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INDIA

VOL.21 NO.11 • July 2020

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ROAD TO RECOVERY



FROM A COMPLETE standstill in April, the auto industry has sputtered into the slow lane in the last two months. Car sales are still half of what they should be, but last month's sales - a jump of more than 200 percent over May - is an encouraging ray of hope. No doubt, this spurt is from a small base and driven by pent-up demand after nearly three months of lockdowns, but what's heartening is that the recovery is sharper than expected. It's still too early to predict the sales trajectory and we'll get a better picture in the next few months, but a few trends are emerging.

The two ends of the market are recovering the fastest. The pointy end of the pyramid doesn't appear to be that badly impacted and uber-expensive brands like AMG, BMW's M Series, Porsches and even Lambos haven't faced huge cancellations and continue to sell in insignificant numbers. The significance though is that, even in a devastating crisis like the COVID-19 pandemic, the rich stay rich, or get even richer (ask Mukesh Ambani!), but the well-heeled are too few to move the needle.

Leading the recovery is the entry-level segment and Maruti Suzuki in particular. After being knocked off from the top of the sales charts in May, India's top car company has restored the 'old normal', with six models amongst the top 10 sellers and the Alto back where it belongs at the top of the table.

In fact, Maruti Suzuki could emerge even stronger from this crisis and increase its market share, as first-time buyers, who want to avoid public transport, drive demand for small, affordable cars, a segment the company dominates. It also dominates rural India, which is bouncing back faster than urban areas, and this too will play to its strengths. And with diesel prices going through the roof, Maruti Suzuki's exit from diesel couldn't have been timed better. In a crisis, the strong only get stronger.

HORMAZD SORABJEE Editor

editorial@autocarindia.com [hormazdsorabjee](#)

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EDITORIAL

Raheja Xion, 4th/5th floor
Opp Nirmal Park
Dr B Ambedkar Marg
Byculla East
Mumbai 400 027
Tel: 022-23787500

E-mail

editorial@autocarindia.com

ADVERTISING

Mumbai

Raheja Xion, 4th/5th floor
Opp Nirmal Park
Dr B Ambedkar Marg
Byculla East
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Veritas Business Suites,
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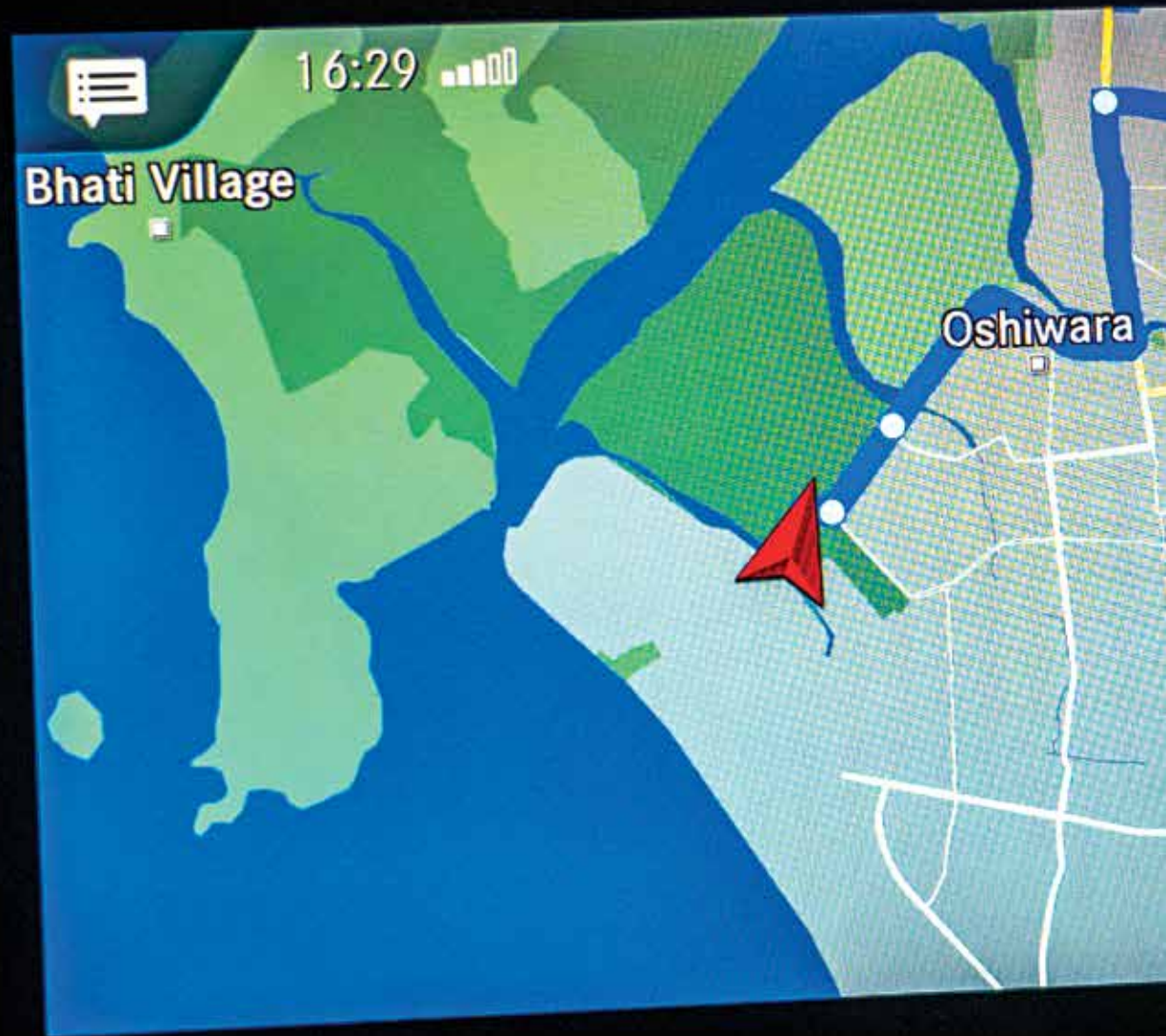
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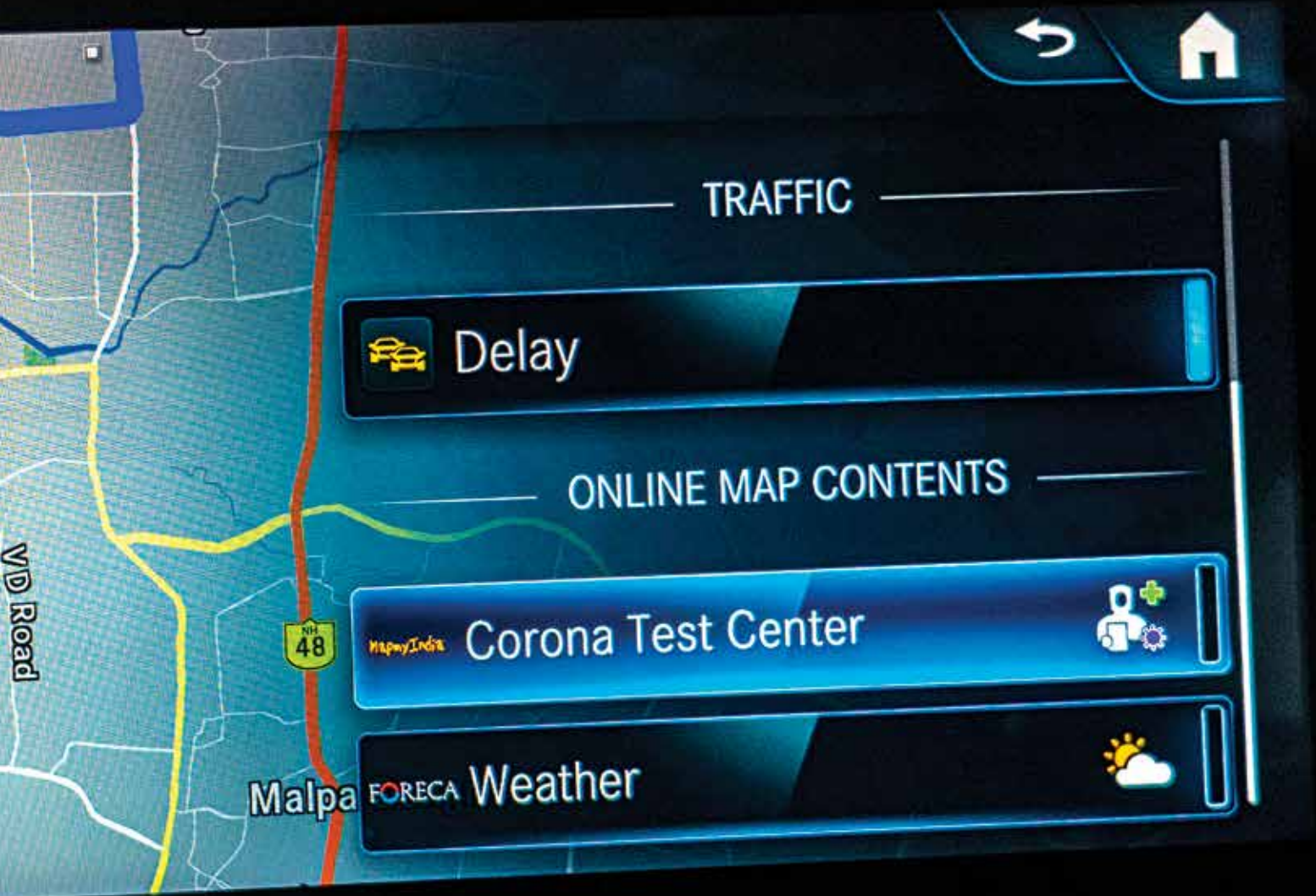
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IN TIMES LIKE THESE

What you're looking at is the infotainment screen of the all-new Mercedes-Benz GLS. And yes, there's an icon that reads Corona Test Center. A new inclusion on the MBUX system and developed by Mercedes-Benz R&D India in partnership with MapmyIndia, the function will guide you to the closest testing centre, should the need arise. Hopefully, it's a feature you'll never have to make use of. To know what else the massive and tech-loaded GLS packs in, flip to page 60.







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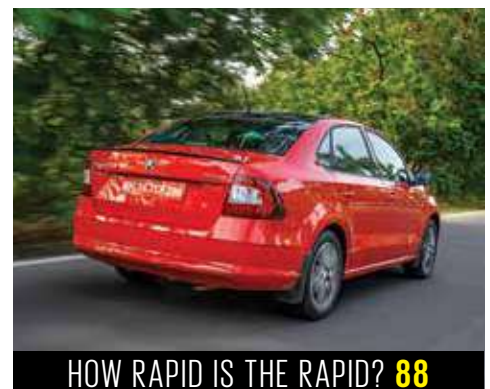
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LETTER OF THE MONTH

Lessons in history

I couldn't put down your 250th issue, which had me engrossed cover to cover. Being an observer of the auto industry for over 25 years, the stories

on the car companies and the models that lived beyond 250 months was a history lesson. For me, the unsung heroes of the piece are the Maruti Omni and the Maruti Gypsy, which outlived the Maruti 800 but never got the same celebrity status. Also telling is three Marutis in a list of seven cars that lived beyond 250 months; not unexpected when a company has a complete monopoly of the market and could keep making cars for years and years, which people lapped up quietly for years and years!

Navtej Singh Sandhu,
via email



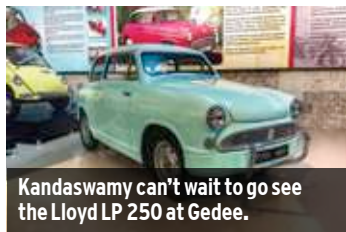
Magical number

Every story in your 250th issue was a celebration and I must congratulate you on the hard work your team has put in to produce a collector's issue that's packed with stories I will cherish. The 'My first 250kph' story was fun to read and what I noticed was how long back Hormazd Sorabjee hit this magical figure. I was only seven years old back then! It also reminded me of my personal fastest of hitting 202kph in my BMW 330i on a road and place that will remain unnamed! Keep up the good work guys!

Amit Ahuja, via email

Feel-good weekend

Your 250th issue was the feel-good shot I needed in the midst of this pandemic. It arrived on a Friday and I spent the whole weekend going through every page. I was



Kandaswamy can't wait to go see the Lloyd LP 250 at Gedee.

so entertained with all the stories around the 250 theme, but the one that fascinated me the most was the story of the Lloyd LP 250 – what could have been India's first people's car. And to find out that this car was right under my nose, in my hometown, was absolutely thrilling.

The day the Gedee car museum opens, I am going to pay the little Lloyd a visit.

D Kandaswamy, Coimbatore

Unjust outcome

Congratulations on rolling out your 250th issue. I have been an ardent Autocar reader for the last 15 years, I would truly like to commend the effort of your team to continue to churn out gripping stories even at the time of this pandemic. The duel between the Seltos and Creta was every bit as brilliant as your other comparisons. I, however, am in dissension with the outcome as I felt the Seltos should have edged out the Creta, simply for the reason of it being much better to drive, and the driving experience, particularly in the turbo-petrol segment, is a crucial factor. The result would have been just, had it been a duel between the diesels, as practicality would then have been at the forefront for most buyers. Moreover, with its superb

YOUR VIEWS

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styling and much more luxurious cabin, I feel the Seltos is simply more bang for your buck.

Nikhil Sukhdev, via email

Right choice

Nice mix of 'celebration' stories in your 250th issue but the bonus for me was the Creta vs Seltos shootout. It was a very well-written article that brought the different nuances of each car. I am sure this must have been hard to judge, as both cars come from the same parent and share lots of common components; it's hard to differentiate one from the other. But you have done it very precisely and given a clear winner, which is the Creta and my next car!

Nitin Maroo, via email

Reality check

Your article on 'How to become an auto journalist' should be taught in every journalism course. I just love the thoroughness of the story,



Sanil knows how tough it is to break into the auto journalism field.

which goes into great detail about a dream job many of us have aspired to have. In fact, I can relate to the story as I tried to start my own blog but found I could not get access to cars easily and was constantly being fobbed off by the companies' PR representatives. I have now joined my father's chemical business and am doing well enough to have bought a Cayenne!

I don't think I could have afforded one if I was an auto journalist!

Sanil Pathak, via email

No diesel commitment

Heartiest congratulations on the 250th issue, and I'm proud to be part of the Autocar family since day one. I still remember buying the first fat issue from a news-stand at Kurla railway station.

Regarding the shift to BS6, I have a few contrasting observations to make. Before BS6, Fiat's 1.3 and Renault's 1.5 diesels were widely used in numerous cars. And in spite of such volumes, I can't understand why both the manufacturers find it expensive to upgrade the engines to BS6. In fact, the VW Group can share its engine across group brands and a wide range of models. I feel such companies are too slow to upgrade to BS6 diesel and are taking a huge risk by offering all cars across the group in petrol-only options.

Maruti has been the slowest when it comes to diesel. It got overly dependent on Fiat and took its own sweet time to launch the in-house diesel, which, however, was only BS4 and could not be upgraded to BS6. That makes it another major manufacturer to have petrol-only cars, disappointing diesel lovers.

And then there are companies like Hyundai, Tata, Mahindra, who easily upgraded most of their oil-burners to BS6. Some like Ford went a step ahead and actually reduced the prices of BS6 diesel cars compared to BS4 (EcoSport). Now that's some commitment to market! I know upgrading diesel from BS4 to BS6 is complicated and an expensive task, but if companies with not so big volumes can do it, then why can't global players?

A.S. Tidke, via email



Nitin thinks the Creta rightly won the comparo, while Nikhil feels the Seltos gives more bang for the buck.



New Mustang coming early 2021

Gets a more powerful V8, 10-speed automatic and updated styling.

Ford's Mustang, though currently not on sale in India, is expected to make a return to the market by end-2020 or early-2021. One of the most successful sports or GT cars to have gone on sale in India, the Mustang appeals to so many because it blends attractive looks, strong

performance, good driving manners and a comfortable cabin; all in an attractive price.

Since its introduction here in mid-2016, Ford has sold an impressive 450 Mustangs in India. Its introduction in international markets has been so successful for Ford, in fact, that it's managed to sell more

sportscars than Porsche in Europe; and that's huge.

But which of the many Mustangs should Ford return to the Indian market with? The candidates, after all, are many. It must have been tempting to draft in the services of the more affordable 310hp, 2.3-litre EcoBoost four-cylinder

turbo-petrol (at around Rs 55 lakh), or move up to the flat-plane-crank-equipped 526hp Shelby GT350 V8 that's at around a crore. Ford, however, chose the middle path, and correctly so. As a result, the Mustang we will get will be the 450hp GT with the delicious 5.0-litre V8.

Getting a car of the same specification (when you have a wider choice) must have been difficult, but then why change a formula you know works?

