Suzuki e VITARA

ULTRA ELECTRIC FWD AUTOMATIC



Sustainability Rating

2026 | ★★★★½ | 87%

Clean Air
9.0 /10

Energy Efficiency
8.9 /10

Greenhouse Gases
8.5 /10

Driving Experience

Consumption & Range
● GOOD

Cold Winter Performance
● ADEQUATE

Charging Capability
● ADEQUATE

Our verdict

Tested here is the electric version of the Suzuki Vitara. It comes with a battery of 60 kWh nominal capacity and weighs 1.8 tonnes. The vehicle's balanced design and adequate consumption values lead to an average score of 87% and 4½ Green stars.

- The e Vitara has no tailpipe emissions and performs well in tyre and brake abrasion.
- Energy consumption figures are creditable, varying between 15.2 and 27.4 kWh/100 km in the laboratory tests and recording 14.9 kWh/100 km on-road.
- A balanced mass, battery size, and consumption, combined with the relatively clean European electricity mix, result in calculated total life cycle emissions of 138 g CO_2-eq./km, considering manufacturing in India.

Disclaimer

Think before you print

Clean Air

9.0 /10

Comments

The e Vitara naturally doesn't have any tailpipe emissions and it scores well in the assessment of tyre and brake abrasion. The pollutant emissions of the vehicle production and energy supply have a moderately negative impact on the good performance in this part of the assessment.

Exhaust emissions

Exhaust pollutant emissions are produced from combustion engines. Although current emission legislation is very strict, this type of emission directly affects air quality, and not all vehicles perform equally well. Read more

GOOD **10.0** /10

In laboratory

Green NCAP performs a wide range of tests on cars in the laboratory. This is the best way to ensure controlled conditions and guarantee that all cars are tested in the same way, making their results comparable. Read more

GOOD **10.0** /10

	NMHC	NO_x	NH_3	CO	PN	PM	Score
Legal test (WLTP)	●	●	●	●	●	●	8.0 /8
Warm weather	●	●	●	●	●	●	10.0 /10
Highway	●	●	●	●	●	●	10.0 /10
Winter cold start	●	●	●	●	●	●	10.0 /10
Winter warm start	●	●	●	●	●	●	10.0 /10

On road

An on-road driving test , using portable emissions measuring equipment complements Green NCAP's laboratory tests. Read more

GOOD **10.0** /10

	NMHC	NO_x	NH_3	CO	PN	PM	Score
Real-world mixed drive	●	●	●	●	●	●	10.0 /10
Short city trip	●	●	●	●	●	●	10.0 /10
Congestion	●	●	●	●	●	●	2.0 /2

● good ● adequate ● marginal ● weak ● poor ● not applicable

Clean Air

9.0 /10

Non-exhaust emissions

Driving a vehicle also produces emissions different from those of the exhaust pipe. Green NCAP evaluates vehicle properties that contribute to tyre and brake abrasion.

ADEQUATE **7.3**/10

Tyre wear

Tyre abrasion releases small particles during driving, and some vehicle properties have major impact on it. Heavier vehicles, wheel alignment causing increased slip angle, and aggressive acceleration responses all increase tyre wear and particle emissions. Read more

MARGINAL **3.5**/6

	Result	Score
Influence of mass		1.5/3
Wheel alignment		1.0/1
Accelerator response		1.0/2

Brake wear

Brake dust, produced by friction brakes, can be mitigated through filters, enclosed brake systems (like drums), or by reducing friction brake use with regenerative braking in electrified vehicles. Containment keeps dust inside the system, while recuperation lowers brake wear. However, heavier vehicles still generate more brake abrasion due to their greater stopping demands. Read more

