

The **Suzuki Aerio** was introduced in the 2002 model year.

The Insurance Institute for Highway Safety has evaluated the crashworthiness of the Aerio in a 40 mph frontal offset crash test into a deformable barrier. Head restraint and bumper designs are evaluated separately.

OVERALL EVALUATION: GOOD The driver space was maintained well in the frontal offset crash test, dummy movement was well controlled, and measures indicate that significant injury was unlikely. Advanced front safety belts and daytime running lights are pluses.

STRUCTURE/SAFETY CAGE: GOOD There was minimal intrusion into the driver footwell area and no rearward movement of the instrument panel.

RESTRAINTS/DUMMY KINEMATICS: GOOD Dummy movement was well controlled. During rebound, the dummy's head contacted the roof rail.

INJURY MEASURES: GOOD Measures taken from the head, neck, chest, and both legs indicate low risk of injury to these body regions. Head acceleration from the roof rail contact was low.

SPECIAL SAFETY FEATURES:

- Safety belts: crash tensioners prevent slack in front belts from allowing excessive forward movement in a crash; devices on front belts limit belt forces on occupants
- Antilock brakes (optional)
- Daytime running lights