



Suzuki Cultus Intro

The car is powered by 998cc 4 stroke 12 valve 3-cylinder engine producing 67 horsepower and 90nm of torque which doesn't sound much impressive on paper but it does the job on a

Lightweight hatchback. The first thing people ask me is about the fuel average which by company's brochure is 20km/liter city and 22km/liter highway but in reality it's 15 and about 17 if you drive on a light foot. It comes fitted with 165/65 R14 tires and steel rims (Stepony). Front Macpherson Strut with coil springs, Rear Torsion Beam with Coil Springs it should be okay

For city driving however don't expect to take it on a race course or race anybody with it or the high center of gravity will surely tip you over and the small tires and the 760 kilo car don't help either.

What disappointed me were that there are no abs or ebd braking systems in the car Suzuki being such a big brand should be able to provide these basic necessities in their 2017 model cars.

Now I wasn't paid by any brand to endorse their product this whole article is unbiased from a petrol head, I live and breathe cars just clearing that up before anybody decides to get a little angry in the comments.

The interior is very simple and not clustered at all everything is in its right place the dials are easy to read. The steering position is alright I like the integrated player very much that was a nice touch. The AC does a good job chilling the cabin in Karachi Heat so it passes there in my books.

The seats aren't the most comfortable seats in the market they're a bit hard and on the rough side. At highway speeds there's an awful lot of cabin noise and vibration I know we shouldn't have to worry about those kinds of things in a city car but these sorts of easy fixes should be done by the company.

The success of this car even though considering the exorbitant price tag is it being locally manufactured and the parts being available in Local Markets side by side with 3s dealerships.

K10B ENGINE

The K10B 1.0-litre petrol engine offers dynamism in a lightweight design. Not only do you get to enjoy the quick, vigorous drive, the weight-reducing innovations to the engine unit, mounts, radiator and fuel tank offer better fuel performance.



Brand new Cultus comes with a K Series K10B 12 valve 3 cylinder 1,000CC engines and 5 speed manual transmissions with front wheel drive. Power steering is a standard feature available across both variants. With the new engine, Suzuki aims to offer better fuel efficiency and improved torque delivery. New transmission should also aid in fuel economy, easier gear shifts and reduced noise in the car cabin.

Expect 50kW of output at 6,000RPM and 90Nm of torque at

3,500RPM.

Keyless entry and immobilizer (Anti - Theft Security System)

To help put Cultus owners' minds at ease, Keyless entry and immobilizer (Anti - Theft Security System): the ignition key is encoded for exclusive use with the immobilizer only; therefore, it is impossible to start the engine without the original encoded ignition key. Suzuki Cultus 2017 comes with keyless entry and an immobilizer as a standard in both versions. However, VXL / VXL AGS get 2 SRS airbags and ABS brakes by default whereas VXR offers them as optional upgrades.

Seatbelts and rear seat child locks are standard as well.



Interior

The interior is completely different from the older Cultus. Despite lesser width, the new model offers 254 litres of boot space.

Central door locking, adjustable side mirrors, built-in multimedia Bluetooth connectivity are some of the new features.

The backlit speedometer is nice addition as well. The higher end VXL edition gets all the top end features for some extra cash.



Exterior

From the first glance, it's clear that the new model bears no resemblance to the Cultus of old. In fact, the new Cultus is actually a renamed Celerio. The new car has a much bolder design and looks like a modern city car. However, the hatchback has plenty to offer and looks vastly superior to its aged predecessor. The new design is a welcome change.

Cultus 2017 sports fog lights and alloy rims. To top it all of the car comes in seven color options:

- Pearl Red
- Cerulean Blue
- Sand Beige
- Graphite Gray
- Silky Silver
- Super Pearl Black
- White

Feature

These are the biggest additions over the previous generation; the Cultus now has power steering, power windows, power side mirrors (not in VXR), dual airbags as standard (not for VXR), ABS (not in VXR), and few other acronyms to help you be comfortable and safe on the road.

There's no NAV though so if you're lost, you're on your own. You do get a CD player with 4 speakers in VXL and 2 in VXR.

Pak Suzuki has been able to provide equipment to improve passenger comfort, entertainment, safety and security as well.

The new Suzuki Cultus is a giant leap forward from the previous gen, it also comes equipped with immobilizer.



Audio unit

Right in the middle of the dashboard, you get a factory fitted audio system that supports Bluetooth (media audio/phone call), USB and AUX. And right above the CD slot, you have you have air vents. Under the audio unit, you have manual A/C controls with fan speed in the middle, position knob on the left, and temperature knob on the right.