ADEQUATE **5.3**/6

	Result	Score
Brake dust mitigation		0.0/4
Brake dust containment		0.0/6
Recuperative braking - warm test		5.3/6

good adequate marginal weak poor not applicable

Clean Air

9.0 /10

Additional Life Cycle Assessment information

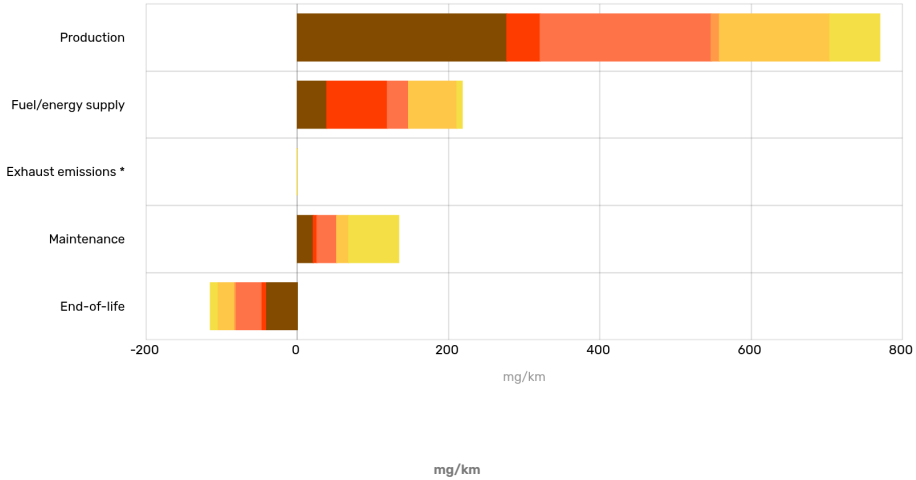
Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime, 'from cradle to grave'. In this section, pollutants are estimated in the various stages of a vehicle's life other than use. The chart also displays the measured emissions related to usage, which are taken as an average from the tests and are scored separately in the 'Exhaust emissions' part above. The end-of-life approach uses results in negative values because the benefit of materials recovery and recycling exceeds the effort of obtaining and processing virgin raw materials.

ADEQUATE

7.5 /10

Pollutants

Most of the vehicle exhaust pollutant species are also emitted in others life cycle phases. These are health- and nature-damaging compounds, the amount of which should be reduced as well.



* Exhaust emissions are not contributing to the score in Additional Life Cycle Assessment information because they are scored in the Exhaust emissions section above

good adequate marginal weak poor not applicable

Energy Efficiency

8.9 /10

Comments

The consumption values are creditable, despite the SUV character. Heating up the cabin and powertrain in cold winter conditions increases the electricity demand to about 25.5 kWh/100 km, while the aggressive highway driving needs relatively little 27.4 kWh/100 km. The real-world test and the short urban trips were performed at 25°C on dry roads and recorded 14.9 and 13.2 kWh/100 km, respectively.

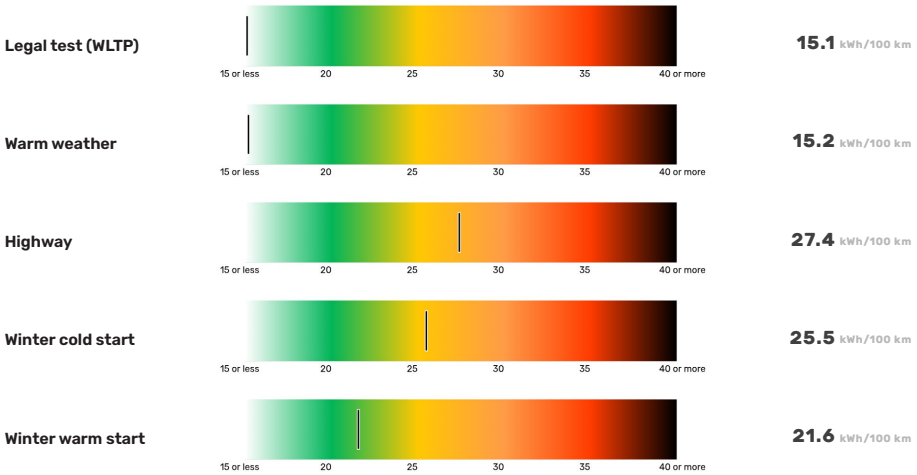
Energy demand

ADEQUATE **9.0** /10

Propulsion energy consumption in laboratory

GOOD **9.8** /10

The vehicle's measured consumption figures are displayed in the bar chart. The colour scheme positions the values relative to low and high figures in a typical range. The ranges are different for combustion engine and pure electric vehicles.