So what's different over the earlier Mustang GT introduced in 2016? Known as the 2020 Mustang in the US, the car features a new



FLYING THE FORD FLAG - THE MACH 1

WITH ITS PLATFORM sharing JV with Mahindra soon to come on stream and Ford's identity in India now ever more important, the Blue Oval is keen to keep the flag flying. And that is why it is actively looking at importing some iconic Ford cars to India under the 2,500 (quota) import scheme. The choice before Ford is vast and varied, but special-edition Mustangs are the ones likely to be the ones first in. There's already talk of the iconic Mach 1 recreation being imported. Built originally to celebrate the breaking of the sound barrier by the Bell X1 in 1969, the new Mach 1 has a uprated 480hp V8 under the hood, with engine mods coming from the Shelby GT 350. It borrows the Shelby's intake manifold and a larger capacity engine oil cooler, and to



help transmit power better, the rear axle is taken from the even more powerful GT500. Also part of the handling package are a stiffer steering I-shaft for better road feel, an underbody 'wing' for improved airflow under the belly of the car, stiffer anti-roll bars, stiffer front springs, a rear sub-frame with stiffer bushings and a rear toe link also from the GT500. The Mach 1 will be in US showrooms by spring 2021, and Ford says this special edition is also for Mustang enthusiasts around the world. So like the 'Bullitt' edition, expect a right-hand-drive version to follow soon.



Sharp-handling Mach 1 could replace the Shelby GT350.

chin with airflow-shaping vanes, the more sculpted bonnet gets a couple of rear-facing vents, there are new LED lights both at the front and the rear, and the boot has a more prominent kick-up for the spoiler.

On the inside, changes include an all-new digital instrument cluster. You get the traditional dials, of course, but there's also a Track mode with a race car-like horizontal tachometer taking center stage. Here, shift lights prompt you to go up a gear if you are in

“
The 5.0 V8 has been the heart and soul of the car, and it remains so.
”

manual mode. On the main touchscreen, you get Android Auto and Apple CarPlay, and the quality of the screen has been improved as well. While there's no big improvement in the quality of the basic

plastic bits, there are some improvements in areas like the trim on the doorpads and quality of the seats.

Under the hood comes the best bit - that fantastic 5.0-litre V8 engine. It now

puts out a nicely rounded 450hp, as against the 401hp of the previous India car. The best bit is that this jewel of a V8 engine loves to rev. More track car than street rod, it makes its maximum power at a lofty 7,000 rpm, with its redline at 7,500rpm. Other highlights include cast-aluminium pistons, forged connecting rods, coilover plug ignition, and dual injectors: two per cylinder (one direct, the other indirect).

The Mustang now also comes with a 10-speed

automatic gearbox and a limited slip differential at the rear. The new automatic gearbox is the one Ford has on many of their cars, but it is tuned to deliver a sporty response on the Mustang.

Also on offer are drive modes, paddleshifters on the wheel and large 352mm front discs that use four-piston calipers.

Expected to hit showrooms at the end of 2020 or early 2021, the new Mustang 5.0 V8 is expected to come at a price of Rs 75 lakh.

SHAPUR KOTWAL

Facelift brings restyled headlights, bumper and grille.



Facelifted Toyota Fortuner set for India launch in early 2021

Toyota's popular 7-seat SUV has received its first major update since its debut in 2015. India launch pushed to next year because of the COVID-19 pandemic.

The current generation of the Toyota Fortuner made its debut in 2015, and now, nearly five years later, the facelifted model has been unveiled in Thailand. For 2021, the Toyota Fortuner gets a new face with a larger, mesh-pattern grille, reshaped front bumper and redesigned LED headlights that have

incorporated LED daytime running lights, and there's also a new design for the 18-inch alloy wheels. At the rear, the major change is the addition of slimmer-looking LED tail-lights. For Thailand, there's also a top-spec 'Legender' model with a sportier persona. It gets a more aggressive-looking nose, and the treatment of

the headlights and grille, too, is different, to give the Legender a visual identity of its own. Also exclusive to this model are 20-inch alloy wheels, dual-tone paint schemes and gloss-black elements incorporated into the rear bumper and boot lid.

As for the Fortuner facelift's interior, not much has changed in terms of

design from the pre-facelift model. The interior hasn't been one of its strong points, and to add some value with this update, Toyota has included a bigger, 8.0-inch touchscreen infotainment system with Apple CarPlay compatibility. There's also a mildly updated instrument cluster, eight-way power-adjustable driver and

co-driver's seats and wireless smartphone charging, too. Also part of the equipment list for the Thai-spec Fortuner are LED ambient lighting, a nine-speaker JBL audio system and a 360-degree camera.

Another major change with the Thai-spec version is under the bonnet. While the 2.4-litre, four-cylinder diesel continues to make 150hp

Kia reveals exterior design of fourth-generation Carnival MPV

THE WORLD FIRST caught a glimpse of it through a teaser sketch, and now we have the first pictures of the all-new 2021 Kia Carnival, which reveal the exterior design of the MPV in full. At this point, some of you may be wondering "Didn't Kia just launch the Carnival in India?" The answer to that is yes, it was launched at the Auto Expo in February this year. However, the third-gen MPV, currently on sale in India, debuted globally all the way back

in 2014, and is due to be replaced, with Korea set to get the fourth-gen model first in the coming months.

New Carnival sports a more squared-off, SUV-inspired design.



One look at the pictures is enough to tell Kia wants the Carnival to have even more road presence than before,

and the design and styling derive influence from Kia's range of SUVs. Gone are the rounded, soft lines of the current-gen MPV, and in their place come more angular lines and a squared-off stance.

At this time, Kia hasn't revealed the specifications for the fourth-gen Carnival, but has said the new MPV will have a longer wheelbase than the

current-gen model, and will have more space on the inside as well. There's no word on the interior or engine options, but the new-gen MPV is expected to receive an extensive upgrade on the inside, and carry over the 2.2-litre diesel engine for select markets.

However, the fourth-gen Carnival won't be launched here any time soon, and is only expected to come to India by 2022.

AMAAN AHMED



New Legender variant gets a completely different front end.

and 400Nm of torque, the 2.8-litre diesel - which is the only diesel engine option for the Fortuner in India - has received a big boost in power. It now makes 204hp - up from the current model's 177hp - and an impressive 500Nm of torque, which is 50Nm more than the current Fortuner automatic. However, this more powerful engine is unlikely to be offered in India, as the pre-facelift model's 2.8-litre diesel engine has just been upgraded to meet BS6 emission norms. Opting for a power upgrade immediately would necessitate a considerable amount of recertification as the 204hp diesel will need to

be homologated, something that will also entail additional investment. It's worth noting that in its current form, the Fortuner's 2.8 diesel matches its rivals - the Ford Endeavour and Mahindra Alturas G4 - on power, so Toyota is only likely to introduce the 204hp diesel with the next generation of the SUV.

Delays caused by the COVID-19 pandemic meant Toyota has had to delay the India launch of the Fortuner facelift to early 2021. Expect its prices to be a fair bit higher than that of the current model, which range from Rs 28.66 - 34.43 lakh (ex-showroom, Delhi).

AMAAN AHMED



Update brings larger 8.0-inch touchscreen and Apple CarPlay.

RENAULT INDIA PULLS PLUG ON CAPTUR

Renault has quietly discontinued the Captur in India. Launched in late 2017, the Captur never really got a foothold in our market; it recorded sales of just 6,618 units until March 2020. A high sticker price, the lack of a premium cabin, and very capable competition meant buyers never really

flocked to it, and Renault India's decision to abandon diesel engines in the BS6 era proved to be the final nail in the coffin for the Captur.

SERGIUS BARRETTO

LAUNCHES THIS MONTH

MERCEDES-BENZ GLS

Merc's new-gen three-row flagship SUV comes with 367hp mild-hybrid petrol and 330hp diesel engine options; both have the same price. The new GLS is larger than its predecessor, and far better kitted as well. The twin 12.3-inch screens for the infotainment system and instrument cluster that run the latest MBUX software are a highlight.

Price Rs 99.90 lakh (ex-showroom, India)

Rivals BMW X7

BMW X6



The original SUV-coupe is now in its third generation. The X6 is available in the 40i form, with a 340hp/450Nm, 3.0-litre, six-cylinder turbo-petrol engine. You get a choice of two trims, xLine and MSport, both of which are priced the same.

Price Rs 95 lakh (ex-showroom, India)

Rivals Audi Q8, Porsche Cayenne Coupe

DATSUN REDIGO FACELIFT

The most comprehensive update for the Redigo sees the budget hatchback get a fresh new face, more equipment, BS6 petrol engines and changes to meet safety norms. The same 54hp, 0.8-litre and 68hp, 1.0-litre units have been upgraded to meet the new norms; as before, the latter gets an AMT option too.

Price Rs 2.83-4.77 lakh (ex-showroom, India)

Rivals Renault Kwid, Maruti S-Presso

HYUNDAI ELANTRA DIESEL

A diesel engine option makes a comeback to the Elantra range. And it's the 115hp, 1.5-litre engine that powers the Creta and Verna. 6-speed manual and automatic options are on offer with the



New GLS is 77mm longer and 22 mm wider than its predecessor.

lower-spec SX trim and the higher-spec SX(O) variant, respectively. The base petrol variant has been dropped, and prices for the other petrol variants have been cut by Rs 80,000.

Price Rs 18.70-20.65 lakh (ex-showroom, Delhi)

Rivals Honda Civic, Skoda Octavia

BMW X7 M50d

The range-topping version of BMW's flagship SUV is powered by a 3.0-litre, inline six-cylinder, quad-turbocharged diesel engine that produces 400hp and 760Nm of torque. Despite weighing over 2.5 tonnes, the X7 M50d sprints to 100kph in 5.4sec. Its asking price is relatively higher due to its CBU status.

Price Rs 1.63 crore (ex-showroom, India)

Rivals Mercedes GLS

MERCEDES GLE 450

The GLE range has expanded with the introduction of a petrol option and a locally assembled version of the 400d. The GLE 450 gets a 367hp petrol engine that works in tandem with a 48V mild-hybrid system - up to 22hp and 250Nm of torque is added when required. The locally assembled GLE 400d costs Rs 36 lakh less than the imported 400d Hop Edition.

Price Rs 88.80-89.90 lakh (ex-showroom, India)

Rivals BMW X5, Volvo XC90

BMW X5 SPORTX

The X5 range gains a new entry-level SportX trim, and it costs Rs 8 lakh less than the previous entry-level

version. Features omitted from the SportX include air suspension, a 360-degree camera, laser headlamps and a Harman Kardon surround sound system.

Price Rs 74.90 lakh (ex-showroom, India)

Rivals Mercedes GLE, Volvo XC90

KIA SELTOS



Kia has rationalised the Seltos range by discontinuing the slow-selling GTK and GTX DCT variants and adding more kit across the line-up. There are more variants with a sunroof now and top-spec Seltos trims get a choice of dual-tone colours. Prices have increased by Rs 10,000-30,000, depending on the variant. **Price** Rs 9.89-17.34 lakh (ex-showroom, India) **Rivals** Hyundai Creta, Nissan Kicks

PORSCHE PANAMERA 4 10 YEARS EDITION

To commemorate 10 years of the Panamera, Porsche has launched a special edition based on the Panamera 4 variant. It gets more features as standard, like Porsche's Dynamic Light System Plus system and Active Suspension Management system, and white gold highlights outside and in. **Price** Rs 1.60 crore (ex-showroom, India) **Rivals** BMW 8 Series Gran Coupe



PV sales gather pace in June

The Indian automotive industry is slowly finding its feet once again after an unprecedented halt in proceedings because of the COVID-19 pandemic. Having cautiously restarted operations and sold 36,860 vehicles in May, carmakers saw sales rise sharply in June, selling a cumulative 1,16,969 vehicles. While

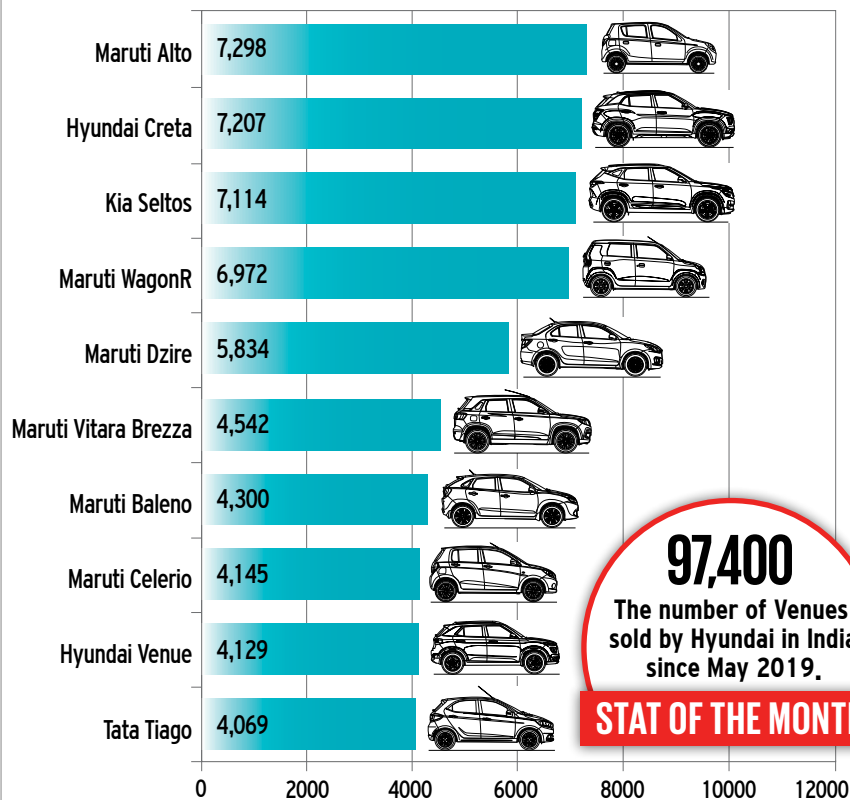
that figure is less than half of what it was in June 2019, it is an encouraging increase over last month's numbers.

Some normalcy has returned to the Top 10 sales chart as well, with a Maruti - the venerable Alto - being the highest-selling model in June. Hyundai's second-gen Creta - which topped in May - took second place, with its cousin (and fiercest rival),

the Kia Seltos, in third. The Maruti WagonR slotted into fourth, and the recently-updated Dzire took fifth place. The petrol-only Vitara Brezza found 4,542 takers, and was trailed by the Baleno and Celerio. In ninth place was Hyundai's Venue compact SUV with 4,129 units sold, and the Tata Tiago rounded out the list. **AMAAN AHMED**

TOP 10 MODELS - JUNE 2020

UNITS SOLD



Nissan Magnite to make world premiere as a concept

NISSAN HAS RELEASED a new teaser image of its upcoming 'B-SUV' ahead of its global reveal on July 16. To be known as the Magnite in India, the compact SUV will be shown in concept form at Nissan's headquarters in Japan.

The teaser shows exaggerated elements like the thick wheel arches, large wheels wrapped in off-road tyres and scuff plates, which are typical concept car traits that will be toned down for the final product. The SUV's sharp and stretched-back LED headlights are similar to the larger Nissan Kicks', while the large and radical L-shaped DRL is an element we've seen on the Datsun Redigo facelift. Even the octagonal grille

is very Datsun-like, which is understandable given that the Magnite was earlier slated to launch under that brand. The teaser also suggests the Magnite will have thick body cladding running across its side.

The SUV will come with two engine options - a 72hp, 1.0-litre, naturally-aspirated petrol, and a 1.0-litre, turbo-petrol producing around 95hp. Both engines will come with a standard 5-speed manual, with the turbo motor getting a CVT auto option and the NA motor getting an AMT option.

The Magnite is expected to go on sale in India only in January 2021, with prices likely to start at around Rs 5.25 lakh.



WAY BACK WHEN

20 YEARS AGO JULY 2000

In the July 2000 issue we had a first drive of the much-anticipated Honda Accord and a road test of the Ford Ikon with the 58hp, 1.3-litre petrol engine. This issue also featured a close look at the Honda CR-V, Honda Insight hybrid, Ferrari Rossa concept, BMW 330 Ci and an exclusive look at the JD Power sales satisfaction results. There was also news about the Fiat Palio facelift, along with loads more news, reviews and features from the world of automobiles 20 years ago.



AUTOCAR
IMAGE

COMPUTER-GENERATED ILLUSTRATION BY POTDAR DESIGN

Renault Kiger to get unique interiors

Despite being based on the Triber, the Kiger's interior will have a different look and feel, as well as more features.

