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Suzuki S-Cross Ultra Allgrip MY26 – Road Test

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Robin Roberts (and WheelsWithinWales) writes... The Suzuki S-Cross



has been a story of evolution and survival and continues this day as one of the brand's most popular practical multi-purpose models.

It can trace its origins to 2006 and a joint venture with Fiat and a different name, the SX4, standing for Sports X-over 4 Seasons. The third generation built in Hungary for European sales has been on sale since 2021, but it has been updated to meet expanding customer expectations and the offerings from rivals.

Along the way in 2013 its suffix changed to an abbreviation of Smart Crossover and it became the Suzuki S-Cross we know today.

While looking the same as the previous series, the latest models have undergone some technical changes, most notably the new infotainment system and touchscreen and some mild refresh to the driver's instruments.

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It is a six-model range from just under £27,700 to £33,750 in front-wheel-drive Motion, Ultra and Allgrip 4×4 trims using 1.4 or 1.5 engines with mild or full hybrid powertrains.

Our 1.4 litre hybrid powertrain was extremely smooth with good pickup from rest, sharp response when overtaking and was generally quiet until it headed towards maximum revs with a few passengers aboard.



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Changes to the powertrain have slightly raised emissions but they are still quite low compared to some rivals and the outright performance means it easily keeps up with traffic but it's not a slingshot.

The long travel clutch needs familiarisation but it allowed a very progressive and smooth change for the six forward gears through a satisfyingly slick and direct lever action.

Moving from driving modes to serious off-road features was simply done by rotating a knob next to the gear-lever and that has to be appreciated by any driver faced with a wintry track or muddy field. It has also received towing awards for its abilities in 4WD versions.

The throttle was smooth, the footbrake nicely progressive and powerful and there is a conventional parking brake rather than electronic one, which can become temperamental and costly to service.

Secondary controls on the column and wheel-spokes were easy to use, worked well and we appreciated the clear, simple basic instruments in front of the driver.

The revised infotainment system is clearer than before, incorporates all-round camera view for safer parking, but the basic contents were still a bit slow to show up when selected. A lot has been crammed into the display and perhaps it's time for a much larger screen to be fitted.

Heating and ventilation had straightforward controls, good output in front and



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the advantage of powered windows and a large partially opening sunroof.

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Oddments room was reasonable throughout for a family car and the boot, although average in capacity, was easy to access, load and empty with offset split-folding back seats quickly dropping to gradually raise capacity.



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Access was good throughout but taller users might find rear legroom was tight. Those in front have more room and all the seats, particularly the front pair, were neatly shaped and supporting for a long trip with good adjustment for reach and recline for driver and passenger.

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Ride quality was quite good over all but the worst surfaces and you could hear how well the suspension was coping without jarring the passengers, with modest body roll or pitching under acceleration and braking.

Roadholding was good and you could make the most of the power underfoot with complete confidence and a very safe feeling.

Noise was mostly confined to distant road rumbles and tyre turbulence with wind and engine noise both low, apart from that generated under hard acceleration.

Visibility was very good with high riding positions, low waistline to windows, big wipers and powerful washers, helped by good wide and long range lights at night. The all-round camera system was excellent, working with clear guidance grids displayed when bay parking.

The fuel consumption really reflected the traffic conditions more than anything else but it never went below 42 mpg and sometimes topped 50 mpg on a light cruising throttle.



VERDICT

The Suzuki S-Cross Ultra Allgrip is a straightforward, thoroughly practical, reasonably equipped and comfortable mid-sized family car with a good warranty. It does not scream the latest and most expensive features to justify a higher than expected price in today's cost conscious climate.

For: Versatile, comfortable, easy to drive, improved instruments, good grip in 4WD form, reasonable room in front, fair equipment, fair economy

Against: Short rear legroom, average sized boot, some road noise and busy engine note when accelerating, slow infotainment response.



