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Suzuki Vitara Ultra Allgrip – Road Test

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Ultra ALLGRIP –
Road Test





The highly popular Suzuki Vitara has been given a make-over for 2025 to enhance the appeal of this already highly competitive medium sized SUV. Robin Roberts (and WheelsWithinWales) reports...

The Vitara hybrid remains a strong selling model in the range and Suzuki has redefined its styling, raised the level of standard equipment and technology as well as further improved hybrid efficiency to stretch the mileage range.

Vitara now utilises the Motion and Ultra grade names which follows on from being introduced previously for S-Cross, Swace and Swift models.

Various changes include a re-designed front grille and bumper, rear upper spoiler incorporating rear window side spoilers, new design 17-inch alloy wheels and the optional addition of two new colours which are Sphere Blue Pearl Metallic / Cosmic Black dual-tone and Titan Dark Grey Metallic single tone finishes.

Probably more significant is a higher level of safety technology for both Motion and Ultra models including Lane Keep Assist, Intelligent Speed Control, Driver Monitoring System and eCall.

A further important and standard safety feature for both grades is an upgraded Dual Sensor Brake Support system using a millimetre-wave radar replacing the lidar technology combined with a monocular camera. This system has enhanced collision mitigation with improved night time and intersection visibility and with its improved functionality can detect



pedestrians, cyclists, motorcyclists and vehicles in front.

Standard equipment levels for both grades have increased with the addition of a 9-inch media display, wireless smartphone link with Android Auto and Apple CarPlay, Keyless entry and start, High Beam Assist, Auto-dim rear-view mirror, rear parking sensors plus Suzuki Connect services that includes three years' free subscription.

Moving up to the Ultra grade increases standard specification with new design 17-inch polished alloy wheels, Panoramic sliding Sunroof, suede / leather seat fabric, front and rear parking sensors, electric folding door mirrors with built-in indicators and overhead storage console.

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WLTP combined fuel consumption is lower for the latest model with 2WD mild hybrid manual transmission models offering up to 9% improvement at 53.2 mpg. Full hybrid 2WD models with Automated Gear Shift offer up to 6% improvement at 56.4 mpg. CO₂ emissions are lower too at just 113 g/km for the 1.5-litre full hybrid Motion model – previously 119 g/km.

The 2025 Vitara continues to be available with hybrid as standard. Manual transmission models include a 1.4-litre Boosterjet turbocharged petrol engine with 48V mild hybrid, while for customers wanting the convenience of automatic a full hybrid option with AGS transmission is available. Unique in the small SUV sector, both manual and AGS drivetrains are available with the option of 4WD.



Along with Swift and S-Cross models, the latest Vitara range is also available with a 0% APR PCP finance offer which extends to vehicles registered by the end of March 2025.

The six model 2025 series of Suzuki Vitara hybrids are priced from £26,949 to £32,199 with a choice of 1.4 litre or 1.5 litre petrol engines, two or four wheel drive and 6 speed manual or automatic transmission. We tested the mid-range Boosterjet mild hybrid Ultra ALLGRIP the cheaper 4x4 of the two in the series.

The Suzuki Vitara has been in production since 1988, originally rear wheel drive but it switched to offer all wheel drive versions in 2015 and was intended as a step up from the marque's impressive little Jimny.

We are now seeing a facelift to the fifth generation and later this year an electric e Vitara version will be introduced as Suzuki spreads its range. It is the production model of the eVX concept show in 2023 in India, a very important market for the brand where it also assembles cars.

The Suzuki Vitara has always been a favourite of ours if you want a nimble, economical and surprisingly capable SUV and don't need a huge amount of space for people or carrying things.

The Vitara proves you don't need a big engine to accomplish big results as the powertrain simply gets on with the job in hand. The engine was very smooth, quiet and matched with the mild-hybrid electric motor it seamlessly switched into and out of the most economical modes so we achieved over 50



mpg without really trying.

The automatic gearchanges were silent and swift without any jerkiness going up or down the box and you can select eco to sporting character as desired.

Underfoot, the brakes were very strong without being too sensitive and the parking brake securely held on our test slope.

Behind the wheel the agility of the Vitara really became apparent when parking in town or negotiating some tight country lanes and it would confidently sweep through open bends with precision.

Secondary controls remain the same as before, close to the driver's hands, easily operated and silent. The wash & wipe system was highly effective and the new headlights were bright and quick acting to dip or extend.

A low waistline, deep windows and slim roof pillars also helped with visibility but in addition this Vitara gets good front and rear sensors, blind spot monitor and cross traffic alert. Powered windows all round and two sunroofs gave the interior a bright and airy feel.

Instrumentation was simple, not particularly large but clear and selectable to suit a driver's requirements and the heating and ventilation was effective and quickly changed.



Getting in and out was easy and the room was good in front for most drivers but maybe a little short of rear seat legroom in the back, where the seats dropped down in stages to lift capacity 77% on the flat and wide floor, with a compartment beneath as well.



The seats' shape was supporting and the adjustment range was reasonable in front with less shaping and support on the flatter rear seats.

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Ride comfort was good. Only really bad surfaces could be felt inside and it soaked up everything else fairly easily if a bit noisily. Road rumbles were there most of the time but never really troubled us.

Handling was safe and surefooted irrespective of surface and despite feeling tall on the road it gripped with confidence and could be pressed around tighter turns without getting out of hand.

VERDICT

The technical and styling improvements have raised the attraction of the Suzuki Vitara for anyone who wants an economical compact SUV which is not going to break the bank.

For: Powertrain, equipment, ride and handling, economy.

Against: Some noises from tyres and engine, limited rear legroom and maximum loadspace.

FAST FACTS



Model: Suzuki Vitara Ultra ALLGRIP

Price: £30,984

Mechanical: 129 PS 1.4L 4-cyl petrol-hybrid, auto

Max Speed: 121 mph

0 - 62 mph: 10.2 secs

Combined MPG: 52

Insurance Group: 22A

C02 emissions: 128 g/km

Bik rating: 30% ,£210FY, £180SR

Warranty: 7 years/ 100,000 miles t&cs

Size: L 4.19 m (13.75 ft), W 1.78 m (5.84 ft), H 1.60 m (5.25 ft)

Bootspace: 362 to 642 litres (12.78 to 22.67 cu.ft)

Kerbweight: 1,290 kg (2,844 lb)