New spy shots of Renault's upcoming compact SUV, the Kiger, have emerged, providing a first look at its interiors. Like the Triber 7-seater, the Kiger is also based on Renault's CMF-A+ platform and the two models will share engines and gearboxes. However, in their interiors, the commonalities will be limited to certain elements only. The Kiger gets a unique dashboard that's easily distinguishable by the design of the centre console. A floating-look 8.0-inch touchscreen takes centre stage here, with the air con vents positioned below. Lower down, like the Triber, there's a separate platform for the engine start-stop button.

The side air con vents are also unique in look, and what also helps give the Kiger a different personality is the

dark grey-black cabin theme. The Triber, for reference, sports a dual-tone, beige-on-black theme. Of the other things, dual gloveboxes will also be part of the Kiger package.

The spy shot confirms a number of features that the SUV will get. For instance, while the Kiger's steering wheel is from the Triber, there's the important inclusion of audio controls. Again, while the digital instrument cluster will be similar to the Triber's, it will have a different design. The 8.0-inch touchscreen will also be a development of the Triber's unit though it won't feature eSIM-based connected tech. Auto climate control is another feature that will be included.

The absence of a third pedal and addition of a proper dead pedal also

indicates that the Kiger spied is an automatic. As we had reported earlier, the Kiger's 1.0-litre turbo-petrol engine (making around 95hp) will get a CVT auto option while the regular 1.0 engine will come with an AMT.

The split headlight setup (which looks quite a lot like the Kwid's) is now offered on a number of global Renault models and the V-shaped grille is likely to get liberal amounts of chrome on higher-spec models. Expect alloy wheels to be on offer with the higher-spec variants.

Renault's answer to the current crop of compact SUVs is also expected to be priced competitively when it arrives by October this year. The range is expected to start around Rs 6 lakh and go up to Rs 11 lakh for the top-of-the-line, turbo-petrol automatic.

RIVAN RS

CONFIDENTIAL
THE AUTOMOTIVE GRAPEVINE

SIMILAR TO THE ISI mark mandated for tyres, the Bureau of Indian Standards is in the process of putting together legislation that will mandate the use of the ISI mark on all windcreens and windows of cars manufactured and assembled in India. While the move is likely to help maintain safety levels and quality standards for automotive glass, it is also likely to cause some medium- and short-term disruption for car manufacturers who will now have to get imported glass tested and stamped.

TOYOTA IS LOOKING at bringing its iconic, full-sized SUV, the Land Cruiser, back to India in 2021. The big news, however, is that the one that's likely to make a return is the new and yet-to-be-revealed J300. Rumoured to be lighter, greener and even more capable off road, the new J300 will come with downsized petrol hybrid and smaller-capacity diesels; a more powerful version of the made-in-India 2.8 diesel is also rumoured to be in the mix.



NISSAN IS NOW hoping to capitalise on the delay in the Magnite's launch and is readying its connectivity system that it plans to equip its upcoming compact SUV with. In-car connectivity would be an advantage over its cousin, the Renault Kiger, which despite having an updated infotainment system over the Triber will not have any connectivity features, as Renault is still at work on their application.



AUTOCAR
IMAGE

HYUNDAI IS IN talks with Mahindra & Mahindra for a possible collaboration in the EV space. The two companies are exploring the possibilities of joint

HYUNDAI Mahindra
Rise.

sourcing for batteries and other EV components to generate enough scale for local production. The Korean major is understood to be developing a low-cost EV for the Indian market in the Rs 14-15 lakh range.

SPY SHOTS
RENAULT KIGER



Split headlight cluster and V-shaped grille visually link Kiger to the Triber and Kwid facelift.



Floating 8.0-inch touchscreen takes centre stage on Kiger's dash.

VW India looking to launch new Passat

Powered by a 2.0 TSI petrol engine, this could be the most fun Passat yet.



Redesigned bumper adds a bit of newness to the Passat's face.

Volkswagen is in the process of reintroducing its flagship sedan, the Passat, in India. A facelifted version of the car was recently spotted on test outside Pune, and since it was undisguised, the refreshed nose and clean lines were clearly visible.

Unlike the earlier version that followed VW's understated design philosophy to a 'T', this new one seems to have taken the mantle of being VW's flagship a bit more seriously. There are bold flourishes on the lower part of the bumper, cut and creases have been used around the faux jet

intake-like vents, and the grille and headlights have been quite impressively blended. Look closely and you can even see bits of chrome from the grille that seem to run into the headlights. The facelifted Passat also gets a new rear bumper that makes the back of the car look more muscular, and unlike earlier, the name 'Passat' is now scrawled across the boot lid.

While the basic layout of the cabin seems similar and no big bits have been moved around on the dash, the look and feel of the cabin has changed. Many of the surfaces that make up the dash have been cleaned up,

the visual clutter has now been reduced, and with the new large, high-contrast screens offsetting the silver and grey colour trim, the cabin has a new, techy look.

What also ups the ante is the flat-bottomed steering wheel. The new wheel isn't just good looking, it uses

capacitive touch tech to detect even the slightest touch, and even integrates with VW's new Travel Assist system. The new car also gets independent SIM-based connected tech and wireless Apple Car Play, with the latter only available on the BMW X1 as yet. Also, if you have a Samsung phone, you can even lock and unlock the car via an app.

Under the hood will be VW's 2.0 TSI petrol. What's interesting is that the Passat started its journey in India in 2007, powered by a diesel, then switched to a 1.8 petrol in 2010, and then went back to diesel in 2011. Now, come late 2020 or early 2021, Volkswagen is looking at getting the Passat back, but again powered by, you guessed it, only a petrol. The engine will be the same

as the one in the Tiguan Allspace and the Skoda Superb. Displacing 2.0 litres, this 190hp TSI engine will give the new Passat plenty of disposable power, smoothness, refinement and considerable charm. Question is, will VW be able to price it competitively? The Passat's biggest competitor is actually the Superb, and what makes life difficult for it is that the more spacious Skoda undercuts it by a fair margin. Still, replete with a charm of its own and offering tremendous value for money when compared to other luxury cars, the Passat has a lot to offer luxury car buyers not just looking for a fancy badge. Expect a price of around Rs 34-35 lakh when the car goes on sale.

SHAPUR KOTWAL



VW has freshened up the Passat's interior.



SPY SHOTS
VW PASSAT

Ford Figo 1.2 petrol to get 6-speed automatic

FORD WILL SOON launch a new automatic version of its Figo hatchback. Different from the 123hp, 1,497cc Dragon petrol sold with a 6-speed automatic (or the earlier twin-clutch auto equipped 110hp, 1,499cc four-cylinder petrol), this one will come powered by the smaller 1.2 version of the Dragon engine.

Displacing 1,194cc and putting out 96hp at 6,500rpm, this engine makes a good amount of power, especially for a car the size of a Figo. Performance is healthy at

high engine speeds, and the 1.2 Dragon has a relatively strong mid-range. Where there is a bit of a power deficit is at low engine

speeds. Here, throttle responses are lazy and the engine takes its time to respond.

The good news is

that Ford's 6-speed automatic, equipped with a torque converter, should complement the 1.2 petrol-powered Figo quite nicely.

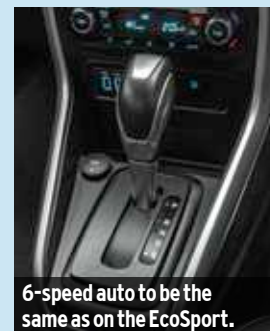
A torque converter firms up response at low engine speeds (by multiplying torque), and this should help the 1.2 Figo feel more responsive to a tap on the throttle. The 6-speed automatic gearbox is also the same as the one on the EcoSport, and that means the Figo could also get paddleshifters.

Expected to hit showrooms towards the end of August, the Ford Figo automatic is likely to be priced somewhere between Rs 8.0-8.3 lakh.

SHAPUR KOTWAL



Figo automatic expected to launch by end-August.



6-speed auto to be the same as on the EcoSport.

Mahindra to let go of SsangYong

SsangYong has been a loss-making venture for M&M but it has also benefitted Mahindra products. Is it right to call it quits at a time when alliances are crucial?

With the COVID-19 crisis bludgeoning an already-sputtering auto industry, Mahindra & Mahindra (M&M) has decided to stop making any further investment in SsangYong Motors, the South Korean automaker it acquired for US\$463 million (Rs 2,100 crore) in 2010. M&M is aggressively looking for an investor and has not ruled out walking away from its South Korean subsidiary, which faces mounting losses. SsangYong has been a huge cash drain on M&M, posting losses for almost a decade, and only reported a net profit in 2016, thanks to the runaway success of its Tivoli SUV.

In February this year, Mahindra's board considered a request from SsangYong for an infusion of 500 billion Korean won (Rs 3,000 crore) to help bring the struggling Korean automaker back to profitability by 2022. About half the amount was to repay the existing loan and the remaining was to augment capex for new product development. As per the blueprint, the funds required were to be generated by a combination of fresh bank loans, new investment and further equity investment by the parent company.

However, with the uncertainty created by the COVID-19 pandemic and no light at the end of the tunnel, M&M's board voted against investing the earmarked US\$ 406 million to bail out SsangYong. Eyeing an



Mahindra acquired SsangYong in 2010 for USD 463 million (Rs 2,100 crore).

eventual exit, Anish Shah, CFO of the Mahindra Group said, "The new investors may choose to buy our stakes." M&M currently holds a nearly 75 percent stake in SsangYong.

But to enable the Korean carmaker to have continuity of business operations, whilst it is exploring alternate sources of funding, the board has authorised the M&M management to give a special one-time infusion of up to 40 billion Korean won (Rs 236 crore) over the next three months.

Though SsangYong is a big blot of red ink on M&M's balance sheet, M&M's domestic product line-up has benefitted hugely from synergies with the Korean affiliate on several fronts. Joint development and

sharing of powertrains with SsangYong is what gave M&M the scale to cost-effectively invest in an all-new, state-of-the-art petrol and diesel engine family. After the transition to BS6, M&M arguably has the strongest engine range in India, after the Hyundai / Kia Group.

Another piece of component sharing is of the Aisin F6F45 6-speed automatic transmission – a new-gen torque converter that elevated the driving experience of the XUV500 automatic when it was launched in 2015. Without SsangYong, there would have been no Aisin 'box as the XUV500's volumes would have been too small to justify the cost of this sophisticated Japanese unit.

Possibly M&M's biggest

learning opportunity from its SsangYong acquisition is the scale to cost-effectively invest in an all-new, state-of-the-art petrol and diesel engine family. After the transition to BS6, M&M arguably has the strongest engine range in India, after the Hyundai / Kia Group.

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Mahindra Alturas – which let M&M enter the Rs 25-plus lakh segment.

M&M was banking on integrating SsangYong with the M&M-Ford alliance to further increase scale and lower capex. Sharing of platforms and powertrains across products from all three brands would have resulted in huge savings. However, these plans have gone pear-shaped.

In the current scenario, when companies are saving cash to conserve their future, M&M (which posted a Rs 2,510 crore loss in Q4 FY20) is in no mood to keep throwing money at a loss-making operation, despite the synergies it brings. It is now betting on its new JV with Ford, which promises to offer what SsangYong couldn't. **HORMAZD SORABJEE**



Alturas G4 and XUV300 are based on SsangYongs; XUV500's Aisin 6-speed automatic gearbox shared with SsangYong; interior ecosystem superior in Korea.

GOOD MONTH

ELECTRIC EVERYWHERE

Germany has mandated all 14,118 petrol pumps across the country to provide EV charging stations.



EXTENSION GRANTED

MoRTH has extended the validity of vehicle and driving documents expiring between February 1 and June 30 till September 30.



BAD MONTH

FUEL FOR THOUGHT

On June 24, diesel prices raced ahead of petrol prices for the first time in Delhi.



IT'S APT

Segway is axing its iconic PT two-wheeled personal transporter almost two decades after its 2001 debut.



BMW 3 Series LWB India-bound in 2021

Elongated version of the sedan gets a 110mm longer wheelbase; replaces the 3 GT in India line-up.

The 'L' badge will help differentiate between the regular 3 and the LWB.



BMW, in an unexpected yet smart move, is gearing up to launch the long-wheelbase 3 Series in India. Expected to hit showrooms by mid-2021, COVID-19-related delays notwithstanding, the more comfort-oriented 3 will come as a replacement to the long-wheelbase 3 GT which was BMW's bestseller in India.

India, however, won't be the first market to get a long-wheelbase version of the 3 Series, as the model is on sale in China already. Instead, India will be the first market to get the right-

hand-drive LWB 3 Series. The stretched wheelbase of the 3 Series LWB, at 2,961mm, is a good 110mm longer than the regular 3, and that's a lot. In fact, it's even longer than the 3 GT which has a wheelbase of 2,920mm.

The company isn't just planning on delivering more space; the LWB 3 gets a substantially uprated rear seat as well. The 110mm longer rear doors provide easier access, passengers sat at the back will get an extra 43mm of legroom, and the bench has been

improved too, with better cushioning and bolstering. Even the central armrest

is wider, there are softer headrests, and you also get mood lighting and a panoramic sunroof.

BMW is likely to sell this version with an 'L' badge, as it does in China. The 330Li will come with the 258hp, 2.0-litre turbo-petrol, and there is likely to be a 190hp 2.0d diesel version as well.

It remains to be seen if there will be sufficient differentiation between the standard and 3 Series LWB, enough to avoid excessive cannibalisation between the two versions. Prices for the LWB are expected to be between Rs 48-52 lakh.

AKBAR MERCHANT



Rear seats get better cushioning and 43mm more legroom.

Updated Bentayga gets refreshed styling and more kit

BENTLEY HAS UNVEILED the mid-cycle update for its luxurious Bentayga SUV. The model will go on sale in Europe in the coming months, followed by a number of Asian markets, including India.

The changes to the exterior bring the SUV in line with the brand's newer models, the Continental GT and Flying Spur. Notable changes on the SUV are the new 'matrix' grille, which is larger and 30mm higher, new LED matrix headlights with a cut-crystal design and new 3D elliptical tail-lights with animated LEDs.

There are significant changes in the cabin too.



New front grille is larger and higher up than before.

At the back, there's a 100mm increase in knee room, ventilated seats, and an updated 5.0-inch removable touchscreen for infotainment functions. Up front, the Bentayga gets a new 10.9-inch touchscreen

with wireless Apple CarPlay and Android Auto, a digital instrument cluster, a 790W, 12-speaker audio system, wireless charging and an embedded SIM card.

The same 550hp, 4.0-litre twin-turbocharged petrol V8 as in the outgoing car will be on offer initially, with the V6 petrol-electric plug-in hybrid and W12-powered 'Speed' versions set to follow at a later date.

LAWRENCE ALLAN



10.9in touchscreen takes centre stage inside.



Colin Goodwin

THE GOOD LIFE COVID MOTORING



The Zoe is a perfect lockdown car; no one could be up to mischief in a Zoe.

First of all, I hope all of you and your families are well and muddling through these unusual times. Here in the UK, we are slowly easing the restrictions that have been in place for over two months. I've kept driving throughout because I care for my 94-year-old mother who lives about 20km away. I'm allowed to do that. Quite frankly I'd do it anyway, permitted or not.

But enough of this. Two days before our lockdown, a couple of cars and a motorcycle were delivered to test. I've had all three ever since. The first is an Audi A8L plug-in hybrid. In black. This is not the car to drive around in if you're trying to look inconspicuous; neither does it look as though you're driving to look after an elderly parent. Car number two is a Renault Zoe.

This one is the complete opposite to the Audi because no one could be up to mischief in a Zoe. This is the longest period that I've ever run an EV, and also the most miles that I've done in one. Not having off-street parking and therefore no possibility to have a wallbox charger, I have to go to the local supermarket

and use the public charging point there. Since hardly anybody owns an EV around here, and those who do have home charging, I never have to be in a queue.

Which is just as well because charging at a rate of 7kWh, the Zoe's 50kWh battery takes a good six hours to recharge. I drop the car off there in the afternoon and then collect

“
The key to COVID motoring is to pick a car that's inconspicuous.
”

it before breakfast. That will give the little Zoe a range of just over 375km which is more than enough for a week's COVID-19 motoring.

My other long-staying guest is a brand-new Honda Africa Twin. I've also been using this to visit mum, thanks to the current fantastic weather. I went on a 400km round trip to visit my sister in the west of England (we're not allowed to travel to Wales

or Scotland). It's a brilliant bike and this particular one has an old-school manual gearbox rather than Honda's DCT double-clutch auto. I've ridden one of those, too, and it's pretty effective but the problem is that one of the reasons why I love bikes is their simplicity.

Apart from whirring around in the electric Zoe and riding the Africa Twin, I have been keeping myself amused by watching online classic car auctions. Not surprisingly, prices have been a bit subdued but the plus side is that I've seen some tantalising metal go under the hammer. How about a Ferrari 456GT for £34,000? Or better still, a 550 Maranello for £55,000? It's also astonishing how badly some supercars depreciate, particularly McLarens.

