

29 November, 2016

## Suzuki Launches New Solio and Solio Bandit Compact Cars Equipped with Hybrid System in Japan



Solio HYBRID SZ



Solio Bandit HYBRID SV

\*All the features mentioned in the following press release are of Solio and Solio Bandit that are exclusively distributed in the Japanese domestic market.

Suzuki Motor Corporation has launched new versions of Solio and Solio Bandit compact cars equipped with newly-developed hybrid system in Japan on 29 November, 2016.

Equipped with Suzuki's unique hybrid system, the hybrid versions of the Solio and Solio Bandit become the most fuel-efficient models in the compact height wagon class in Japan\*<sup>1</sup> at 32.0km/L\*<sup>2</sup>. The system also realizes strong driving performance with acceleration feel, all while keeping the original features of the Solio series that realizes compact body and roomy cabin.

The newly-developed hybrid system adopts Suzuki's unique parallel hybrid system, which combines a Motor Generator Unit (MGU) to an Auto Gear Shift (AGS). MGU is a compact driving motor that instantly boasts a big amount of energy, while AGS is a lightweight, compact, and efficient transmission. Together, they realize smooth acceleration by supplementing with MGU's driving force while changing shifts.

With the synergy effect of MGU and AGS, they combine “further improvement of fuel efficiency” to “strong driving performance with acceleration feel”. The system offers two driving modes of “Normal mode” and “Eco mode” to let the driver select between brisk driving in start and acceleration, and driving with priority on fuel efficiency by increasing the frequency of EV driving. The hybrid versions also offer special blue-based exterior and interior that give the image of eco. Plus, all variants qualify for eco-car tax breaks in Japan.

Through introducing hybrid versions that combine fuel efficiency to strong driving, in addition to the conventional mild hybrid versions to the Solio and Solio Bandit, they will offer first-of-its-kind compact height wagons that let the customers select the versions depending on their lifestyles and usages.

#### **<Main features of hybrid versions of Solio and Solio Bandit>**

##### **1. Suzuki’s unique hybrid system that realized EV driving**

**The most fuel-efficient models in the compact height wagon class in Japan\*1 at 32.0km/L\*2**

##### **2. Two driving modes that realize both brisk driving and driving with priority on fuel efficiency**

##### **3. Special exterior and interior colour that give the image of eco**

\*1 Based on Suzuki research in November 2016 on compact height wagon (two-row, five-seater with engine displacement of 1.5L or less and overall heights of 1,600mm or more). Measured in JC08 test cycle and verified by Japan’s Ministry of Land, Infrastructure, Transport and Tourism.

\*2 Measured in JC08 test cycle and verified by Japan’s Ministry of Land, Infrastructure, Transport and Tourism.

#### **<Features of hybrid versions of Solio and Solio Bandit>**

##### **1. Suzuki’s unique hybrid system that realized EV driving**

**The most fuel-efficient models in the compact height wagon class in Japan\*1 at 32.0km/L\*2**

- K12C type DUALJET engine is equipped with Suzuki’s unique lightweight, compact, and high-efficiency parallel hybrid system which combines MGU (driving motor that can also generate electricity) to AGS (transmission with high efficiency).
- Original feature of the Solio series of roomy cabin is kept while adopting a hybrid system that enables EV driving, such as by storing a 100V high-voltage lithium-ion battery under the luggage space floor.
- Electricity is generated during driving and stored to a 100V high-voltage lithium-ion battery, and that electricity is supplied to the MGU. The MGU not only assists driving with its motor function, but also enables EV driving. The system automatically stops the engine and switches to EV driving when the vehicle is running at a constant speed, such as during creeping and when the vehicle speed is 60km/h or slower.

- By combining AGS to MGU, they realize brisk driving with acceleration feel, and smooth shift change.
- All variants achieved vehicle weight of less than 1,000kg by thoroughly pursuing weight saving and downsizing.
- All variants qualify for eco-car tax breaks in Japan by making them the most fuel-efficient models in the compact height wagon class in Japan\*<sup>1</sup> at 32.0km/L\*<sup>2</sup>

## **2. Two driving modes that realize both brisk driving and driving with priority on fuel efficiency**

- Offer of two driving modes: “Normal mode” with strong and brisk driving, and “Eco mode” that supports eco driving by increasing the frequency of EV driving.
- Both modes enable EV driving when the vehicle is running at a constant speed in 60km/h or slower.

### **[Normal mode]**

- In this mode, the engine is responsive and has more driving force, hence lets the driver enjoy brisk driving with acceleration feel.

### **[Eco mode]**

- In this mode, driving force by engine is controlled to support eco driving without changing the usual driving manner by making the acceleration milder and increasing the frequency of EV driving.
- Plus, the Eco mode enables creeping with the motor in stop-and-go situation. It lets the vehicle suppress fuel consumption by moving in silent EV driving in traffic congestion and parking, where there are frequent stop-and-go.

## **3. Special exterior and interior colour that give the image of eco**

### Exterior design

- Blue metallic-look parts on the skeleton part of the front grille.
- Clear blue lens are adopted on the rear combination lamps and reversing lamps.
- Special emblems on the left and right fenders and on the back door.

### Interior design

- Metallic blue-coloured upper garnish of the instrument panel.
- The meter has a special blue-based design, and adopts a motor power meter that displays activating situation of the MGU.