



SUZUKI



2020

Suzuki Vitara

1.0 Boosterjet petrol 4x2 manual



3.3 
/10

Clean Air
Index

4.9 
/10

Energy Efficiency
Index

4.2 
/10

Greenhouse Gas
Index

3.3

/10



Clean Air Tests



Laboratory Test

	NMHC	NO _x	NH ₃	CO	PN
3.7/10 Cold Test	Orange	Yellow	Brown	Brown	Brown
6.2/10 Warm Test	Green	Yellow	Yellow	Orange	Brown
0.0/10 Cold Ambient Test	Red	Yellow	Red	Red	Brown
0.0/10 Highway	Yellow	Green	Red	Red	Brown



Road Test

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



Robustness



n.a.



good



adequate



marginal



weak



poor

Comments

Abatement of Oxides of Nitrogen (NO_x) 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 ₂	N ₂ O	CH ₄
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 (CH₄) emissions are well controlled and values of Nitrous Oxide (N₂O) 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_x 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', N₂O.

Disclaimer

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

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