It caused a stir on social media when a McLaren 720S with only 8,000km under its wheels at a year old sold for £124,000. That's half what it would of cost its owner 12 months ago. And probably the best supercar made today, at least in my opinion.

Anyhow, lets hope things improve rapidly and everything goes back to normal very soon.

Image for representational purpose only



Source: www.carbodydesign.com

1.5 turbo-petrol to power Mahindra-Ford B-SUVs

SINCE THEY JOINED hands in India in October 2019, Mahindra and Ford have been working on four new SUVs (two from each brand) for the Indian and international markets. These include the new Mahindra-Ford B-segment SUVs that will be positioned below the next-gen Mahindra XUV500 (W601) and its Ford twin (W605).

Internally known as the Mahindra S204 and Ford B745, these SUVs will be around 4.3m in length, feature monocoque construction, and will have either front-wheel drive or all-wheel drive, depending on the variant and target market.

The SUVs will not only share the same platform

but will also have a lot of similarities on the powertrain front. We can confirm that these SUVs will be powered by Mahindra's G15 1.5-litre turbo-petrol engine. This direct-injection unit churns out a healthy 163hp and does duty on the SsangYong Korando SUV abroad. The Mahindra-Ford SUVs will have a diesel engine as well, most likely to be a derivative of the 1.5-litre four-cylinder seen on the Mahindra Marazzo MPV.

Mahindra has confirmed that its S204 and Ford's B745 will only see light of day in FY22, most likely in the second-half of next year.

AKBAR MERCHANT

New-gen Citroen C4 breaks cover

CITROEN HAS UNVEILED the all-new C4, a new high-riding hatchback that replaces the C4 Cactus in the brand's line-up. The new C4, which also spawns an all-electric version dubbed ë-C4, continues with its crossover-like stance but with a more slanted coupe-esque roofline replete with

some quirky styling bits. The interior also sees a significant upgrade, with more upmarket materials and a larger, wider touchscreen.

The ë-C4 features a 136hp electric motor, which draws power from a 50kWh battery and gives a claimed range of 350km.

The conventional C4 meanwhile, will be offered with a choice of three 1.2-litre turbo-petrol engines and two four-cylinder diesels. India plans for the new C4 are not known yet but the French brand will enter our market with the C5 Aircross early next year.



GET IN TOUCH Forums at [autocarindia.com](https://www.autocarindia.com)

End of the road for Tata Motors' JTP performance cars

Tata's JTP range is history. The question is, does India even have a market for hot variants?

Tough market conditions and limited sales have forced Tata Motors to axe the performance-oriented Tiago and Tigor JTP twins. The company has also announced that it will discontinue its JT Special Vehicles (JTSV) venture with Jayem Automotives. JTSV was formed as a 50:50 joint venture between Tata Motors and Jayem Automotives in 2017, and was tasked with the job of developing performance-oriented 'JTP' versions of Tata's passenger vehicle range. The Tiago JTP and Tigor JTP were the first models to come from the venture in 2018, and it is understood a Nexon JTP was also in the works.

Tata Motors has signed an agreement to purchase Jayem Automotives' 50 percent shareholding in JT Special Vehicles. Once the procedure is completed, JTSV will become a wholly-owned subsidiary of Tata Motors, which gives the company the option to re-launch the performance brand in-house.

The end of the JTP twins comes as sad news for petrolheads but the truth is that these 'enthusiasts' reside on forums, blogs and various social media platforms where they proclaim their undying love for a hot hatch but never go to a showroom to buy one. You could accuse Tata Motors for a lack of effort but not Fiat, which threw all it possibly

could into Punto Abarth to make it the hot hatch benchmark in India. It had everything, from racy looks, superb handling (despite an unlowered suspension) to a stonker of a 145hp turbo-petrol. Its old-school character was particularly endearing and its sticker price of Rs 9.95 lakh at launch, even more so. Social media was on fire after the Abarth's launch at the BIC and even if a fraction of the frenzied outpouring for the Abarth converted into sales, Fiat was looking at an order book that would be full for years.

But, the reality was different. Blame the Fiat brand, the higher running cost or the sheer fact that the market size for a hot hatch is minuscule, the Abarth sadly bombed.

The Baleno RS met a similar fate. You would imagine that Maruti Suzuki, with all its marketing might, would hack the hot hatch segment, but the hot RS, looking no different from the standard, mass volume (and uninspiring) Baleno hatch it was derived from, lacked credibility and got a cold response. Also, for a company used to selling millions of cars, Maruti Suzuki lacked the nuanced and focused approach needed to sell the Baleno RS.

But, the bottom line is that the market for hot hatches in India doesn't really exist and history is littered with failed

attempts at cracking this enticing but elusive niche (see box).

One could argue that the new crop of compact turbo-petrols have elevated certain cars like the Grand i10 Nios to hot hatch status and have a decent demand. The Polo 1.0 TSI, too, now paired with a 6-speed manual and with a 0-100kph time of 9.97sec, is the hottest Polo since the scorching limited-run GTI, but like the Nios it's more of a mainstream hatch than something niche for enthusiasts.

For Tata Motors the JTP programme was more of a branding exercise; the company wasn't expecting to make profits from its JTP cars, but at the same time it wasn't prepared to make a huge loss. The market size was small to begin with but Tata couldn't even achieve the minimum volumes it needed to make the project viable. But what finally killed the JTP twins was the sword of BS6. It didn't make financial sense to upgrade them to meet the new emission standards.

The tragedy is that the JTP twins were genuinely hot hatches. Full of character and great to drive. It wasn't the product but the lack of will and focus in Tata Motors to give the JTP brand the shot it deserved. Tata Motors now has bigger things to worry about.

HORMAZD SORABJEE

HOT HATCHES THAT WENT COLD

Fiat Palio 1.6/S10

Touted as India's first true hot hatch, the 100hp 1.6 Palio had the pace and brilliant dynamics to match. But, heavy fuel consumption and poor service overrode the thrills it gave.



Chevrolet SRV

The hatchback version of the Optra was quite a looker and India's first (and only) mainstream large hatch but it was underwhelming to drive and didn't appeal to enthusiasts.



Fiat Abarth Punto

This true-blue 145hp hot hatch had everything going for it. It was brilliant to drive, had oodles of character and was well priced too. Its failure simply proved the non-existence of this niche.



Volkswagen Polo GTI

Without a doubt, the hottest hatch we've had. A lap time of 2m 05s at our Track Day is seriously quick, but it didn't fly off the shelves as it did around the track. Eye-wateringly expensive, the limited stock of 200 cars finally sold with a massive discount.



Maruti Suzuki Baleno RS

Powered by a 102hp 1.0 turbo-petrol, the Baleno RS was genuinely quick. At our Track day at the MMRT, it posted a lap time of 2m 14.73s, the fastest for an affordable hot hatch. Maruti Suzuki just couldn't make it click.





Refreshed Volkswagen Tiguan makes its debut

VOLKSWAGEN HAS RELEASED pictures and details of the facelifted Tiguan SUV. On the outside, the refreshed Tiguan gets an all-new front grille, a sportier front bumper and new LED headlights that are similar to the ones on the current-gen Golf. It also features new tail-lights, restyled wheel designs and an updated rear bumper. Furthermore, the 'Tiguan' badging has been relocated to the centre of the tailgate.

Inside the cabin, the Tiguan gets the latest version of VW's infotainment system, a larger touchscreen, Wireless Apple CarPlay, a 480W, 10-speaker Harman Kardon stereo, new multi-coloured ambient lighting and Volkswagen's We

Connect system, which includes numerous app-based functions. The 10.0-inch digital instrument cluster has also been updated.

VW India replaced the standard Tiguan with the longer, 7-seat Tiguan AllSpace earlier this year. However, the 5-seat Tiguan will come back in the future in this facelifted form. The SUV will be powered by a 150hp, 1.5 TSI turbo-petrol engine mated to a 7-speed dual-clutch gearbox and will come with a front-wheel drive layout only, to keep costs down. The facelifted 5-seater Tiguan is likely to be assembled at VW's Chakan plant. Expect pricing for the new Tiguan to be in the range of Rs 23-26 lakh (ex-showroom).

Hyundai Venue to get clutchless manual gearbox



The intelligent manual transmission (iMT) aims to combine the strengths of manual and automatic gearboxes.

HYUNDAI HAS announced that it will soon be adding a new transmission option to the Venue compact SUV. Dubbed an 'intelligent manual transmission' (iMT), the gearbox will be introduced with the 120hp, 1.0-litre, direct-injection, turbo-petrol engine later this month. In terms of price, expect it to slot in between the manual and DCT variants of this engine.

An iMT is, simply put, a 'clutchless manual' - a regular manual gearbox, only without a clutch pedal. This is not to be confused with an AMT (the cost-effective auto-box you'll find in the likes of the Maruti S-presso

and even the Mahinda XUV300) as, although it is also technically a manual gearbox, it employs actuators and motors to change gears and operate the clutch for you. In an iMT, there are actuators only to control the clutch, while you have to manually shift gears. In effect, an iMT sits sort of halfway between a regular manual gearbox and an AMT.

In this way, you have complete control of what gear your car is in and you don't have to rely on the software getting it right. Thus, in situations like coming down a slope or overtaking, with an iMT you have full control. While AMTs also have sequential 'plus-minus' manual modes, in an iMT, with the same gear shift pattern as a standard manual gearbox, it'll be familiar and help keep track of the gear you're in; the software won't change gears on its own either. In an AMT or a regular auto, you could lose track of the gears while shifting manually, especially if the gear-changing software second guesses you and

shifts automatically. Another advantage is that by using fewer parts than an AMT, the cost of an iMT is also closer to that of a regular manual. A drawback, however, is just like an AMT, gearshifts are unlikely to be smooth, as the system relies on a single clutch that has to be modulated by an actuator.

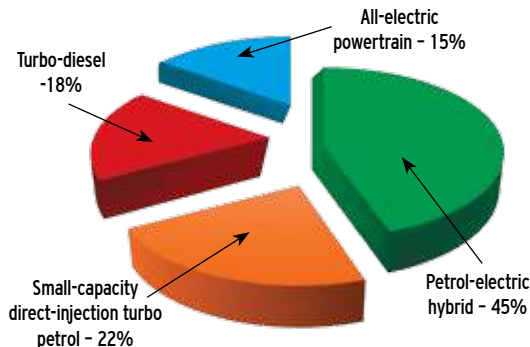
Interestingly, iMTs aren't new. Globally, clutchless manuals have been around for a while now. Ferrari had one on the Mondial in the late '80s and early '90s, where the company wanted to provide the joy of shifting through its famed gear gate, but without the need to operate a heavy clutch. In India, Hero Honda launched a version of its Street Step-Thru moped with a similar system. For cars, aftermarket clutchless kits have also been around for a while as well. Kia too announced the same system for its upcoming compact SUV, the Sonet, back at the Auto Expo in February. However, the Venue with its iMT will likely spoil Kia's plans by hitting the market first.



iMT uses actuators to operate the clutch, but you shift manually,

AUTOCAR POLL

WHICH POWERTRAIN DO YOU THINK WORKS BEST IN TERMS OF PERFORMANCE AND EFFICIENCY?



Despite the push for full EVs, a majority of our readers would prefer a petrol-electric hybrid setup which gives the best of both worlds.



Can the Indian automobile industry boycott China?

Cross-border tension has resulted in a ban on Chinese smartphone apps, but is it a good idea to extend this ban to car parts?

China's Galwan Valley incursion and the resulting anti-China sentiments could mean tougher times ahead for the Indian car industry. This is especially true, if like the ban on Chinese phone apps, a blanket ban is extended to the import of Chinese components and car parts. The call for an *Atmanirbhar Bharat* may be a step in the right direction, but should we jump right in, or do it in a phased manner?

Getting rid of imported Chinese car parts in one shot will be near impossible, especially in the short term. One reason for this is the sheer volume of trade and dependence on Chinese part makers. Currently, anywhere between 10 and 20 percent of the parts in most Indian cars originate in

some form or the other from China. According to ACMA (Automotive Component Manufacturers Association of India), China also leads when you look at the origin of imports, with up to 26 percent of our imported components and around four billion dollars worth sourced from there. For perspective, South Korea is second at 13 percent, followed by Germany at 12. While Indian component makers mostly manufacture their parts locally, essential sub-assemblies and smaller components are often imported - things like circuit boards, screens, ECUs, sensors, wiring harnesses, connectors and even some important engine parts. This is primarily because the Chinese have the scale to reduce the costs of many of these parts, and, in

some cases, they also have manufacturing technology we don't possess.

Alternate sources do exist, like Korea, Taiwan, Indonesia, Thailand or even Europe, but these too will come with their own set of challenges. There, of course, would be higher costs, and then the delays involved could again prove prohibitive as some cars will need to be re-tested and re-validated.

On the other hand, reducing our dependence on Chinese component imports in the medium to long term should be easier. Achieving scale in India will be difficult and bringing prices down will be a challenge too. All sorts of factors weigh in when you examine the latter; local taxes, transport costs, the cost of raw materials, and then, in some cases, we just

Origin of auto component imports		
COUNTRY	SHARE	GROWTH RATE
China	26%	-5% ▼
South Korea	13%	25% ▲
Germany	12%	-28% ▼
Japan	9%	-16% ▼
USA	4%	-1% ▼
Thailand	6%	4% ▲
Singapore	5%	-7% ▼
Italy	3%	-11% ▼

Data for H1 FY2020
**Top 8 countries constitute 78% of all imports*
Source: Automotive Component Manufacturers Association of India

won't have the supply of raw materials. So, to achieve this, the industry will have to work hand in hand with the government, who will have to step in. It is, after all,

our government that wants to put India on the road to self reliance. We do want to be globally competitive and export cars after all, don't we? **SHAPUR KOTWAL**



CRASH COURSE IN MAKING AN ELECTRIC CAR SAFE IN A COLLISION



EVs have different structures and safety technology to provide protection in a collision.

HOW SAFE IS an electric car in a crash, and what are manufacturers doing to make them safe? These questions crop up a lot and are usually triggered by lurid videos of an EV being consumed in a battery-fuelled inferno, but that doesn't make them any more dangerous than their fossil-fuelled equivalents when things go wrong.

To minimise damage to the high-voltage battery in an impact, manufacturers are rethinking their approach to vehicle architecture. Fully encased, floor-mounted batteries provide a protective environment but deflecting the energy of an impact away from the battery is also important.

Polestar has developed the 'SPOC Block' (severe partial offset crash) for its 2 EV. This consists of two aluminium blocks set in either side of the front bulkhead. The blocks prevent the front

wheels from being driven backwards into the battery compartment during a partially offset frontal collision. The EV also has a new front lower load path (FLLP – how the structure diverts the forces from an impact) to further protect the battery and occupants from frontal impacts, including one of the worst: from a pole.

Design can help push back the threshold of fatal injury to a car's structure but eventually the laws of physics have their way. All cars rely on one fundamental thing to do their job and that's energy – and lots of it. MPGe (miles per gallon gasoline equivalent) puts the energy contained in a single gallon of petrol at around 40kWh, equivalent to the battery capacity of many smaller EVs. Whether a car is powered by a battery, petrol or diesel, the energy it stores is likely to be released in a major crash.

EV batteries are a little more tricky than conventional fuels because a fire inside one is due to thermal runaway, when the heat produced causes damage that results in more heat being released. It's difficult to extinguish because the battery is made up of several thousand individual cells and there will be sections of the battery that are still active and still contain energy. If the damaged battery is disturbed, thermal runaway can resume until the battery is totally kaput.

The other major difference between conventional and all-electric cars is high voltage. EVs operate at around 400V, and while the Porsche Taycan is the first EV with an 800V system, it won't be the last. For a car's occupants or emergency services personnel, damaged high-voltage cabling could be lethal, so, in a crash, the

battery is disconnected at source. This isn't a new idea: it has been a regulation in motorsport for decades to prevent electrical sparks igniting fuel in a crash and all race and rally cars must be fitted with either manual or electronic battery disconnect systems.

The usual method for

disconnecting an EV battery is the firing of explosive 'pyrofuses', which sever the high-voltage cables close to it. Bosch revealed a new device last year that's triggered by a silicon chip responding to the airbag system; it drives a small, sharp wedge through the cable.

A SIDE HELPING OF SAFETY



A SIDE IMPACT can be one of the most dangerous types of crashes and – apart from energy-absorbing door, sill and B-pillar structures – the interior trim and side, curtain and seat-mounted airbags are used to protect occupants. The Polestar 2 also has front seat side airbags to protect individual occupants' limbs on both sides.



Demand for personalised Porsches on the rise

Over half of all 911s sold are personalised by Porsche's in-house Exclusive Manufaktur division.