good adequate marginal weak poor not applicable

Energy Efficiency

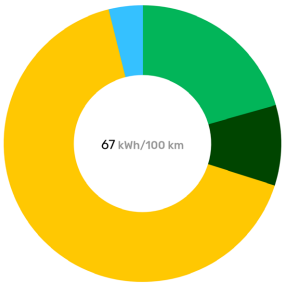
8.9 /10

Additional Life Cycle Assessment information

ADEQUATE **9.0**/10

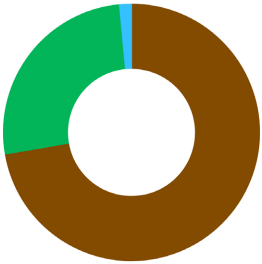
Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime 'from cradle to grave'. In this section, the total vehicle life cycle primary energy demand is displayed. The scoring does not consider the direct propulsion energy use, because it is scored separately in the 'Propulsion energy consumption in laboratory'.

Total LCA energy consumption



Production & recycling 20.6%
Battery production 9.4%
Fuel/energy supply * 66.2%
Maintenance 3.9%

Energy source share in total LCA consumption



Fossil 72.3%
Renewable 26.2%
Other 1.5%

Direct propulsion energy share is not shown, it is included in 'Fuel/energy supply'.

Rolling resistance

Rated here is the vehicle's resistance to movement at low speeds. Different factors have an impact on it, but the most significant one is mass.

ADEQUATE **6.7**/10

good adequate marginal weak poor not applicable

Greenhouse Gases

8.5 /10

Comments

The operation phase of the car benefits from the relatively green European average electricity mix. The good balance between mass, battery size and consumption would lead to an even higher score in this index, but the generic LCA assumptions about vehicle manufacturing in India limit the score. The total life cycle emissions are calculated to 138 g CO_2-eq./km.

Exhaust GHG emissions

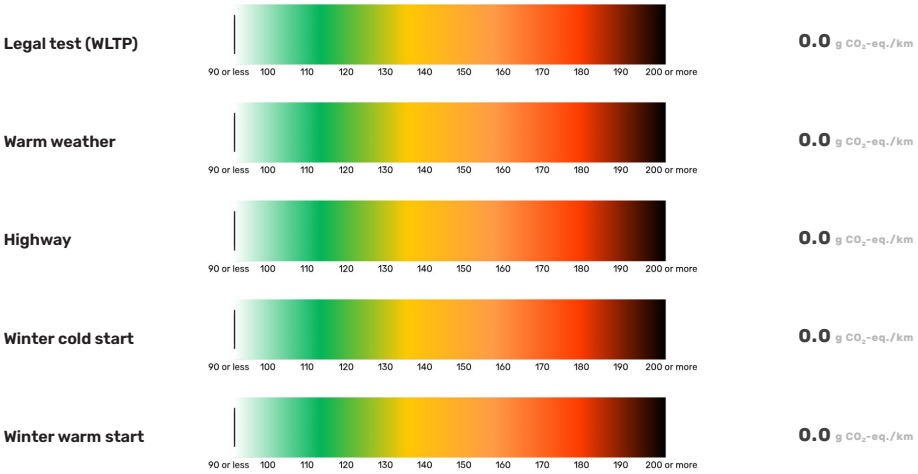
Combustion of conventional fuels releases greenhouse gases at the vehicle's tailpipe. The most significant of these gases are the emissions of CO_2. Green NCAP's assessment considers methane (CH_4) and laughing gas (N_2O) as well. Together, these are counted with their global warming potential to a sum known as CO_2 equivalent.

GOOD

10.0 /10

In laboratory

Green NCAP performs a wide range of tests on cars in the laboratory. This is the best way to ensure controlled conditions and guarantee that all cars are tested in the same way, making their results comparable. Read more



good adequate marginal weak poor not applicable

Greenhouse Gases

8.5 /10

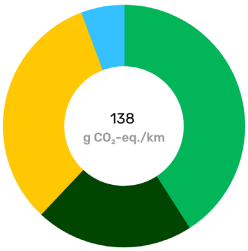
Additional Life Cycle Assessment information

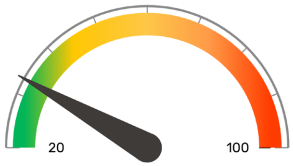
Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime, 'from cradle to grave'. In this section, the total vehicle life cycle greenhouse gas emissions are displayed.

