i10 achieved a zero-star rating for its adult occupant protection. The vehicle structure was rated as unstable, increasing the risk of life-threatening injuries.

Using the child seats recommended by Hyundai, the i10 achieved a one-star rating for child protection. The three year-old dummy indicated a high risk of serious injury. The i10 was not able to meet the UN's minimum safety requirements in the 56km/h crash test.

### **Ford Figo**

In the 64km/h NCAP test, the Ford Figo achieved a zero-star rating for its adult occupant protection. The vehicle structure was rated as stable, but without safety equipment such as airbags, too much of the crash energy was absorbed directly by the occupants.

Using the child seats recommended by Ford, the car achieved a two-star rating for its child protection.

The Figo was able to meet the UN's minimum safety requirements in the 56km/h crash test as the driver's head narrowly avoided direct contact with the steering wheel.

### **Volkswagen Polo**

In the 64km/h NCAP test, the Volkswagen Polo without airbags achieved a zero-star rating for its adult occupant protection. The vehicle structure was stable, but without

safety equipment such as airbags, dummy readings indicated a high risk of life-threatening injuries.

With two airbags (driver and front passenger), the Volkswagen Polo achieved a four-star rating for adult occupant protection in the 64km/h NCAP test. Thanks to the airbags, the protection offered to the driver and passenger head and neck was good. Using the child seats recommended by Volkswagen, the Polo achieved a three-star rating for child protection.

Without airbags, the Polo was not able to meet the UN's minimum safety requirements in the 56km/h crash test.

Global NCAP advises consumers to check carefully which version of the Polo they buy.