Porsche recently took the covers off the 911 Targa 4S Heritage Design Edition. Limited to just 992 units, the model features bespoke design elements harking back to details of iconic Porsche models from yesteryear. It is the first, full-fledged Heritage offering from Porsche Exclusive Manufaktur, the automaker's in-house personalisation division. In a chat with Autocar India, Alexander Fabig, vice president, individualisation and classic, Porsche AG, highlighted the increasing potential of offering bespoke models, Fabig said, "There is

a growing demand in general and we see a trend to go and individualise a product. People want to have it tailored to their needs and to their taste."

Fabig mentioned that the Heritage Design strategy was an integral part of Porsche's product plans and that the increasing demand for personalisation had encouraged the company to implement it "in an innovative and modern way". As such, Porsche Exclusive Manufaktur is working with the Style Porsche design department to reinterpret models in the 911 range, using design elements from Porsche vehicles dating back

to the 1950s, through to the 1980s.

Not just limited to heritage offerings, the automaker's customisation division already provides a catalogue of options for owners to choose from and spec their vehicles, which sees "more than 50 percent of the 911s produced reaching the Exclusive Manufaktur workshop". Though the 911 is the most individualised model range that Porsche has, other products like the 718, Taycan, Macan and Cayenne also see a trend of buyers spec'ing their vehicles as per their individual tastes and use cases.

Q&A

ALEXANDER FABIG, VICE PRESIDENT, INDIVIDUALISATION AND CLASSIC, PORSCHE AG

On the idea behind the Targa Heritage Design

The process began with taking in the feeling you have when you enter a 356 or an early 911. And then, we tried to envision what would a modern 992 look like, which had the same atmosphere, had the same feeling as our historic cars.

On the look and feel of a Heritage Design model

Colour and trim is what a lot of people like to express their own individual taste



and lifestyle with, and that's why we developed the Cherry Red Metallic as an exclusive for the new Targa Heritage Design

edition. You won't see this colour on a different 911.

On balancing retro with modern

Our customers wish for the right balance of having the modern comforts in a car combined with the feeling of the adaptation of historical colours and patterns. If we offer a completely analogue car without the connectivity features and driver assists, we wouldn't meet the customer demand there.

No more motor shows for Lamborghini



The 2019 Frankfurt motor show was the carmaker's last large-format event.

LAMBORGHINIS, WITH THEIR jaw-dropping design, have been crowd favourites at international motor shows, but enthusiasts may no longer get a chance to see one at a show stand. A shift in its marketing strategy means that, moving forward, the brand will be refocusing its energies on more customer-centric activities instead.

While many automakers have started skipping big-ticket public outings, Lamborghini has confirmed it will not be participating in future auto shows. "We decided to abandon motor shows because we increasingly believe that to have an intimate relationship with the customer is key and motor shows are no longer aligned with our philosophy," said Katia Bassi, chief marketing and

communication officer, Lamborghini, in a recent interview with Autocar India.

Though auto shows attract a large number of footfalls, most attendees are enthusiasts eager to get a glimpse of their favourite supercar, rather than potential customers. This makes the huge money spent at setting up massive pavilions seem more of an expenditure rather than an investment. Besides, with several prominent events already cancelled for the remainder of 2020, due to the COVID-19 pandemic, the future of motor shows is mired in uncertainty at this time. To ensure a better client involvement, Lamborghini plans to increase its participation in events like Pebble Beach and Goodwood.



Lamborghini plans to increase its participation in events such as the Pebble Beach concours.

Mercedes stands firm on diesels for India

Some carmakers have ditched diesels, but luxury car buyers in India won't make a radical shift from diesel vehicles any time soon, believes Mercedes-Benz.

Mercedes-Benz recently launched the third-generation GLS SUV in India. Like the rest of its mainstream model range, the full-size SUV continues to be available with both petrol and diesel powertrains. While many players have exited the diesel segment altogether, Mercedes remains a staunch believer in the potential of diesel engines, which continue to form an essential part of the carmaker's India portfolio.

In a recent interview with Autocar India, Santosh Iyer, vice president, sales and marketing, Mercedes-Benz India, reported 70 percent of large SUV buyers opting for diesels. "We don't see that radically changing for some time," he mentioned.

Strong performance and higher fuel efficiency have helped diesels find favour in the luxury segment until now, and with their vastly improved emission credentials in BS6 form, future prospects seem promising as well.

"The cross shift will only happen with government intervention," said Iyer. He elaborated that customers tend to get sensitive of the fuel type and start showing an overwhelming preference for petrols only in the presence of stringent stipulations, like the ban on large-capacity diesels that was instituted in Delhi-NCR in late 2015 for a few months. As such, Mercedes

intends to stay 'fuel neutral' by having a mix of petrols, diesels and even electrics in its line-up. Iyer added, "I think all fuel types have their own merits and demerits and one cannot back only petrol or only diesel. So ideally this should be left to the consumer to choose and manufacturers should be responsible to meet the norms set by the law of the land."



The automaker says 70 percent of large SUV buyers prefer diesels.

Q&A

SANTOSH IYER, VICE PRESIDENT, SALES AND MARKETING, MERCEDES-BENZ INDIA

On the GLS being the highest-selling SUV in its class.

In 2010, we launched the GLS CBU (completely built-up unit) and it was 2013 when we launched the CKD (completely knocked down unit). The bulk of the sales volume of 6,700 has come in the last three years. Even last year, we did more than 1,000 odd cars, and that shows the strength of the GLS.



the SUV space, we see a distinct customer need for the GLE and GLS.

On the possible overlap between GLE and GLS.

With more luxury appointments, the GLS is meant for customers in the middle row. It's much closer to the S-class, while the GLE is closer to the E-class. The E-class coexists with the S-class because the customer profile is completely different. Similarly, in

On a possible market recovery post lockdown.

It's a no-brainer that if one quarter is lost, it cannot be made up. So a double-digit de-growth is a given for this year. I don't think the virus will hold us back, but what will hold us back is the macroeconomic situation. After one-two months, you should see the market trend.

End of the road for the Bentley Mulsanne

PRODUCTION OF BENTLEY'S flagship Mulsanne sedan has ended, as work is completed on the final example of the limited-run 6.75 Edition.

The 6.75 Edition was created by Bentley's coachbuilding division, Mulliner, and marks the end of the 11-year production run for the Mulsanne; 7,300 examples of Bentley's flagship sedan were built. It's also the last machine to feature Bentley's 6.75-litre V8 engine, the longest-serving V8 in continuous production. The engine was first used in the 1959 Bentley

S2. Although it shares little actual componentry with that engine, today's iteration shares the same principles and dimensions, Bentley claims. The 6.75 Edition is based on the existing 537hp Mulsanne Speed, with a number of specific details referencing the engine. These include seat motifs, chrome badging for the exterior and engine bay, and a 6.75 Edition Logo projected by LED puddle lights.

Just 30 examples of the Mulsanne 6.75 Edition, described by the firm as a "fitting send-off for a

masterpiece of British automotive engineering and craftsmanship", have been built. The penultimate example - finished in a combination of gold and grey - is destined for the US, but the final example remains under wraps and its destination is "a closely guarded secret."

Replacing the Mulsanne, the Flying Spur will become Bentley's flagship, with confirmation of a hybrid variant arriving by 2023. In India, the Bentley Mulsanne has been on sale since 2010. **LAWRENCE ALLAN**



7,300 Mulsannes were produced by Bentley over a 11-year production run.

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Toyota brand value driving Glanza sales

Over 25,000 Glanzas sold, most of them to first-time Toyota buyers.

Launched in June 2019 as the first product born out of the collaboration between Suzuki and Toyota in India, the Glanza has provided Toyota a foothold in a segment it tried to enter with the Etios Liva. The hatchback has managed to pull in more than 25,000 customers in its first year of sales despite being a totally badge-engineered version of the Baleno with no differentiation at all (except of course for the badges).

In an interaction with Autocar India, Naveen Soni, senior vice president, sales and customer service, Toyota Kirloskar Motor revealed that the company's customer experience has proven to be a key differentiator for Glanza buyers, 40-60 percent of which are new to the Toyota family.



Glanza is offered with a longer standard warranty than Baleno.

Toyota's ease of service, roadside assistance and warranty have helped enhance the value proposition. The Glanza comes with a three year/1,00,000-kilometre warranty, compared to the Baleno's two year/40,000-kilometre standard offer.

Increasing requirements for affordable personal mobility in recent times have seen a spurt in demand for the Glanza, which forms the

entry point to Toyota's range in India. "Most customers who were looking for a Glanza are now asking one simple question - which is the lowest price variant that you have in the Glanza?" commented Soni.

Moreover, about 21-24 percent of Glanza customers have opted for the more fuel-efficient hybrid variant that undercuts its Baleno equivalent by a significant sum of Rs 42,000.

Q&A

NAVEEN SONI, SENIOR VICE PRESIDENT, SALES AND CUSTOMER SERVICE, TOYOTA KIRLOSKAR MOTOR



On the IMV platform-based vehicles.

Both Innova and Fortuner (the IMV series) will continue to be the mainstay for Toyota in India. The more we refine these products, the more we get closer to the customers' needs. And this is reflected in the BS6 changeover when the Innova pricing did take an enhancement, but there was no lull (in demand, pre-COVID).

On the scope of a mini-Innova or smaller MPV. These are things that we are always looking at, at the

white spaces that exist (in our product range) and how we can fulfil them. It will be our constant endeavour to study and then see what is more suitable. But it takes time.

On the importance of India in Toyota's portfolio.

India can't be ignored because the market size is equivalent to that of the next 10 countries in Asia put together, barring Japan and China. It may not follow the South-east Asian trends, but may be more aligned towards Europe in terms of product preferences and tastes. **HORMAZD SORABJEE**

Petrosexual

IMRAN MAJID, OWNER, KIK SHIFT PVT. LTD. AND THE SMOKEY KITCHEN



What are you driving and why?

I'm driving an original Mitsubishi Lancer Evolution VI on the weekdays and a G-Power supercharged BMW M5 (E60) as my adrenaline booster on the weekends.

What's next on your wish list?

An F90-generation BMW M5

The most fun you've had in a car?

I always have fun in all my cars wherever I am. Be it a racetrack, drag strip, mountain roads, highways or even late-night city drives. Behind the wheel is my happy place.

Favourite / Dream money no object car?

I would build my own 1,500-1,800 hp supercar, most likely based on a Nissan GT-R (R35).

Who is your all-time greatest motorsport hero?

Among others, Ayrton Senna is one of my all-time

favourites as he had a fearless driving style. He drove with surgical precision, even on wet tracks and without the help of any driver aids.

Favourite road?

The road from Dubai to Jebel Hafeet is my all-time favourite.

What's on your automotive bucket list?

I want to try my hand at different types of motorsports like drifting and ice rallying, and I want to visit as many racetracks and facilities around the world as I can.

What would you do with your last litre of fuel?

Put it in the most reliable and fastest

rear-wheel-drive car that I can get my hands on and go for a spin.

Your ideal 5-car garage would be?

1. Nissan GT-R (R34)
2. BMW M3 (E46)
3. Mercedes-Benz G 63 AMG 6x6 BRABUS
4. Mercedes-Benz CLK GTR
5. Rolls-Royce Phantom

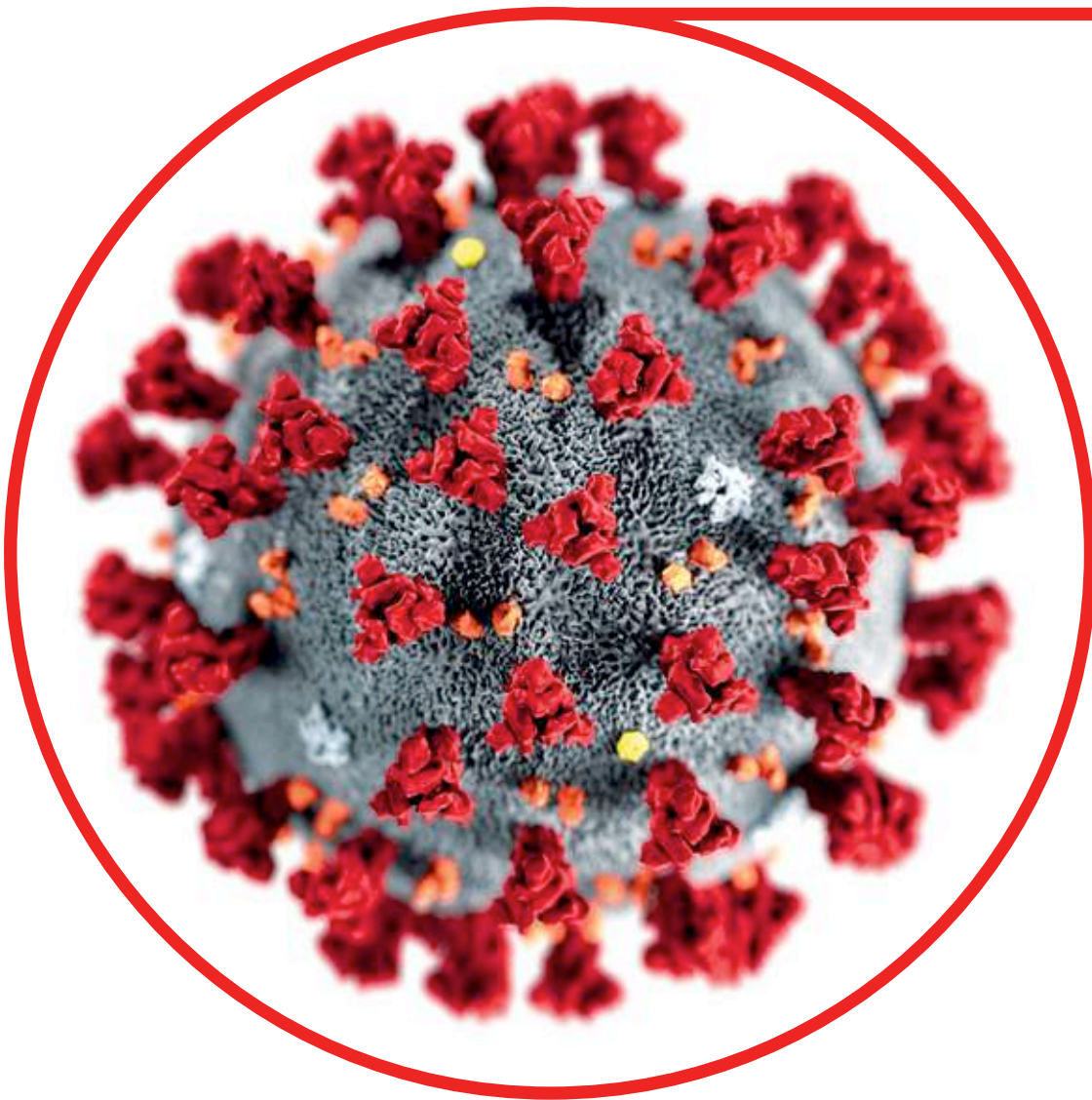
What was your first car?

My first car was a Daewoo Cielo in 2003. Trust me, it was cool back then.



Imran's Evo VI is his daily driver.

ADAPTING TO THE NEW NORMAL



As the world learns to cope with the implications of the pandemic, there are many doubts about the way forward. We answer all your COVID-19 related motoring questions.



Even plastic curtains to segregate cabin don't allay fear of travelling in shared cars.



Car buying has changed dramatically over the past few months.

T

he coronavirus pandemic has affected all facets of life and instituted a new world order governed by the need for social distancing. With restricted

movement expected to continue in the foreseeable future, there are justifiable concerns regarding travel and vehicle ownership. To help you cope with the 'new normal', we set out to demystify some of the most pertinent motoring questions.

SHOULD YOU SWITCH FROM PUBLIC TO PRIVATE TRANSPORT?

AS CORONAVIRUS CONTINUES to spread unabated, it is highly recommended to cut down on all non-essential travel. However, when stepping outside the confines of your homes is unavoidable, it is best to opt for personal mobility and reduce dependence on public transport and shared mobility. Despite the promise of regular sanitation of mass transit, social distancing is a tricky thing to practise in a crowd, thereby sharply increasing the odds of community transmission. Travelling in your own private space keeps the risk to a minimum.

The COVID-19 situation has put the brakes on shared transportation that had witnessed substantial growth over the years and was touted to challenge the concept of vehicle ownership in the long run. Recent surveys and reports show an increasing number of people are willing to sacrifice convenience for safety and use private vehicles instead. Owners returning en masse to their cars could exacerbate our already congested roads, though, a greater adoption of work-from-home measures could make all the difference.

IS IT SAFE TO DRIVE A CAR NOW?