MARGINAL

4.8 /10

Total LCA GHG emissions





Vehicle Life Cycle average emissions **33** (+/-)
(best **30** | worst **36**)

- Production & recycling 40.9%
- Battery production 21.1%
- Tailpipe emissions * 0.0%
- Fuel/energy supply 32.3%
- Maintenance 5.7%

* The scoring does not consider the direct exhaust GHG emissions at the tailpipe, because they are scored separately in 'Exhaust GHG emissions' above.

good | adequate | marginal | weak | poor | not applicable



Driving Experience

Consumption & Range

GOOD

Cold Winter Performance

ADEQUATE

Charging Capability

ADEQUATE

Green NCAP Comment

- The e Vitara's estimated real-world consumption values are largely seen as 'good'. The combination with a 60 kWh battery lets the expected driving ranges be evaluated as adequate for most consumer's needs. The consumption readings of the board computer display couldn't be determined correctly due to a software error, which was later addressed by a service campaign by Suzuki. Therefore, they are ignored in this part of the assessment.
- By preheating the vehicle while it is plugged, some increase of driving range can be achieved in cold winter conditions. The e Vitara did not impress with its cabin heating performance, where some areas warmed up quickly, while others needed much longer. The thermal insulation properties are found to be adequate. The tested version was well equipped with alternative heating functionalities, and the heat-pump is standard, but some of the functions are optional or regionally dependent.
- The vehicle's home charging efficiency is good with a grid-to-battery-output value of 91%. However, the fast DC charging is seen as poor – the 10-80% SoC battery charging takes 44 minutes. The e Vitara doesn't offer any kind of bidirectional charging functionalities.

Consumption & Range

GOOD

Estimated actual consumption

GOOD

What consumption can be expected in real world conditions?

In-laboratory measured consumption values are only partially representative of real-world use. Green NCAP's estimates aim at providing more realistic figures, which are based on measured results, modified by correction factors.

Conditions	Urban	Rural	Highway	Mixed	
Warm weather	14.0	15.7	19.6	16.2	kWh/100 km
Cold Winter	24.5	20.4	25.2	23.5	kWh/100 km

Driving range

ADEQUATE

What driving range can be expected in real world conditions?

Of special importance to consumers is the real-world driving range of electric vehicles. Green NCAP estimates this based on measured data, modified by correction factors.

Conditions	Urban	Rural	Highway	Mixed	
Warm weather	449	399	321	386	km
Cold Winter	256	307	249	267	km

Accuracy of display

NOT AVAILABLE

Is the consumption figure on the display correct?

good adequate poor not applicable

Cold Winter Performance

ADEQUATE

Driving range benefit of pre-warming

ADEQUATE

How much further can you drive in winter, if the car is pre-warmed?

A cold vehicle has increased energy consumption at the start of its trip, mostly due to the cabin heating demand. Pre-warming the car while it is plugged, when possible, can significantly benefit its driving range in cold weather conditions. Green NCAP's winter tests are performed at -7°C.

Type	Driving Range Benefit	Result
Urban trip	+93 km	
Mixed trip	+45 km	

Cabin heating

ADEQUATE

Does the vehicle get warm quickly in winter?

This indicates the time needed to reach 16°C in seconds at different positions in the cabin after the cold vehicle has been started at -7°C ambient temperature.

	Front	Rear
Head area	1,798 s	1,654 s
Footwell	251 s	

The rear footwell area right reached the temperature in 650 seconds. The rear left sensor malfunctioned.

good adequate poor not applicable

Cold Winter Performance

ADEQUATE

Additional heating functions

What functions can be used to improve heating comfort?

Unlike a combustion car, which usually uses the engine's waste heat to provide warmth to the cabin, in electric vehicles, the energy needed comes from the battery. Therefore, there is a trade-off between thermal comfort and energy consumption. Some additional heating functions can deliver good thermal comfort performance at lower energy use compared to heating up the entire cabin. If they can be scheduled or remotely activated before a trip, while the vehicle is still plugged, both comfort and driving range can be notably improved.