Braking

The car is equipped with ABS, so you do not need to worry about your vehicle skidding away. You get ventilated disks in the front and drums in the rear. With the factory fitted alloy wheels and tyres, there was ample grip, and car only kicked in its ABS unit under extreme wheel-lock conditions. Otherwise, the brakes and suspension are good enough to stop the car on their own without engaging the ABS.

Comfort & Handling

Overall, the new 2017 Suzuki Cultus felt a little cramped compared to the previous generation car. There is more headroom, but otherwise, you will feel there isn't much width in the interior. Sitting in the driver seat, you will notice how your legs from the knees and below kind of feel trapped between the door trim and the extending center console lining. If you are six feet or above, you will feel constrained trying to move in that space. I ended up driving the car with the steering wheel tilted fully upwards. But that made it feel like I am driving a little van, and not a car.

Also, the backrest of the front seats felt flat. There was minimum lateral support for the back. But I do think that those hideous aftermarket seat covers were more to blame here than the seats themselves. The backrest just flushes down along with the headrest, and you feel like your shoulders are exposed. That can get tiring on long journeys if your body is not fully supported by the seat of the car.

Back seats

The rear is the same story. The 2017 Suzuki Cultus is supposed to fit five people; two in the front and three in the rear. You can fit three adults in the back, but they will not be comfortable, that's for sure. It is one thing to ride for half an hour like this. But if you are traveling on the motorway or worse, on GT road, you might need to stop a bit more frequently to stretch your legs. The leg space in the rear is fine for kids or even shorter adults. But taller folks will have trouble back there. Also, one thing that I noticed was that the frame of rear door to enter the car is kind of narrow. So you are packing some extra kilograms, getting in and out might become a struggle.

Ride quality

Ride quality is way better than the previous Cultus. That car felt like a plank on wheels. But the 2017 Suzuki Cultus is many steps ahead in this regard. You get McPherson strut in the front and torsion beam in the rear. You can feel that the suspension is designed for Pakistani road. I don't know it was intentional or its just how it is, but that is a major plus point of this car. The car just breezed over cat eyes and bumpy roads. I test drove the Wagon-R maybe a year or so ago. And it had the similar suspension and ride quality characteristics. Both cars performed fairly well on bad/damaged roads.

Tyres and road

The factory tyres are 165/65R14. VXL model comes with factory alloys whereas the VXR model comes with steel wheels. The factory standard tyres provide decent road grip and the car handles pretty nice. It is a stark improvement compared to the older Cultus. New Cultus has the turning radius of 4.7 meters (older Suzuki Cultus has minimum turning radius of 4.8 meters). Although it isn't much compared to the previous gen, keep in mind that the new car is also shorter in length. So turning and reversing it in short spaces is far easier than its previous iteration. That car was a pain to maneuver in tight spaces.



Steering feedback

However, the steering wheel felt numb. It is expected from cars equipped with electronic power steering, which the new 2017 Suzuki Cultus has, so it shouldn't come as a surprise. But compared to Wagon-R, Cultus has better steering feel. It might sound absurd, but I felt like EPS of Cultus returned better feedback than the EPS of new Corolla.

Unlike Wagon-R, you get power windows in all four doors. And the side mirrors are electrically adjusted (VXL) only.

Front

Where the previous Cultus has very low down and sleek frontend, the new car is completely opposite. The car has a massive front end grill, and the overall the frontend looks stubbed and slightly raised. Front grill meets both the headlights edge to edge. Headlights are also large and wrap themselves around the front corners of the car. Under the front dual-beam crystal headlights, you have fog lights with blacked out bottom grill in between. The upper half of the front looks like its smiling. But the bottom half looks like the car is suffering from pragmatism of lower jaw.



Back

Moving to the back of the car, you have kind of elongated trapezoid brake lights. The rear windscreen is slightly narrow but has good width. You get an innocuous-looking rear spoiler with the top mounted brake lamp embedded in it. At the bottom end, you have your bumper with a slot for number plate, and in the middle of the boot lid, you get your hatch opener.

Overall body panels fitting and gaps were pretty consistent. But there was something majorly wrong with the window frame of the driver side door. It was not flushed with the right side B-pillar. But I feel like someone tried to wrangle with the door rather than it being a manufacturing fault. But other than that, the car felt nicely put together.

Except for the paint quality. It was just mediocre. We can't call it bad or inferior. It was just ordinary and nothing too fancy.



