



SUZUKI



2020

# Suzuki Vitara

1.0 Boosterjet petrol 4x2 manual



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## Clean Air Tests



### Laboratory Test

	NMHC	NO <sub>x</sub>	NH <sub>3</sub>	CO	PN
<b>3.7/10</b> Cold Test	Orange	Yellow	Brown	Brown	Brown
<b>6.2/10</b> Warm Test	Green	Yellow	Yellow	Orange	Brown
<b>0.0/10</b> Cold Ambient Test	Red	Yellow	Red	Red	Brown
<b>0.0/10</b> Highway	Yellow	Green	Red	Red	Brown



### Road Test

<b>5.0/10</b> On-Road Drive	Grey	Yellow	Grey	Orange	Brown
<b>0.0/8</b> On-Road Heavy Load	Grey	Green	Grey	Red	Brown
<b>3.2/5</b> On-Road Light Load	Grey	Green	Grey	Green	Brown
<b>3.2/5</b> On-Road Short Trip	Grey	Yellow	Grey	Brown	Yellow
<b>2.0/2</b> Congestion	Grey	Green	Grey	Grey	Grey



### Robustness



n.a.



good



adequate



marginal



weak



poor

### Comments

Abatement of Oxides of Nitrogen (NO<sub>x</sub>) is good or adequate in all tests. However, for carbon monoxide (CO) in particular, the Vitara scores poorly in the laboratory tests, but marginally better in the on-road tests. Particulate emissions are quite elevated in most of the tests. The cold ambient temperature test and the high-load highway test, especially, highlight the poor robustness of the system.

# Energy Efficiency Tests



## Laboratory Test

## Energy

**5.9/10** Cold Test



**6.3/10** Warm Test



**5.0/10** Cold Ambient Test



**2.7/10** Highway



## Consumption

## Driving Range

**Average**

**7.0** l/100 km

**692** km

**Worst-case**

**8.5** l/100 km

**552** km



n.a.



good



adequate



marginal



weak
















poor

## Comments

The Vitara is quite light and this helps it to achieve a very creditable Energy Efficiency Index of 4.9. Fuel efficiency is not exceptional for a car of this size and weight.

# 4.2 /10

## Greenhouse Gases Tests

	<u>Greenhouse gases</u>	CO <sub>2</sub>	N <sub>2</sub> O	CH <sub>4</sub>
3.4/7	Cold Test			
3.7/7	Warm Test			
3.0/7	Cold Ambient Test			
1.7/7	Highway			



n.a.



good



adequate



marginal



weak



poor

### Comments


The Vitara performs well in this part of the assessment. Methane (CH<sub>4</sub>) emissions are well controlled and values of Nitrous Oxide (N<sub>2</sub>O) are very low.

## Our Verdict

The car tested here is the fourth generation Vitara and is equipped with the 1.0 litre direct-injection Boosterjet petrol engine, producing 82 kW. That small engine is made to work hard in some of Green NCAP's more demanding tests and this takes a toll on the car's performance. Even with a gasoline particulate filter (GPF), control of particulates is never exceptional. On the other hand, NO<sub>x</sub> emissions are consistently low in all tests. Efficiency is unexceptional for a car of this low weight but greenhouse gas emissions are low, especially for 'laughing gas', N<sub>2</sub>O.

## Disclaimer

Publication Date	Tested Car	Emissions Class	Tyres
11 2020	TSMLYD01S0066xxxx	Euro 6d-Temp	215/55 R17 94V
Mass	Engine Size	Engine Power/Torque	Published CO <sub>2</sub>
1,121 kg	998 cc	82 kW/170 Nm	139 g/km
Declared Battery Capacity	Published Driving Range		
n.a.	n.a.		

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