DRIVING YOUR OWN set of wheels is the safest form of transportation to minimise the odds of contracting the virus since it effectively cuts down your social interaction. However, there is no room for complacency. Even in your own car you must follow personal hygiene, and that

includes washing your hands before and after a drive, as well as sanitising frequent touchpoints like door handles, the steering wheel and the gear knob. And while it might not be feasible to travel alone all the time, it's best to advise your co-passengers to refrain from operating the air con controls and touchscreen.

Of course, keep abreast of the latest government notifications with respect to vehicle use. The authorities might restrict access to certain areas or have a cap on the

number of occupants in a vehicle. Avoid travelling if it's not permitted.

IS IT AN APPROPRIATE TIME FOR BUYING A CAR?

A GLOBAL PANDEMIC, with no end in sight, has taken its toll on buyer sentiment. The uncertainty of the situation has forced many to either postpone or altogether cancel their buying decisions, while others are going ahead with their purchases with reduced budgets. At the same time, there are also many who are scouting for a vehicle to minimise reliance on public transportation. Consequently, there's the expectation of an uptick in demand towards the budget end of the market, including two-wheelers, used cars and affordable new cars.

For those considering a new set of wheels, this is as good a time as any to buy, though the expectation of hefty discounts would be slightly misplaced. A drop in market demand has been accompanied by a reduction in supply, as manufacturing plants are slowly getting back on track after a prolonged lockdown, reducing the need for dealers to push out stock through aggressive discounting.

Carmakers across the board are aiming to overcome the slump in demand by offering →



A personal car is your safe haven but take precautions.



right at the customers' doorstep.

While this initiative may otherwise feel seamless, it does have a few drawbacks. Despite the majority of the steps being completed online, including booking, vehicle selection and full payment, customers might be required to physically sign off on some formalities, though the same can be completed at their residence. Furthermore, an online deal could also deprive a customer the chance of bargaining with the dealership for a better offer. Some carmakers like Hyundai have, however, built this essential facet of physical buying into their one stop online systems with some leeway on the list price.

Furthering the automakers' attempt of ensuring a contactless experience are a few banks like ICICI and HDFC, which offer online and instant loan approval facilities for their selected 'pre-approved customers', thus doing away with the need for the lessee physically visiting a bank branch.

CAN THERE BE DELAYS IN VEHICLE DELIVERIES?

THE NATIONWIDE LOCKDOWN came at a time when the Indian auto industry was in the final stages of the switch to BS6, when carmakers were looking to clear BS4 stock and maintain a lean inventory. Furthermore,

← attractive finance schemes. Deferment of repayment by a few months after vehicle purchase, longer term loans allowing lower EMIs and even loan deferment in case of a job loss are some of the offers extended by carmakers. Prospective buyers should make the most of such initiatives as these were hard to come by in the pre-pandemic era.

WOULD IT BE MORE PRUDENT TO BUY A USED CAR, OR EVEN SUBSCRIBE?

PRE-OWNED CARS can provide a greater value-for-money proposition, especially during times of economic uncertainty. Moreover, BS6 has resulted in a significant mark-up in prices, thereby widening the gap between used (BS4) cars and new (BS6) ones. So those on a tighter budget would find it worthwhile to look at the used car market.



People who expect the shift in their mobility needs to last only as long as the coronavirus pandemic should consider the option of subscribing to a vehicle. An annual or monthly subscription plan from service providers like Zoomcar, Myles and Revv would not only eliminate the pressure of a hefty down payment, but would also prevent a customer from being saddled with a long-term economic burden. The only caveat is that the subscriber should financially be in a position to honour the monthly fee.

HOW TO MINIMISE CONTACT DURING VEHICLE PURCHASE?

ALMOST ALL CARMAKERS today have digital sales portals for buyers to complete most of the processes online, thus eliminating the need for visiting a showroom. Dealers have even begun delivering cars

Car manufacture has resumed but output is limited.



manufacturing at plants restarted only in May when shutdown restrictions were partially lifted. However, stringent social distancing guidelines, manpower shortages and subdued demand have meant that automakers and suppliers are still running production lines below capacity. Consequently, the demand for a particular model that is not part of a dealer's depleted stockpile will attract a waiting period of at least a few weeks.



Thorough sanitisation is now part of the pre-delivery checklist.



COULD A NEW CAR BE CARRYING THE CORONAVIRUS?

THERE ARE CHANCES that surfaces in a new car may have been contaminated by the virus, if it was handled by an infected person. A recent study in the New England Journal of Medicine has found the novel coronavirus to survive on steel and plastic surfaces, of which there are many in a vehicle, for as long as 72 hours, though at low levels. While it still remains up for debate how infectious these contaminated surfaces are, it is advisable to disinfect them nonetheless.

The good news is that all auto companies have identified this area of concern and have introduced measures for disinfecting vehicles prior to delivery. Even the display cars in dealerships and test-drive vehicles are being subjected to similar procedures. Such efforts should help abate the fear in new car buyers.

WHAT SHOULD BE DONE IF YOU CAN NO LONGER AFFORD YOUR CAR EMIS?

THE PANDEMIC HAS SEVERELY impacted the economy, with pay cuts and job losses becoming an unfortunate reality. Consequently, keeping up with EMIs of car loans might just have gotten that much harder for some. If you are facing troubles in making timely repayments, then it is highly recommended not to default on the loan as this can attract additional obligations and even affect your credit score. It is better to opt for a moratorium instead.

Back in March, the Reserve Bank of India (RBI) had authorised banks to offer a moratorium of up to three months (March 1-May 31) on term loans. The central bank recently extended the moratorium facility for another three months (June 1-August 31).

It is worth noting that the moratorium is not a waiver, but simply a deferment of dues. The interest accrued for the moratorium period still has to be paid, which ultimately drives up the cumulative amount of repayment. As such, there is no real benefit in availing the facility if you are not having cash flow problems and are able to keep up with your EMIs.

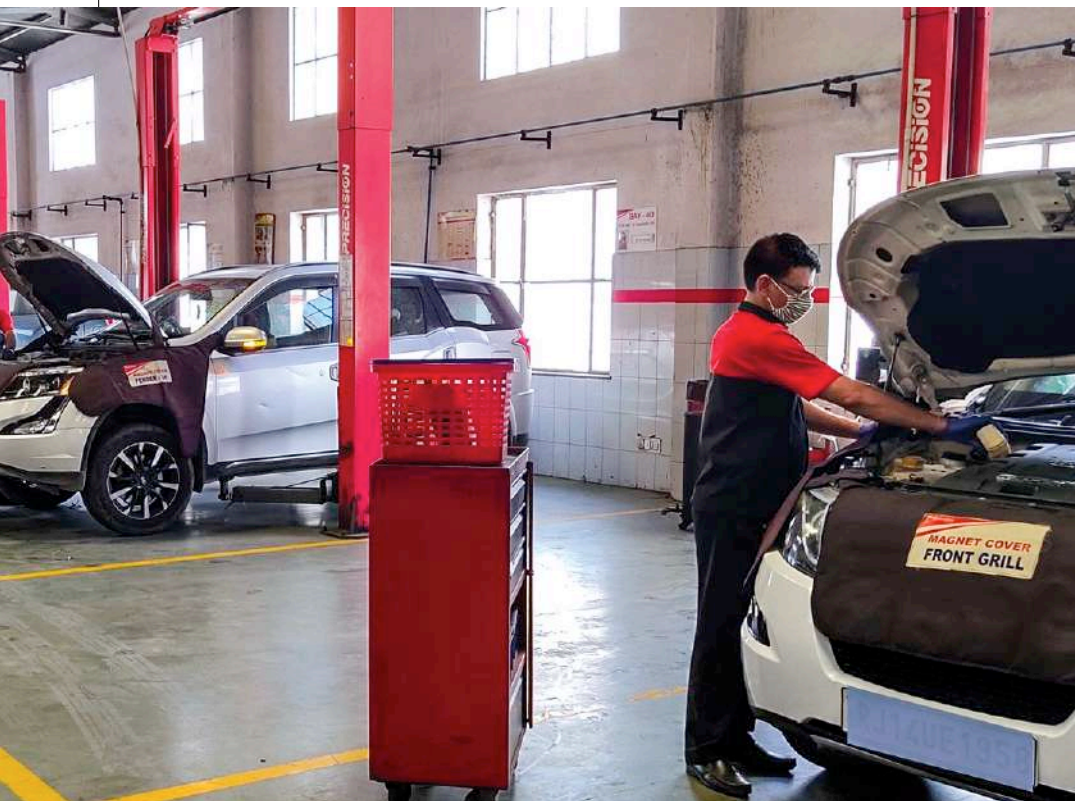
HOW DOES ONE STAY SAFE AT A FUEL/EV-CHARGING STATION?

SOCIAL DISTANCING IS a key tool in the fight against coronavirus, and is something that should be practised in all scenarios, including refuelling. Keep a safe distance from the pump attendant and minimise interactions further by making payments digitally. It is also a good idea to fill up the tank to maximum capacity in order to cut down on the number of trips to the fuel station.

EV owners have it a bit easier. In fact, those with the option to charge at home need not venture out to keep their cars juiced up. Given that most public charging stations are self-service facilities also helps the cause of social distancing. However, that does shift the focus on personal hygiene, considering owners will be required to handle the electric chargers themselves. To avoid risk of infection, be sure to sanitise your hands before and after dealing with the keypad and charging gun.



Minimise visits to the fuel pump by tanking-up to capacity.



Don't put off vehicle service. Carmakers have altered SOPs for maximum safety.

between February 1 and June 30, 2020, to the end of June. This deadline was then revised to September 30, 2020.

With restrictions being eased and regional transport offices (RTOs) across the country commencing operations, people can now get their documents renewed. Vehicle registrations, driving tests and issuance of fresh licences have also begun at the RTOs. However, be prepared to face longer waiting times with the department operating at limited capacity to honour social distancing regulations.

The coronavirus pandemic has taken a heavy toll and altered the very foundations of our way of life. In a matter of months, all stakeholders in the auto industry have been compelled to reinvent processes around the principles of social distancing, personal hygiene and contactless operations. With the various safety measures now in place, it is time we learn to move on with our lives and coexist with the disease. No matter what, the wheels must keep turning.

SHIRISH GANDHI

HOW CAN YOU GET YOUR VEHICLE SERVICED SAFELY?

IN RESPONSE TO the ongoing health crisis, carmakers have expanded their efforts at extending contactless service schemes. Companies like Maruti Suzuki and Tata are offering service-on-wheels facilities for providing (free and paid) periodic maintenance services right at the customer's location. All auto majors now allow car owners to book service time slots online and avail pick-up and drop facilities, thus doing away with the need for visiting a workshop.

Efforts for ensuring hygiene have also been stepped up. All brands are implementing strict sanitisation measures before handing over the vehicles to the owners. Some are going a step further by covering touchpoints like the steering wheel, gear lever and driver's seat with plastic covers, which are disposed at the end of the service.

Regular maintenance work is a must and should not be avoided. Customers can avail of the contactless initiatives to access services conveniently, all the while minimising chances of transmission.

WHAT CAN YOU DO IN CASE YOUR CAR BREAKS DOWN?

WITH LOCKDOWN RESTRICTIONS being eased in many parts of the country and vehicles

now back on the roads, a rise in the number of breakdowns is expected as well. Some owners could report issues caused by prolonged disuse of their cars during the shutdown.

Cognizant of the potential issues, car companies already have their roadside assistance (RSA) services in place, with many even offering the facilities during the lockdown. As such, customers dealing with breakdowns can take the assistance of the automakers' RSA, similar to the pre-COVID era.

WHAT CAN YOU DO IF YOUR VEHICLE AND DRIVING DOCUMENTS EXPIRED DURING THE LOCKDOWN?

THOUGH KEEPING documents such as driving licences, vehicle registrations, permits and vehicle fitness certificates up-to-date is crucial to avoid punitive action, those whose records were set to expire during the lockdown have got a breather. The government initially extended the validity of vehicle and driving documents expiring

Make the most of online options such as for renewal of vehicle insurance.

TRAVEL ADVISORY

Travel by road might seem the best option at the moment but there are a lot of dos and don'ts to keep in mind.



SPOOKED BY THE thought of travelling by air or train? You aren't alone. Despite all assurances of frequent sanitisation, the lingering possibility of infection is uncomfortable. Travelling in one's own car, then, seems to be the safest way to go long distances. But there's a lot to know before you set out. We've broken it down for you.

CAN YOU TRAVEL AT ALL?

THE VERY FIRST STEP in planning a trip amidst the coronavirus pandemic is to assess if you are permitted to travel by road. There are still multiple restrictions in place regarding the movement of vehicles, and directives at the national, state and even district level are constantly evolving. In such a scenario, a leisurely Sunday drive out of town is not advisable. Venture out only if you need to, and do so only after you have all the necessary paperwork.

WHAT IS AN E-PASS?

AN E-PASS IS basically travel clearance from the authorities and it can be applied for on government portals. Depending on the place of origin and destination, an e-Pass might be essential even for intra-state travel. You might be required to furnish a COVID-19 negative certificate as well and it is best to keep one on

your person even if not necessitated.

Be absolutely sure of quarantine norms if crossing states. For instance, going from Maharashtra to Karnataka, even for asymptomatic travelers, entails seven-day institutional quarantine followed by seven days of home quarantine.

HOW SHOULD YOU PLAN YOUR TRIP?



Live maps provide alternative routes if needed.

AGAIN, THERE ARE stipulations regarding travel hours and the number of people allowed in a vehicle; so make sure you read up well in advance and plan accordingly. Map out your route and know all the containment zones that'll be on your route. Highways are largely free-flowing now, but it's best to use Google Maps or the like for real-time status.

There are other considerations to keep in mind as well. Minimising physical interactions is the need of the hour, and an effective way to maintain that is by getting FASTag – it'll help you make fully electronic toll payments. Additionally, make sure you pack plenty of food and water for the journey. Many dhabas and food malls are shut, which means the operational ones tend to be crowded, a situation best avoided. Carry a bag to dispose the waste. If you need a night halt to break your journey, book your accommodation in advance and only at a place with adequate COVID-19 precautions in place. Be sure to reconfirm all details again before setting out.

HOW SHOULD YOU PREP YOUR CAR?

THE SOP REMAINS the same. Check tyre pressure (including the spare), battery health and fluid levels, and ensure the lights and wipers are running fine. If your car has been stationary for long, it's advisable to have it checked thoroughly for rat bites on the wires and cables, and if possible, professionally sanitised as well.

Keep all your documents in the car and stick the e-Pass on the windshield in line with requirements. It goes without saying, but have hand sanitisers and tissues in your car at all times.

WHAT PRECAUTIONS SHOULD YOU TAKE WHILE DRIVING?

FIRST AND FOREMOST, do not overspeed. The sight of (relatively) empty roads might entice you to drive faster but do not give in to temptation. Empty roads are not necessarily safe roads.

Minimise fuel stops by fully tanking-up, and pull over to a secluded spot for food breaks. Sadly, clean and hygienic restrooms are few and far between so make the most of the facility at a hotel or pump you deem safe. Sanitise before and after, and minimise contact with surfaces as far as possible. **AI**



Pack food for journey and eat at secluded spots.


महाराष्ट्र शासन
 TO VISIT/ENTER IT MAY CONCERN
TRAVEL e-PASS

COLLECTOR OFFICE,
THANE RURAL, MAHARASHTRA
 TEL NO - 022 - 2540619
 ISSUE DATE - 13-05-2020

Name	NIKHIL BHATIA
Date of Travel	20-05-2020
Vehicle No	TN-87A-8935
Travel From & To	SERENE VIEW SOCIETY, THANE TO URBANA VASANT NAGAR, KOLHAPUR
Reason for Travel	EMERGENCY
Name of Co-Passenger	
Date of Return (Approx)	



Research e-Pass requirements before setting out.

FIRST LOOK

THIS MONTH'S NEW CARS



Updated Q5 gets four different lighting pattern options for the tail-lights, made possible by the dynamic nature of the organic LEDs (OLED).

Audi Q5 facelift

The updated Q5 SUV gets sharper styling on the outside and a lot more tech on the inside.

Audi might already have a backlog of SUV launches for India, what with the updated Q7, second-gen Q3 and e-Tron waiting in the wings. This Q5 facelift you see here is the latest addition to that list. The update brings sharper styling and more tech to Audi's popular midsize luxury sedan.

The most obvious change on the Q5 facelift is the updated front end, with the new octagonal, single-frame grille that is a lot shallower than before and loses the brushed-silver bezel that connected it to the headlamps. This visually makes the grille look a lot larger than the one on the current Q5. Audi will also have the option of a traditional grille with more chrome



The Q5 facelift will get wheels ranging from 17 to 21 inches.

elements. The front bumper too has been reworked and is now more chiselled, while the side vents now have blacked-out inserts.

