



GLOBAL NCAP

Mr Osamu Suzuki
Chairman and CEO
Suzuki Motor Corporation
300, Takatsuka-cho, Minami-ku
Hamamatsu
432-8611 Shizuoka
Japan

24 July 2013

Dear Mr Suzuki,

Re: Vehicle Safety Standards

Further to my letter dated 21st June I am writing again to urge Suzuki Motor Corporation to voluntarily apply to all its passenger car production worldwide the United Nation's minimum crash test standards.

The latest results of the Latin New Car Assessment Programme released today show that the Suzuki Alto K10 has achieved a zero score safety rating. During the front impact test the vehicle structure became unstable and the high forces placed on the dummies pose an unacceptably high risk of death or injury. This disappointing result makes it very likely that the same model would also fail to pass the UN Forum for Harmonisation of Vehicle Regulation frontal collision test (Reg. 94). More positively the Suzuki Celerio, which was also included in Latin NCAP's recent tests, comfortably achieved its four-star rating for adult occupant protection. This good result shows clearly Suzuki Motor Corporation's strong capability to produce cars that can exceed the safety requirements of Regulation 94.

A key recommendation of the 'vehicle pillar' of the Global Plan for the UN Decade of Action 2011-2020 is to more widely apply the UN's crash test regulations. Global NCAP, therefore, hopes that Suzuki Motor Corporation will respond to the Global Plan and ensure that they do not produce sub-standard cars that fail to meet these minimum global safety standards. This would promote regulatory harmonisation and guarantee that levels of occupant protection that are legal requirements in Europe and North America are also applied in the rapidly growing automobile markets of Latin America and elsewhere.

We look forward to receiving your response with much interest.

Yours sincerely

Max Mosley, Chairman, Global NCAP