
Suzuki Swift 1.2 Ultra MEV 2WD – Road Test

Published: July 15, 2024

Author:

Online version: <https://www.wheels-alive.co.uk/suzuki-swift-1-2-ultra-mev-2wd-road-test/>



The fourth generation Suzuki Swift is already a landmark model, just months after its introduction. Robin Roberts reports...

While it builds on the success of previous models over the last 40 years and is one of the most capable city cars on sale it is also the last of its kind since Suzuki announced it will step up its battery electric vehicle range and in that will be a model to replace the Swift in a few years.

For now we can make the most of what is a very good all-rounder blending lively performance with really wallet-filling economy, comfort and reasonable room.



There are two trim levels in the fourth generation Swift and we tested the higher Ultra specification with standard manual gearbox but an automatic is available. Prices of the five models in the range go from just under £18,700 for the front wheel drive Motion to almost



£21,050 for the Allgrip 4WD derivative.

The revised triple-pot engine is surprisingly smooth if not quiet in absolute terms but the torque really flows and it is an eager and very economical unit matched to a delightfully slick, flick of wrist five-speed gear change and incredibly light clutch with pleasant length of travel.



Underfoot, the brakes were easily capable of containing the performance with a balanced action and good stopping ability even from high speed or, when needed, a lighter foot around town. The handbrake is a traditional lever with a reassuringly smooth action and securely held the Swift on a few inclines.

Secondary controls were conveniently grouped on the wheel spokes, on the familiar stalks and around the fascia and were clearly marked, operated smoothly and silently.



Matching them was a compact instruments' display with essential dials well marked and illuminated at night, supplemented by a changeable display between them to show particular functions or settings a driver may like to view.

To the left of the instruments pod was a 9-inches central infotainment display showing a variety of functions for the media, entertainment, communications and running settings which can be pre-selected.

The touch-screen controls and separate automatic air conditioning worked well and it was easy to select direction, temperature and volume of air through the cabin and its distribution was well chosen with good sized outlets including for the rear-seat passengers, backed up by powered windows all round, but there was no sunroof.

The displays included adaptive cruise control settings, rear view camera and parking sensors, traffic sign recognition and blind spot protection. That's a lot in a neat package at this price.



For a city car, the oddments room was good and it should meet the needs of a family with



door bins, console box and trays along with a reasonable glovebox. The boot is not huge and has a lip over which to lift items but the offset split seat-backs quickly drop almost flat to more than double total capacity.



Getting people in or out of the cabin was easy and it takes four in comfort, five at a pinch, with good seat cushions and really comfortable wrap-around backrests, all well shaped and padded for a long journey.

The front seats are fairly adjustable and the room for legs and heads is good, matched with an easily altered steering column for any size driver.

In the back the legroom is adequate unless a six-foot plus passenger uses it, with reasonable shoulder space as well but elbows would need shared space if three abreast.



Visibility is good with slim roof pillars, big windows and good wash and wipe systems both ends, bright lights with a fairly wide beam for night driving.

That busy but not unattractive engine note which rises with revolutions is the only real source of sound. Gearbox, wind and road noises are all very low.

Gear changes are extremely smooth and driving the Swift Hybrid is a delight with its responsive nature, willing performance character and surefooted, predictable handling as well as good turning circle.

It soaks up nearly all bumps without any trouble but the deepest potholes can be felt and heard while most motorway runs are remarkably quiet and pleasantly economical, easily achieving over 60 mpg time and again.

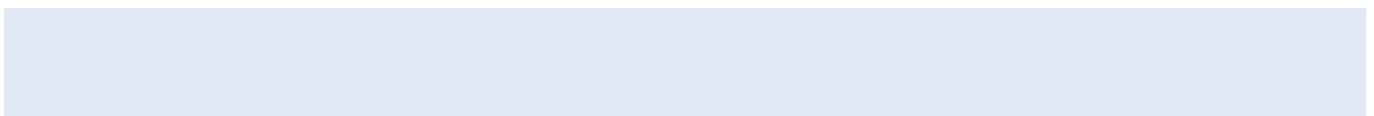


VERDICT

The subtle changes made by Suzuki for the latest generation Swift have made it a much more refined and sophisticated car delivered in a good sized package for today's motoring world and it will be interesting to see how the company moves on with what it wants to do as electrification accelerates developments.

For: Lively, economical, very well equipped, comfortable, easy to drive, long warranty.

Against: Small boot, restricted rear seat room, some engine and road noise, higher than average insurance group.





FAST FACTS

Model: Suzuki Swift 1.2 Ultra MHEV

Price: £19,799

Mechanical: 82 hp 3-cyl petrol-electric engine, 5 speed, 2WD

Max Speed: 103 mph

0 - 62 mph: 12.5 secs

Combined MPG: 60.1

Insurance Group: 27

C02 emissions: 99 g/km

Bik rating: 24%, £165FY, £180SR

Warranty: 7 years/ 100,000 miles

Size: L 3.86 m (12.66 ft), W 1.74 m (5.71 ft), H 1.50 m (4.92 ft)

Bootpace: 265 to 589 litres (9.36 to 20.80 cu.ft)

Kerbweight: 920 kg (2,028 lb)