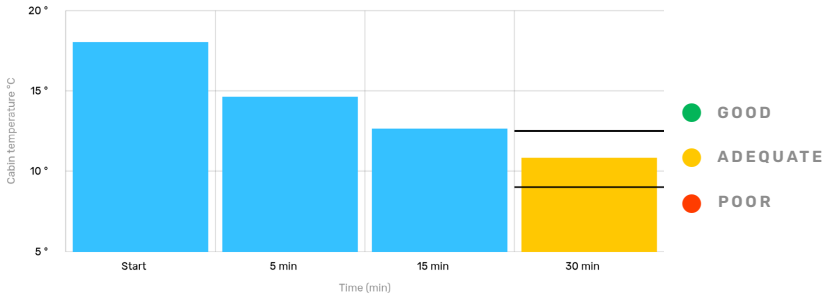
	Y/N	Fitment
Heat pump	✓	Standard
Seating heating front	✓	Regionally Dependent
Seating heating rear	✗	
Steering wheel heating	✓	Regionally Dependent
Sheduled pre-heating of seats	✓	Optional
Scheduled steering wheel pre-heating	✓	Optional
Scheduled cabin air pre-heating	✓	Optional
Smart cabin heating management	✗	

Cabin thermal insulation

ADEQUATE

How well does the cabin maintain its temperature?

Assessed here is the average cabin temperature drop after 30 minutes, starting from 18°C when the outside temperature is -7°C and the vehicle is inactive.



good adequate poor not applicable

Charging Capabilities

ADEQUATE

Battery pre-conditioning

Does the vehicle have the ability to optimize the battery temperature for fast charging?

Fast charging is quicker when the battery temperature is in a certain range, and many vehicles possess the function to actively prepare for a coming fast charging event. Most use the charger destination in the navigational system to control the process, and some would offer a manual activation function.

	Manual	Automatic
Battery pre-conditioning	✓	✗

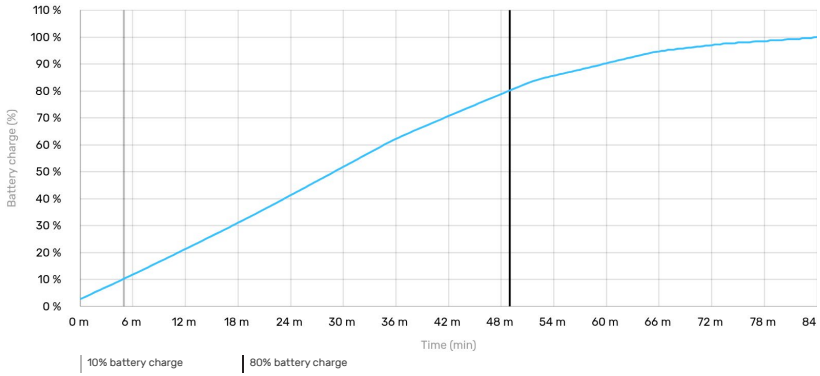
Fast charging

POOR

Green NCAP's fast charging test verifies the vehicle's ability to recharge fast, which is crucial at long trips or tight schedules. Although constantly improving, not all vehicles offer the same capabilities.

Charging time

How quickly can the battery charge?



good adequate poor not applicable

Charging Capabilities

ADEQUATE

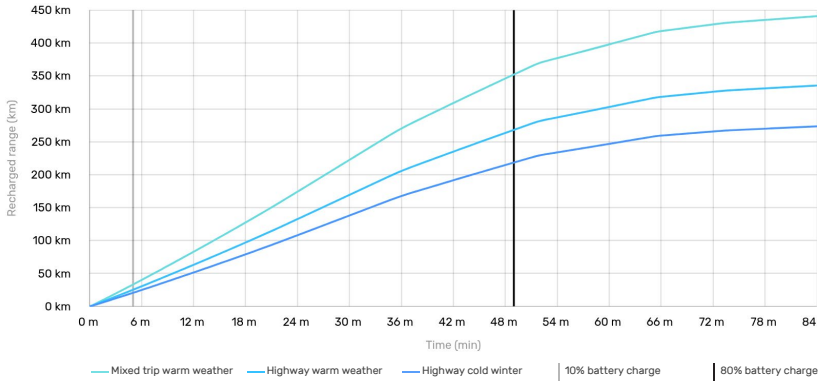
Fast charging

POOR

Green NCAP's fast charging test verifies the vehicle's ability to recharge fast, which is crucial at long trips or tight schedules. Although constantly improving, not all vehicles offer the same capabilities.