Cluster

The dash meter is fairly simple. You get the bigger dial in the middle that shows speed, a smaller dial on the left shows RPM, and on the right, you have a digital meter that shows various information like fuel level, trip meter, clock, and distance to empty indication. I do think kilometer per liter meter is kind of glitch and shows ballpark figures. And sometimes those figures went out of the park altogether. Maybe Suzuki needs to make it a bit more precise. You get fuel low warning lamp as well.



The cabin was relatively quiet, and except the rumble of K10 engine, you will not be disturbed by the outside noise as such. I mean of course you hear some external noise, but nothing too painful. No plastic parts creaking or suspension squeaking noises. The front door trims come with fabric as standard in VXL.

Air conditioning

A/C is far better than what it was in the previous generation. The air throw was sufficient providing air to the back seats as well. But the chilling was not as good as one would hope from a relatively modern car. It was 36 degrees Celsius outside, and at least within the city, I felt like the A/C unit could've performed better. Maybe it was just a dirty condenser, but there was some space improvement.



Features

- New 3rd gen K10b 1.0 liter 3-cylinder engine (highly fuel efficient than its predecessor)
- CVT (Continuously variable transmission) which is also called Semi-Automatic.
- Power-opening windows and power-adjusting exterior mirrors.
- Steering tilt adjustment.
- Fabric seat upholstery.
- Seat belt reminders.
- A space-saver spare wheel.
- Two airbags. (For Driver & Passenger).
- Alloy rims.
- Best in Class ^{*1} Luggage Capacity
- Split folding rear seat
- Newly developed suspensions
- 14-Inch Alloy Wheel
- Total Effective Control Technology (TECT) body
- ESP® (Electronic Stability Programme)
- Hill-hold control
- New Auto Gear Shift
- Front Grill with black highlights
- 4 Audio Speakers
- Charging Dock (inside center cup holder)

Specification

Boot Space	254 L
Ground Clearance	145 mm
Kerb Weight	795 KG
No of Doors	4 door
Overall Height	1540 mm
Overall Length	3600 mm
Overall Width	1600 mm
Wheel Base	2425 mm

STEERING

Minimum Turning Radius	4.7 m
Steering Type	Rack & Pinion with Electronic Motor

FUEL ECONOMY

Mileage City	20 KM/LITER
Mileage Highway	22 KM/LITER

TRANSMISSION

Gearbox	5-speed
Transmission Type	Auto Gear Shift (AGS) / Manual
Transmission Type VXL / VXR	Manual

PERFORMANCE

Top Speed	180 KM/H
-----------	----------

ENGINE

Cylinder Configuration	In Line
Displacement	998 cc
Engine Power	67 hp @ 6000 RPM
Fuel System	Multipoint Injection
Fuel Type	Petrol

No of Cylinders	3
Torque	90 Nm @ 3500 RPM
Valve Mechanism	DOHC 12 valves

WHEELS AND TYRES

Tyres	165/65/R14
Wheel Size	14 in
PCD	4 x 100 mm
Wheel Type / VXL	Alloy Wheels
Wheel Type in VXR	Steel Wheel

CAPACITIES

Fuel Tank Capacity	35 L
Seating Capacity	5 persons

SUSPENSION

Suspension	Front: Macpherson Strut with coil springs, Rear: Torsion Beam with Coil Springs
------------	---

BRAKES

Brakes	Front: Ventilated Discs, Rear: Drum leading and trailing
--------	--



CULTUS VXL AGS (AUTO GEAR SHIFTER) and VXL / VXR

The Cultus AGS is similar to manual Cultus dimension wise. However, since a major engine component is different, all the auxiliaries are different as well. You get a different cluster panel that shows all the relevant information. Also, the lower part of the dashboard is also different, to accommodate the automatic gear shift lever. Now let's see what the new Auto Gear Shift transmission is all about.

As Pak Suzuki itself mentioned in the presentation, the AGS is basically an “automated manual transmission” system. Instead of developing a fully automated transmission, Suzuki has devised a clever way to make their current manual transmission into an automatic transmission. The car comes with an electronic actuator (its AGS unit) that works as a virtual clutch and helps the engine ECU chooses and selects the best gear when driving. There is no physical clutch pedal for you to press and change gear. The transmission is engaging and disengaging gears with the help of this Auto Gear Shift unit. And this helps in getting the efficiency of a manual gearbox from an automatic gearbox whereas having the convenience of an automatic transmission.

If you are one of those people who are wondering if the newly launched Suzuki Cultus 2018 is better than the previous version (Cultus 2016) or not then we have the answer for you. The new version definitely packs some significant upgrades and features that were totally absent before, and the difference is huge!