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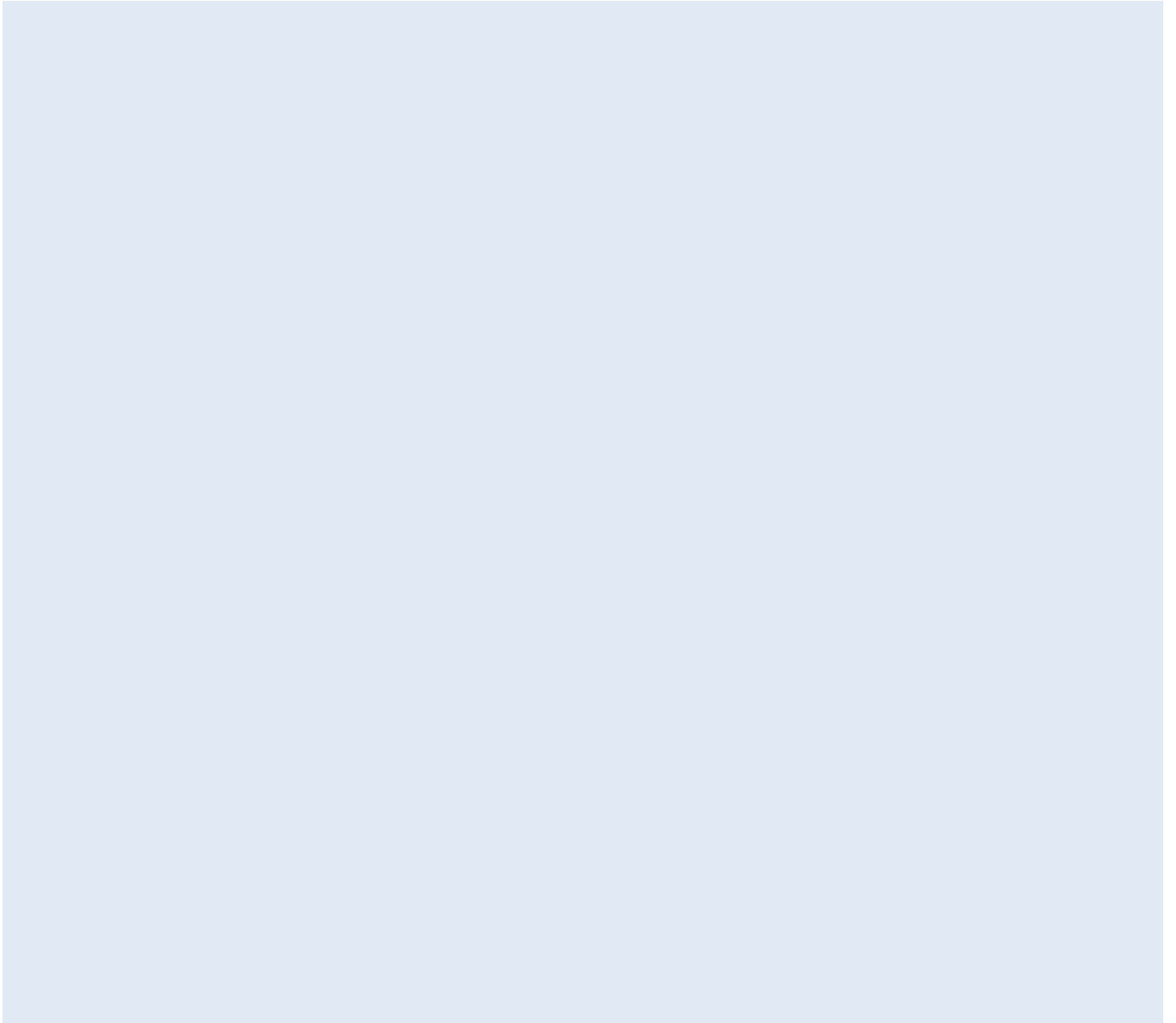
FAST FACTS