The updates around the back are a little more subtle, though. As with the front, you get a sportier bumper with side vents, while the exhaust tips are integrated into the bumper instead of being hidden away. A smart move, since a lot of consumers have shown ire towards fake exhaust tips or trim pieces that ape the look of an exhaust tip. There is also a new trim piece that connects the new tail-lamps and is blacked out as well.

True to Audi, exterior lighting has been one of the focus areas on the update. The Q5 facelift gets a totally new LED daytime-running light setup that is a lot sharper and more aggressive than the outgoing model's. LED headlights are now standard across all variants, while the Matrix LED headlamps are an optional extra on higher variants. The redesigned tail-lights now feature OLED or Organic LED tech and emit an eye-catching lighting pattern when you lock or unlock the door. OLED tech has also allowed Audi to uniquely offer consumers the option of four different lighting patterns when they spec their new Q5. Putting the car into Dynamic mode also changes the lighting pattern, and although this might be seen as

a bit of a gimmick – combined with the dynamic turn indicators – it is rather cool.

On the inside, the design changes are minimal. Overall, the updated Q5 is quite identical, with a clearly demarcated upper- and lower-half as the dashboard is separated by a trim piece, which can be variations of wood or, in the case of the picture here, aluminium. Gone is the central command system on the transmission tunnel in favour of a cubbyhole. The central screen has been upsized from the older 8.3-inch setup to a larger 10.1-inch touchscreen unit. The system is



In terms of dashboard design, not much has changed.

“ The Q5 for India will get the 2.0-litre TFSI unit that's expected to make 245hp. ”

from Audi's MIB 3 or Modular Infotainment Platform, and is said to be 10 times faster than its predecessor. The actual controls are now on the steering wheel or are voice-based with assistance from Amazon Alexa. As a part of the connected car tech, Audi will also offer a feature called 'Functions on Demand' that activates additional functions like Navigation Plus; the navigation tech now delivers higher images via Google Earth or Audi's smartphone interface, using over-the-air updates through

the MyAudi app. The Q5 will also have an optional head-up display.

While globally Audi will offer the updated Q5 with both, a petrol and diesel engine option, India will only get one petrol engine. The India-spec Q5 facelift will be offered with the 2.0-litre TFSI petrol engine in 45TFSI spec, which will most likely make 245hp and 370Nm of torque; identical to the spec on the current A6 that is available here. The Q5 will also get a mild-hybrid setup to improve fuel economy. The engine will be mated to a 7-speed dual-

clutch gearbox or S-Tronic in Audi speak, while Quattro all-wheel drive will be standard.

The updated Audi Q5 will go on sale in international markets by late 2020, and will come to India in 2021. The facelifted model will also mark the return of the Q5 to the India range. Audi had sold out the Q5 in the run-up to the implementation of BS6 emission norms earlier this year.

The Q5 facelift will take on the Mercedes-Benz GLC and Land Rover Discovery Sport – both of which have been updated recently – as well as the BMW X3 and Volvo XC60. Expect Q5 facelift prices to be in the region of Rs 55 lakh (estimated, ex-showroom).

With more flash and added tech, the Audi Q5 is set to build on its charm.

CYRUS DHABHAR



Larger 10.1-inch screen gets Amazon Alexa support.



Cabin space is the same as in the pre-facelift car.



New sharper LED DRLs make the front end look smart.

FIRST DRIVES

NEW CARS TESTED AND RATED



AUTOCAR
EXCLUSIVE

PRICE RS 5.89-8.81 LAKH (EX-SHOWROOM, DELHI) ON SALE NOW

2020 MARUTI DZIRE DUALJET

With a new face and improved engine, Maruti's popular compact sedan has upped the ante.

FIRST VERDICT

Ticks all the right boxes, and engine is much improved now.



SO GOOD

- Smooth, responsive engine
- Class-leading space, comfort

NO GOOD

- Automatic is expensive
- Unexciting to drive

With its new nose and new engine, the 2020 Dzire isn't your run-of-the-mill facelift. The Dzire has always been at the top of its class, and now, the current upgrade potentially represents another big step forward. But just how good is the new Dzire, and with the diesel no longer on offer, is the new DualJet engine good enough to shoulder the burden of being the only option on sale?

First things first, what exactly is a DualJet engine? Well, it's quite

simple actually. The DualJet engine, as the name suggests, uses two injectors for every cylinder, both of them in very close proximity to the inlet valves. Fuel delivery, as a result, is more accurate. The proximity of the injectors to the cylinder head also quickens response time, and atomisation of fuel, crucial for complete combustion, is better too. Maximum power now is up to 90hp and the engine also has a healthier torque curve. Idle start/stop, a first-in-class feature, is also on offer, and the new Dzire, as a result, has a higher officially certified efficiency rating of 23.26kpl for the manual, against the earlier car's 22.0kpl.

Start up and the idle is hushed and near vibration-free. In fact, the engine runs so smooth, I almost crank it again.

This engine is also more responsive than the regular K-12. Tap the throttle and it spins up almost immediately, pulling the Dzire forward easily from just 1,000rpm. As you turn the engine faster, the tug gets progressively stronger; there clearly is more

oomph at low engine speeds.

This means driving in the city is a breeze, and you can keep the Dzire in a higher gear and potter around in traffic.

This is a motor that likes to spin fast too. Stay on the gas and it will rev all the way to 6,400rpm (100rpm more than the regular K-12), and keep your foot in after you upshift, and performance feels stronger still. A quick test we conducted saw the new Dzire do the 0-100kph sprint in 12.0sec, over 0.6sec faster than the earlier car, and more than a second faster than the 90hp petrol Honda Amaze. The Hyundai Aura, with its turbo GDI petrol engine, however, is much faster, taking just 10.6sec to do the dash.

ALTERED STATE

Engine aside, the new Dzire is much the same from behind the wheel. The steering does feel like it has a bit more weight, which is nice, and the suspension feels like it has been stiffened marginally, but apart from that, the new car remains a stable but uninvolved drive.

It looks nicer from certain angles now. In place of the narrow chrome grille now sits a tall Audi-like, single-frame hexagonal 'Bulgarian beard', and this changes the look of the car quite comprehensively.

There are no significant changes to the cabin. And this isn't necessarily a bad thing. For one, levels of comfort



Only car in class to get idle start/stop.



Engine is smooth and pulls keenly.



Familiar dash, especially on this lower variant. Others get updated touchscreen, cruise control.



Back seat spacious and comfortable for a sub-4-metre car.



New Audi-like hexagonal grille changes look of the Dzire.

at the front and the rear seats are high, even when compared to most rivals. There's plenty of space up front, and the Dzire's long 2,450mm wheelbase means there's loads of legroom in the rear as well. Two tall passengers, in fact, can comfortably sit one behind the other. In addition, the back seat is supportive and nicely

reclined, and since there's a vent at the rear, it makes for a very competent chauffeur-driven car; quite impressive for a compact sedan.

At the front, there are some small updates, but these have more to do with the kit on offer. While the car we drove was a lower-spec VXI, the ZXI+ gets Maruti's updated

and much neater SmartPlay Studio interface, a new colour MID in between the dials, and cruise control as well. That aside, the flat-bottom steering wheel, with its leather and faux wood insert, still looks good, the dials are crisp and clear, and even the bits of wood trim on the dash are nicely done. Some of the plastics could have been more solidly built, and the car is also missing a few features like wireless charging. However, overall, the cabin is a very comfortable place to be.

STATUS QUO

With its comfortable, large and well-equipped cabin, friendly driving manners and refined performance, Maruti's Dzire petrol has enjoyed a long stint at the top of its class. It may not be the most fun car to drive and the Hyundai Aura with its turbo engine clearly has more performance. Still, what keeps the Maruti Dzire perched at the top is the fact that it is such a good all-rounder. And now that it comes with a smoother, more refined, more responsive, more powerful and more efficient engine,

and more kit as well, it is better still. The top-of-the-line ZXI+ automatic is a bit expensive, with an ex-showroom price of Rs 8.81 lakh, but if you are looking for a compact sedan, the Dzire should be at the top of your list.

SHAPUR KOTWAL

2020 MARUTI DZIRE DUALJET

Price	Rs 5.89-8.81 lakh*	
L/W/H	3995/1735/1515mm	
Wheelbase	2450mm	
Engine	4-cyl, 1197cc, petrol	
Power	90hp at 6000rpm	
Torque	113Nm at 4400rpm	
Gearbox	5-speed MT/AMT	

Acceleration from rest

kph	sec	
	1.2L	1.2L
	DualJet	K-series
20	1.38	1.15
40	2.75	2.82
60	5.22	5.35
80	7.79	8.18
100	12.00	12.59

In-gear acceleration

20-80kph (in third)	12.87	13.40
40-100kph (in fourth)	20.15	20.40

Not much change at the rear, which is similar to the earlier car.



*EX-SHOWROOM, DELHI

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VOLKSWAGEN T-ROC

VW's latest crossover may not have size on its side, but could it make a case for itself as a fun, well-appointed compact family car?





The compact T-Roc has rock-solid stability, even at three-digit speeds.

FIRST VERDICT

Pricey but capable take on a premium family crossover.



SO GOOD

- Ride and handling
- Performance

NO GOOD

- Back seat space
- Price

To say the Volkswagen T-Roc swims against the tide of Indian SUV convention is an enormous understatement. We Indians tend to equate SUVs with size and bombastic road presence, and naturally, price is a direct correlation – the more expensive an SUV is, the bigger it needs to be. Even among the crossovers, the popular vote still goes to the tall, chunky, squared-jawed type, so much so that even hatchbacks have started to ape the look. And then there's the continued preference for diesel power with vehicles like this. So, this compact crossover, with its low-slung roof and 1.5-litre petrol engine at a price of Rs 19.99 lakh (ex-showroom, India), sounds like something that

simply should not work. And yet, VW was able to find takers for almost its entire 1,000-unit CBU import allocation in just over a month. There's clearly more to it than meets the eye, and we aim to find out just what that is with this review.

ANOTHER DIMENSION

To put that size into perspective, while a Creta is 4,300mm long and the VW's cousin, the Skoda Karoq, is 4,382mm long, the T-Roc clocks in at 4,234mm in length. Moreover, its height of 1,573mm makes it lower than even most sub-four-metre SUVs and puts it almost into premium hatchback territory. But then, its 1,819mm width and 2,590mm wheelbase do at least give it a nice, relatively wide stance on the road. It casts a silhouette that's more akin to a hatchback too, with a bonnet that's not too tall and front and rear windscreens that are pretty steeply raked.

What it lacks in outright size and blocky shape, it attempts to make up for with panache in the details. The LED headlamps and chrome-lined grille merge into one continuous form, there's a neat LED running lamp signature where you'd expect the fog lamps (the fog lamps sit lower, and the DRLs double as indicators) and there's

even a brushed-silver skid plate sitting below the big honeycomb air dam. There's a good amount of the requisite black cladding around the base of the T-Roc and some prominent character lines on the bonnet and sides, especially over the pronounced wheel arches. At the rear, you'll find faux exhaust surrounds and cladding that cuts into the bumper to house the number plate, plus more strong lines, and the words 'T-Roc' written in bold under the VW logo.

But perhaps the least SUV-like thing about it – the raked roof – is its most distinguishing feature. All colours of the T-Roc come with a gloss-black roof treatment that extends down to the A-pillars. The C-pillar, meanwhile, is thick and body-coloured with a silver accent. And just for that last reminder that this is no hatchback, there are roof rails. Since the car is so small, the 17-inch alloy wheels fill the arches nicely, and while you could have your T-Roc in black, white or grey, you should have it in orange, blue or this rather striking Kurkuma Yellow.

INTERNATIONAL INTERNALS

The interiors are very Volkswagen – which is to say dark in colour, full of straight lines, but also very →



Revs to 6,500rpm in Sport or Manual.



Cylinder shut-off under light load and engine stop-start lower fuel consumption.





Good forward visibility, excellent build quality, but wish things were a little brighter.



445-litre boot good for a weekend's luggage at best.



Knee and head room will be tight for tall people, but seat is very comfy.



EQUIPMENT CHECK LIST

Auto LED headlamps	■
Auto wipers	■
Auto climate control	Dual-zone
Screen-based dials	■
8.0-inch touchscreen	■
Apple CarPlay/Android Auto	■
Satellite navigation	NA
Heated wing mirrors	■
Cruise control	NA
Powered front seats	NA
Ventilated front seats	NA
Heated front seats	■
Wireless phone charger	NA
Electronic parking brake	■
Rear AC vents	■
Panoramic sunroof	■
Auto park assist	■
Parking sensors (F/R)	■/■
Rear-view camera	■
Active lane-keep assist	■
Front collision alert	■
Tyre pressure monitor	■
Rear disc brakes	■
ISOFIX child seat mounts	■
Airbags	6

■ = Available, NA = Not Available, D = Driver, O = optional

← well built. That said, we wish there were some soft-touch plastics in here; you won't find any on the dashboard or the door cards, but the quality of the textured hard plastics is superb and they're perfectly screwed together. It's nice that they've done a bit to liven things up with stuff like dull gold and piano black trim, a centre console that's slightly canted towards the driver and tri-tone Vienna leather upholstery.

Speaking of the seats, the ones up front are sculpted and snug, offering a good amount of adjustment, including lumbar for the driver. They are heated, but unfortunately, not powered or ventilated. Sitting up front, you don't really feel like you're in as compact a car as the T-Roc is, because forward visibility is great and the dashboard spreads out wide in front of you.

Move over to the back seat, however, and you'll find where the space compromise has been made. This is not one for the chauffeur driven, with very average knee room, and headroom that will be tight for six-footers, even though the roof has been scooped out. Moreover, it's

not a very high-set seat, and the fact the front seats are so close to you does make you feel a bit hemmed in. Helping to alleviate that feeling is the panoramic sunroof which, though not as large as most, does let a lot of light in. The bench itself is best for two though, but they will be comfortable, thanks to more of that snug bolster sculpting, a large centre armrest and good thigh support.

The boot, at 445 litres, isn't anything to write home about either and the sloping tailgate doesn't help, but you will be able to easily fit a weekend's luggage for four in here, and if you really must move stuff, you can split-fold the rear seats for more space.

So the T-Roc doesn't set any benchmarks for interior space, but VW has made sure to load it up with equipment to make its price tag a little more palatable. Some of the highlights are dual-zone climate control, a crisp and customisable 10.25-inch digital instrument display, an 8.0-inch touchscreen with Apple CarPlay and Android Auto, electronic parking brake with auto hold, six airbags, tyre pressure monitoring, fuel-saving engine stop-

start, heated mirrors, panoramic sunroof, rear disc brakes, front and rear parking sensors and much more [see box]. What was a surprise were the sensor-based driver aids, like lane-keep assist that will gently steer the car back into line if it detects you've crossed the lane markers, and even a head-on collision warning system, which luckily, we didn't get a chance to test.

ROC STAR

As we said before, the T-Roc gives you a big-car feel from behind the wheel, and that's not just to do with the way the interior is laid out. Its width, along with the 1,546mm and 1,541mm front and rear tracks, respectively, give it a planted stance, and combine that with a stiff chassis and suspension that's unchanged from the European version and what you get is an unflappable poise on the road. Sure, there's an inherent firmness to the ride that you'll feel on smaller bumps at lower speeds, but as you pick up the pace it simply demolishes even rough roads with confidence. High-speed stability is superb and even in the corners, apart from a steering

“
It may be smaller than a Creta in dimensions,
but it gives you the feel of a much bigger car.
”



that isn't bristling with feedback, it remains beautifully devoid of body roll. It's the best of both worlds, really, with a sense of solidity you'd otherwise find in a larger car, but the dimensions compact enough for you to really enjoy it.

Power is courtesy the VW Group's 1.5-litre TSI Evo engine via a 7-speed DSG, and it is sent to only the front wheels. It's the same 150hp, 250Nm unit you'll find in the Skoda Karoq, but the T-Roc weighs 45kg less. Performance, then, is marginally better, with 0-100kph coming up in 9.89sec, and thanks to the quick-shifting DSG, kickdown acceleration is quick too – 20-80kph in 5.51sec

and 40-100kph in 6.36sec. This new-gen direct-injection turbo-petrol engine is interesting in the way that it enjoys a strong mid-range, as do most of its ilk, but it is also incredibly free-revving. In fact, in sport and manual modes, it will happily race all the way to its 6,500rpm redline with no fuss. But if you aren't in the mood for aggressive driving, this engine-gearbox combo handles ambling duties well, and under low engine loads, can even shut down two of its four cylinders seamlessly for better fuel economy.

