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Suzuki offers buyers summer savings – and announces prices for their new 48 volt self-charging Hybrid models

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- Zero % PCP offers available across the Suzuki range except Jimny.
- Swift Sport, Vitara and S-Cross Hybrid models launched from June 1st.
- Exclusive 7-day return offer available for all retail Suzuki new car customers until



September 30th.

- **Swift Sport is the only Self-Charging Hybrid warm hatch model available amongst its competitors.**

In line with continued plans to further reduce CO₂ emissions and improve fuel economy across its range of vehicles, Suzuki GB PLC says that it is pleased to introduce three 48-Volt Self-Charging Hybrid equipped derivatives to its range. These are launched along with some very attractive customer offers to help buyers get their long-awaited new car following months of lockdown.

Suzuki dealers in England re-opened their doors from Monday June 1st with other regions of the UK hopefully able to follow in the coming weeks.

The new Hybrid Powertrain for Swift Sport, Vitara and S-Cross offers up to 17 per cent lower CO₂ emissions, a greater level of torque and 17 per cent overall improvement in WLTP Combined fuel consumption. These models are equipped with a new K14D Boosterjet turbocharged engine, an even higher standard specification than before (including Automated Emergency Braking now as standard on all Swift Sport, Vitara and S-Cross) and directly replace the outgoing 1.4 litre Boosterjet models with manual transmission.

Taking the new and higher specification Swift Sport Hybrid as an example from the latest 0% PCP offers, a deposit of just £3,365 is required followed by 48 monthly payments of £249 and an optional final payment of £6,253 to keep the car. Suzuki dealers offer an online finance calculator as well, to adjust deposit, annual mileage and monthly payments up or down for even greater flexibility. The above example is based on an 8,000 miles per annum limit before mileage charges apply.



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New Swift Sport Hybrid.

Moving up the range to the Vitara SZ-T Hybrid and with a 20 per cent deposit of £4,550, monthly payments are just £240 over 48 months with a final optional payment of £6,670 to keep the car at the end of the agreement. This example is based on a 10,000 mile per annum mileage limit.



[Latest Vitara Hybrid model.](#)

To offer further reassurance in the current climate, Suzuki is offering an exclusive 7-day return policy to new retail car buyers running from June 1st to September 30th. Eligible vehicles may be returned to the supplying dealer within 7 days of first registration for a full refund should the customer choose to do so.

[This exclusive scheme will help new car buyers who may be reluctant to visit showrooms or take test drives before purchasing.](#)

Terms and Conditions apply including a 250-mile limit in the 7-day period and availability of the offer to retail purchasers only.

Pricing for the three new Hybrid models and available derivatives are as follows:



Swift Sport 1.4 Boosterjet Hybrid	£21,570	
Vitara 1.4 Boosterjet Hybrid SZ4	£21,749	
Vitara 1.4 Boosterjet Hybrid SZ-T	£22,749	
Vitara 1.4 Boosterjet Hybrid SZ5	£24,749	0.0% APR on
Vitara 1.4 Boosterjet Hybrid SZ5 ALLGRIP	£26,549	Suzuki Financial
S-Cross 1.4 Boosterjet Hybrid SZ4	£20,749	Services PCP or
S-Cross 1.4 Boosterjet Hybrid SZ-T	£23,749	HP
S-Cross 1.4 Boosterjet Hybrid SZ5	£25,749	
S-Cross 1.4 Boosterjet Hybrid SZ5 ALLGRIP	£27,549	

48V Hybrid System – Further Detail.

Similar in basic principle to the 12V Hybrid system that Suzuki pioneered in 2016 and which is now fitted to all manual transmission models in the Ignis and Swift ranges, the newly developed 48V Hybrid Powertrain remains very lightweight in design and its components add less than 15 kg (33 lb) to the overall weight of the vehicle.

The new and higher-powered Suzuki system consists of a 48V lithium-ion battery, Integrated Starter Generator (known as ISG) and 48V-12V (DC/DC) converter to power components requiring lower voltage including lights, audio and air conditioning. The ISG acts as both a generator and starter motor, is belt-driven and assists the petrol engine during vehicle take off for a higher level of torque with 235 Nm (173 lb.ft) available from 2,000rpm.

A further benefit of the new 48V Hybrid system is the introduction of electric motor idling when the clutch is disengaged and the engine speed is approximately 1,000rpm. This



feature essentially replaces fuel injection with power from the electric motor to then control and maintain engine idling at vehicle speeds below approximately 50 mph and until engine automatic stop activates below approximately 10 mph.

This function therefore eliminates fuel consumption under these conditions as engine momentum is electrically controlled by the ISG unit and the car is ready to re-accelerate on request with no engine restart delay.



S-Cross 1.4 Boosterjet Hybrid.

Please watch this space... Kim adds: I hope to bring you driving impressions of the new 48 Volt self-charging Hybrid models in due course; this had been planned before Covid-19 hit the UK and the lockdown ensued. I look forward to driving, and reporting on, these models as soon as possible.



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