Model: Suzuki S-Cross Ultra Allgrip



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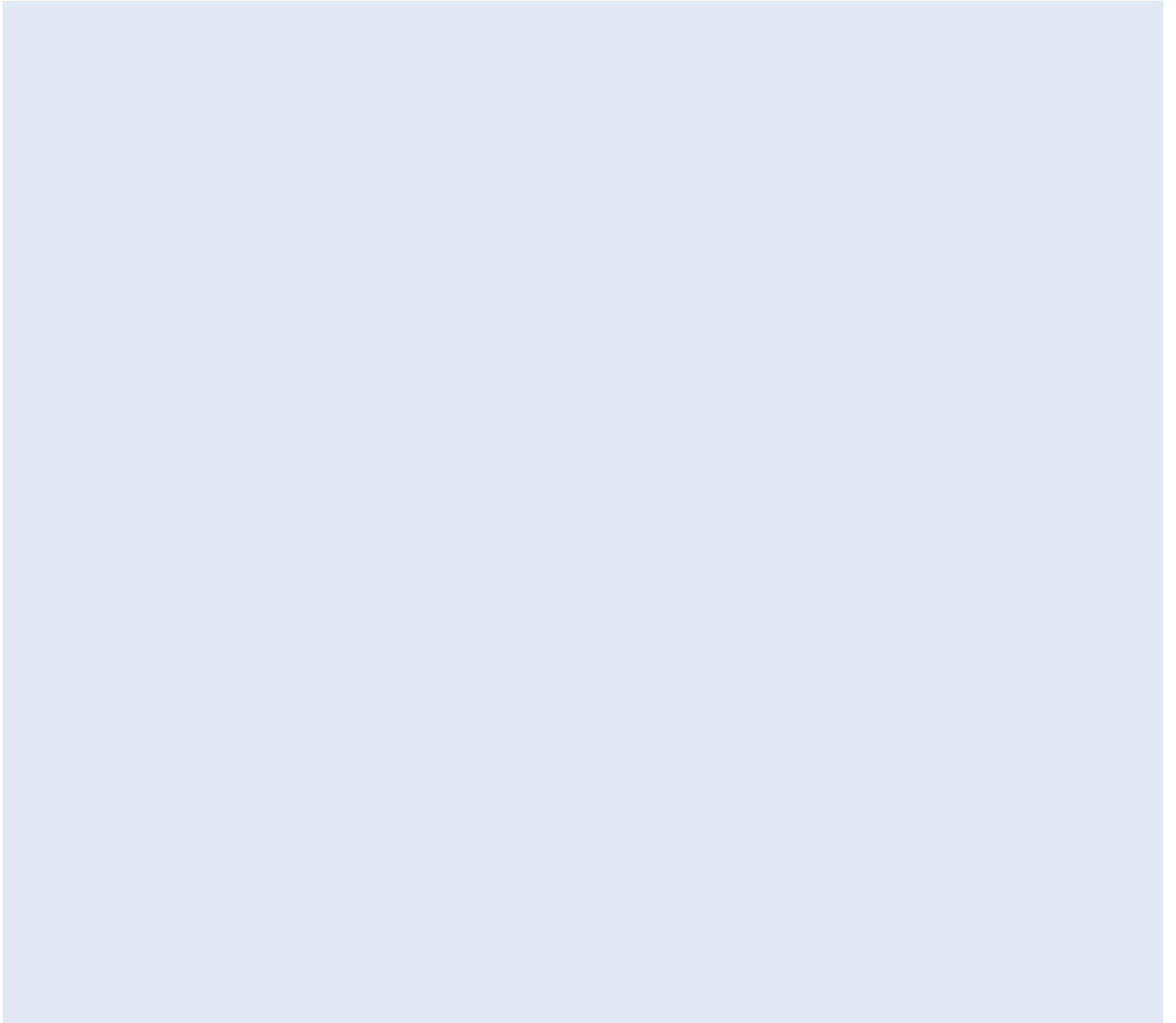
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Price: £31,999

Mechanical: 127 bhp 4 cyl petrol-electric power, 6 speed, 4WD

Max Speed: 111 mph

0 - 62 mph: 10.2 sec

Combined MPG: 49

Insurance Group: 22A

C02 emissions: 133 g/km



Bik rating: 32%,£540FY, £195SR

Warranty: 3 years/60K to 10 years/100K with approved servicing

Size: L 4.31 m (14.14 ft), W 1.79 m (5.87 ft), H 1.59 m (5.22 ft)

Bootspace: 430 to 665 litres (15.19 to 23.48 ft)

Kerbweight: 1,305 kg (2,877 lb)