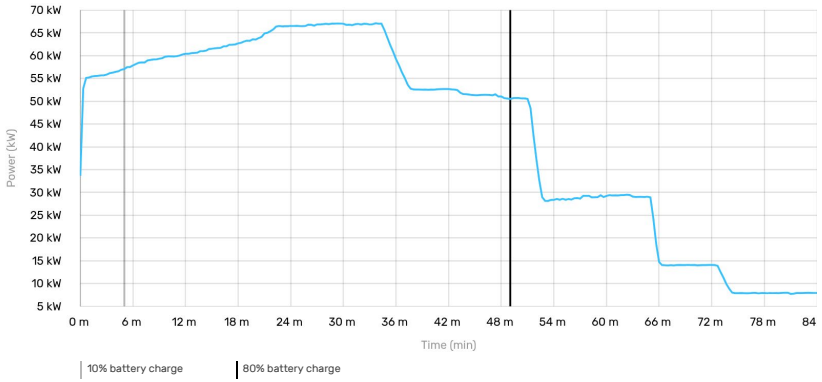
Recharged range gain per charging time

How long do you need to fast charge to drive a certain distance?



Charging power

How quickly does energy flow into the battery, depending on its charge level?



good adequate poor not applicable

Charging Capabilities

ADEQUATE

Home charging efficiency

GOOD

Is charging at home efficiently utilizing the energy withdrawn from the grid?

The assessed efficiency value is the grid-to-battery-output efficiency, which describes what share of the energy taken from the electricity grid is available for the vehicle to use for propulsion and other auxiliary functions. The value encompasses not only the charger efficiency but considers several other losses as well.

Home charging efficiency	91%
Maximum home charging power	11.0 kW

Bidirectional charging

POOR

How capable is the vehicle of supplying energy from its battery to other devices or systems?

Bi-directional charging is available in some vehicles and is gaining increasing popularity. It comes with different power and functionality levels. However, battery usage for purposes additional to regular vehicle driving and charging might be disadvantageous for its durability and manufacturers might introduce limitations to protect it.

Power output

Not available

Compatibility

Vehicle-to-Load (V2L)
The inlet or the interior socket can provide AC power through an electrical domestic socket.

Vehicle-to-Household (V2H)
The vehicle can provide power to a household through a charger.

Vehicle-to-Grid (V2G)
The vehicle can return power to the grid.

Grid integration

Basic
No integration (just a socket for a stand-alone load). No scheduling option. Very basic visualisation.

Limited
Energy management system through the vehicle app (timers availability and power monitoring). Dedicated interface in the car, with mobile app monitoring.

Advanced
Advanced settings available such as tariff and consumption control, linked to distributor energy prices. Advanced real time energy flow visualization. AI powered suggestions for optimal usage.

good adequate poor not applicable

Specifications

Vehicle class
Small SUV

System power/torque
128 kW/193 Nm

Engine size
n.a.

Declared consumption
15.1 kWh/100 km

Declared driving range
Overall 426 km
City 581 km

Declared CO_2
n.a.

Declared battery capacity
Usable (net) 59.8 kWh
Installed (gross) 61.1 kWh

Mass
1,799 kg

Heating concept
Waste heat & high voltage heater & heat pump

Tyres
225/50R19

Emissions class
AX

Tested car
MBHPA2AS90010xxxx

Publication date
10 2026

Also covered by this rating

Variants Names may vary by country

Suzuki e VITARA
61 kWh Comfort+ electric FWD automatic

Suzuki e VITARA
61 kWh Comfort electric FWD automatic

Other models

Toyota Urban Cruiser
61 kWh electric FWD automatic