A COMPACT IMPACT

So just where does the T-Roc fit in

the Indian marketplace? To answer that, you need to abandon the idea that it is an SUV; it's not. What it is, is a crossover that leans heavily into its on-road ability at the cost of the traditional SUV space, practicality and road presence. It's good for a small family, or an individual who occasionally travels with friends, it has its own distinct style and it delivers big on driving dynamics and feel-good factor. To put it another way, we've always wondered if VW would ever bite the bullet and bring in its full-size hatchback, the Golf, to India. But it hasn't, and won't, because the idea of a hatchback so big and expensive just wouldn't fly

here. The T-Roc is the Golf they can bring here, thanks to the added crossover appeal and practicality, and there's nothing else quite like it on the market.

GAVIN D'SOUZA

VOLKSWAGEN T-ROC

Price	Rs 19.99 lakh*
L/W/H	4234/1819/1573mm
Wheelbase	2590mm
Engine	4-cyl, 1498cc, turbo-petrol
Power	150hp at 5000-6000rpm
Torque	250Nm at 1500-3500rpm
Gearbox	7-speed dual-clutch auto
Kerb weight	1350kg
Fuel capacity	59 litres
Boot volume	445 litres
Tyre size	215/55 R17

Acceleration (from rest)**

Kph	sec	Kph	sec
20	1.83	100	9.89
40	3.18	120	13.30
60	4.93	140	18.34
80	7.14	160	25.61

Acceleration (in gear)**

20-80kph (in kickdown)	5.51
40-100kph (in kickdown)	6.36



Snug front seats not power-adjustable.



Tall, 55-profile tyres soak up bumps well.



Instruments screen is highly customisable.

PRICE RS 13.99 LAKH (EX-SHOWROOM, INDIA) ON SALE NOW

2020 HYUNDAI VERNA 1.0 TURBO

With the new 1.0 GDI petrol engine and twin-clutch gearbox,
the Verna is much nicer to drive now.



FIRST VERDICT

Strong engine, smooth DCT and abundant equipment makes the Verna a desirable midsize.



SO GOOD

- Powerful, refined engine
- Quick-shifting gearbox
- Loads of equipment

NO GOOD

- Rear-seat space

The new 2020 Hyundai Verna has been significantly altered on the outside. Up front, the Hyundai grille is larger, the chin is full of cuts and creases and, look closely, there's even a bit of an integrated front wing. Under the hood, however, is where the real action is. Occupying one corner of the engine bay is a 120hp version of Hyundai's 1.0-litre turbo GDI engine. And the other bit of high-tech kit you get is a 7-speed twin-clutch automatic. The all-aluminium, three-cylinder engine is extremely light – only 70kg – and, in an effort to reduce rotating masses, Hyundai has even junked the balancer shaft.

QUICK ON THE DRAW

The Verna's 1.0, three-cylinder petrol is so smooth and well balanced that you'll be hard-pressed to tell it's not a conventional inline four. The twin-clutch automatic gearbox, coupled with the smooth engine,

makes driving in traffic light and easy.

Trundle around at low engine speeds, however, and the motor does feel a bit flat-footed as there is a bit of a turbo lag. All you have to do to work around this is kick-down, get the gearbox to execute a quick downshift, and then ride the wave of torque as the engine jumps straight into the powerband. While the twin-clutch gearbox isn't as quick as the one from VW or Skoda, and the TSI engine pulls harder to 6,500rpm, the Verna isn't too far off the mark.

What gives the Verna a robust midrange, in fact, is the 172Nm of torque, and acceleration feels pretty strong, especially if you keep your foot in. Those who enjoy driving in a more spirited manner will also appreciate the wide powerband; the engine pulls hard all the way from around 2,000rpm to 6,000rpm.

While we were keen to know just how fast the car is, especially in relation to the competition, a rev lock when stationary prevented us from getting a quick initial launch in our 0-100kph test, which, as a result, took a rather relaxed 13.09sec. Expect it to be around a second or so faster in the real world, and possibly on par with other turbo-petrol midsizers equipped with auto transmissions that are around the corner. The new 2020 Honda City, equipped with a CVT automatic, does it in 12.05sec. It isn't an apples-to-apples comparison, but, just for reference, the Rapid 1.0 TSI, with its 6-speed manual, does the 0-100 sprint in 10.09sec. →



Digital dials look good; difficult to read though.



Paddles work well, are loads of fun.



Quick twin-clutch auto unique in class.

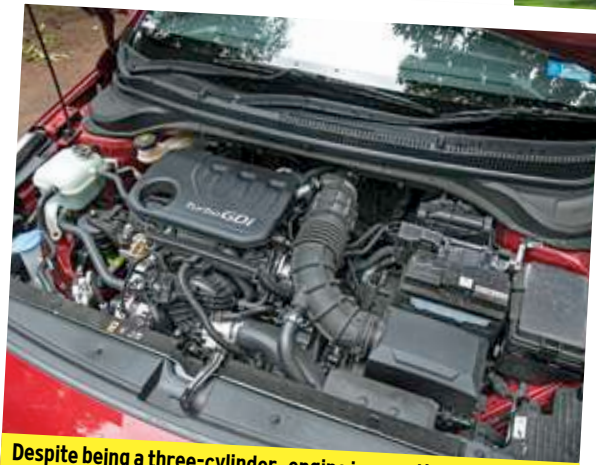


Splashes of red highlights in all-black cabin.

← The Verna Turbo is also reasonably quick in kickdown. 20-80kph takes 7.29sec, and 40-100kph takes 9.05sec, which translates to ample overtaking power.

What also makes it enjoyable to drive is that the steering has improved, and it feels both better weighted and direct. The new Verna now feels reasonably agile on a winding road, it keeps things nice and tidy, and you can even enjoy a set of corners. Another change is to the brakes; Hyundai has given the Verna discs all round and it gives you plenty of confidence. Try to go faster, however, and things fall apart quite quickly. It doesn't feel as composed as it did earlier, and up the speed further and it soon runs out of grip.

The ride, however, has improved. The suspension has been raised slightly and functions silently, even over bad patches. It even effectively manages to take the edge off most bumps and feels at home tackling larger potholes now.



Despite being a three-cylinder, engine is smooth and silent.

DRIVER FOCUS

The Verna doesn't just drive better, it is also a bit nicer on the inside now. Key changes include a larger, free-standing, 8.0-inch touchscreen (now too wide to be integrated into the dash), there are large metallic brackets on the vents, and behind the steering wheel, a BMW-style digital instrument panel. While the screen-based dials do give the cabin a modern feel, they are largely decorative – there are no needles on the dials, and this makes it extremely difficult to read them on the move.



Rear sunblind is useful in summers.



This 120hp turbo is joined by a pair of 115hp petrol and diesel in the range, and both get automatics.

Luckily, Hyundai has provided two large digital readouts for speed and engine RPM, and that's where your eyes eventually gravitate to.

The Verna Turbo we are driving has a sporty all-black cabin with red accents. There's red on the vents, red stitching on the steering wheel and some on the seats, and this does bring in a sporty feel. The overabundance of black, however, has its downsides. For one, it makes the cabin look smaller than it is, and then the mass of black on the dash makes the plastic panels look shiny and hard.

Apart from these changes, the cabin remains unaltered at the front. The largish, cooled front seats are both, supportive and comfortable, you now get paddleshifters on this version of the Verna, and embedded in the touchscreen is Hyundai's connected BlueLink app. It allows you to connect with the car via an app on your phone, giving you access to functions like remote start, door lock/unlock, remote air-conditioning, real-time fuel status, real-time location, live tyre pressure information, SOS, emergency roadside assistance and even cricket scores. While we managed to connect with the car easily, a delay in the system, possibly



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It has loads of torque in the mid-range and gels nicely with the quick twin-clutch automatic.

”



Rear legroom is at a premium, but the seat is quite comfortable.



Boot opens with key in your pocket; BlueLink operation depends on data speed.

down to low data transfer speeds, meant functionality was quite laggy and slow. You also get a voice command system, Apple CarPlay, Android Auto, and onboard navigation as well.

The backseat is still the Verna's weak link. There's less legroom here than on some sub-four-metre sedans. However, if the relative lack of legroom doesn't bother you, the backrest is nicely reclined and offers good side support, there's decent thigh support, and you also get stuff like a manual rear blind.

Other kit on this top-of-the-line Verna SX(O) include a sunroof, wireless charging, six airbags, Electronic Stability Control, traction control, cruise control, front and rear parking sensors and hands-free boot release.

THE SPORT FOR SUITS

If you're a keen driver, the 2020 Verna Turbo has plenty to offer. The 120hp petrol has loads of performance, the twin-clutch automatic is convenient and engaging, and the improved driving manners and better brakes mean it's quite pleasant to drive. The Verna is also comfortable to sit in, is well built on the inside, and, since it is a Hyundai, it comes

loaded with enough kit to pamper you. Sure, it could have been sharper to drive around corners, rear legroom is only sufficient, and at Rs 13.99 lakh, you do pay a bit of a premium, but if you're looking for a fun and convenient daily driver, the Verna Turbo ticks a lot of boxes.

SHAPUR KOTWAL

2020 HYUNDAI VERNA 1.0 DCT

Price	Rs 13.99 lakh (ex-showroom, Delhi)
L/W/H	4440/1729/1475mm
Wheelbase	2600mm
Engine	3 cyl, 998cc, turbo-petrol
Power	120hp at 6000rpm
Torque	172Nm at 1500-4000rpm
Gearbox	7-speed dual-clutch auto
Fuel tank capacity	45 litres
Tyre size	195/55 R16
Spare tyre	185/65 R15

Acceleration (from rest)

Kph	sec	Kph	sec
20	2.00	100	13.09
40	3.96	120	18.64
60	6.32	140	25.85
80	9.36	160	38.65

In-gear acceleration (in kickdown)

20-80kph (in 3rd gear)	7.29sec
40-100kph (in 4th gear)	9.05sec

2020 HONDA CITY

There's a brand-new Honda City headed our way. We got behind the wheel of all three versions to tell you what each one is like.

FIRST VERDICT

A massive update that improves the City in nearly every area.



SO GOOD

- Best-in-class comfort
- Strong and tractable engines
- Well equipped

NO GOOD

- Not as sporty as we would have liked
- Touchscreen difficult to read

Before the SUV, it was sedans that were an aspirational buy in the Indian market, with buyers considering the three-box a 'complete' car. This changed with SUVs getting more refined and permeating into various price segments. Once heroes, sedans soon started playing second fiddle, sales dropped and some models were even discontinued. But 22 years on, the Honda City is still alive and kicking, and is one of the longest running nameplates on sale in India today.

The City's India story began in 1998 and the first-gen model proved to be a driver's delight, thanks to a high-revving, lightweight 1.5 'Hyper-16' engine in a very light body. The VTEC version pumped out 106hp – a very impressive number for its time.

Surprisingly, with the second generation, Honda switched tracks completely and sacrificed driving thrills for space, comfort and efficiency. And then again, with the third generation, it changed direction to another radical design

that mixed bold and dynamic styling with performance and practicality.

The first three generations of the City were highly successful, proving that these bold, revolutionary changes were good moves. Uncharacteristically then, the fourth generation was more of an evolution of the previous car. But with further improvements and the introduction of Honda's first diesel under its hood, it went on to become the most successful City in India. It's this evolutionary approach that the fifth-generation City also carries on with.

Don't think for a moment though that this is just a simple update; while it is based on a modified version of the earlier City, the engineering changes are massive. The new City's bodyshell packs in more high-tensile-strength steel and a stiffer roof section, resulting in a 20 percent increase in torsional rigidity. It is marginally lighter too, but the overall weight of the car is up by around 40kg, due to enhancements like a firewall that is 200 percent thicker to aid stiffness, safety and sound insulation too.

The City has also grown in size, offering a little more interior space, and it's got more tech like a lane watch camera and Alexa voice assistant integration. On the powertrain front, the petrol motor is a new DOHC 1.5-litre unit that's now coupled to a 6-speed manual box, while a CVT is still an option. The older City's 1.5-litre diesel and 6-speed manual carries forward, but with some modifications to improve refinement and, of course, meet BS6 emission norms.

It, however, won't be all that easy for the City. Action in the midsize →





“
While it's based on the platform of the earlier City, the engineering changes are massive.
”

← sedan segment has certainly hotted up in a short span of just a few weeks. We saw the Skoda update its Rapid and VW did the same with its sister car, the Vento. Hyundai gave the Verna a major overhaul too, while the Ciaz continues to deal the value card and be a strong player as well. So, can the new City leapfrog all its rivals?

SEX IN THE CITY?

The City looks more of an evolution of the previous model with the overall stance, shape and design of the individual elements being familiar. While the wheelbase is the same as before (as this platform shares a lot of the hardpoints with the previous-gen model), the new car has grown a fair bit in length and width. The height, however, is less than before.

Honda's signature front chrome bar is now thicker, with the top strip stretching across the width of the nose, above the LED highlights. The sharp-looking headlights, with their multiple reflectors and techy detailing, look brilliant and make the new City stand out as genuinely new.

It's from the side that you get a good idea of the new City's

enormous length, which, at 4,549mm, makes it not just longer than every other midsize but even longer than the first-gen Civic! Yes, the City, which is equally appreciated for its front and back seats, has grown with each generation. However, with no corresponding increase in wheelbase over the previous car, the proportions have gone for a bit of a toss. The long, high bonnet and chunky bumper make the car look more grown-up than before, but the nose sticks out quite a bit, resulting in a front overhang that's a touch excessive.

This dwarfs the smart-looking 16-inch alloys shod with 185/55 tyres, which don't quite fill out the wheel arches. The earlier car's shoulder line has been moved higher up and it runs the length of the car, and this, along with the sharp crease across the bottom of the doors, gives a nice tension to the body.

The 3D-looking tail-lights are also very striking and the blacked-out elements look very neat. What also stand out are the vertical reflector strips that sit inside a sculpted housing in the rear bumper. On the whole, though, this isn't a car that will turn heads easily, but

it's neatly designed and looks quite contemporary.

ACE OF SPACE

Open the doors and you're greeted by a premium-looking, light brown and black interior. The plastics around the cabin also look good but they are a bit too shiny; we would have preferred duller, soft-touch textures. This aside, there's little else to complain about. Honda has been generous with the use of light brown leather; it's on the seats, door trims, dash panel and the centre console too, and it really does add to the rich feel. The dash and centre console trim are beautifully styled with neat stitching, and the well-sculpted seats are large with good all-round bolstering, offering exceptional comfort even for really tall people. But, if I had to nit-pick, the lower lumbar support is a bit excessive on the front and rear seats.

Honda aced backseat comfort with the fourth-gen City and has done it yet again with a rear bench that's the most generous in the class. The wide and deep seat base, positioned at the right height, will keep you comfortable for hours on the road. Like before, the small rise in the floor behind the front seat, acts as a natural footrest which further enhances comfort levels. What's nice is that all three rear passengers get three-point seat belts and properly sized head restraints. However, headroom at the back was just about sufficient for my 5ft 8in frame; I had a three-finger gap to the top, which means taller folks may find it tight.



Dials turn with a satisfying click.



Lane watch camera can be very useful.



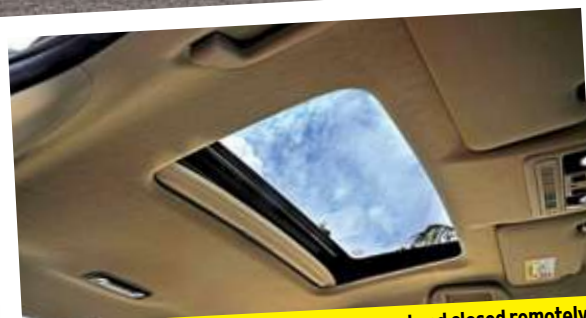
Dim screen hard to see in daytime.



Ample charging options all round.



Dashboard looks very premium but some plastics shiny and hard.



Sunroof isn't very large but can be opened and closed remotely.

There's plenty of the usual storage spaces around but what's really clever are the ones for phones. Front passengers have two slots on either side of the parking brake lever, while those at the rear have handy felt-lined pockets sewn into the front seatbacks. Boot space has gone down by a tiny four litres and is now 506 litres; so, it's still very large and useable.

The boot-opening mechanism uses torsion rods, which act as elastic springs to lift the boot lid, but they aren't strong enough; so, the lid doesn't pop open on its own and you have to lift it all the way to the top.

UPTOWN FUNK

Hondas aren't typically what you'd call well-equipped, but this one is

quite different. There's a lot of equipment, including a sunroof, a lane watch camera, a rear-view camera with normal,

wide and top view, a tyre pressure monitoring system with deflation warning, front side and curtain airbags, and auto climate control that thankfully doesn't get touch-operated buttons but neat knurled knobs that have a nice click to them; this means you don't have to take your eyes off the road to use the controls. The steering wheel too has controls, including a roller switch that lets you access various features of the instrument panel.

The instrument panel consists of an analogue speedometer needle that runs across a digital dial on the 7.0-inch screen. The tachometer is an all-digital display and the screen can also display a G-force meter, and other trip-related info. The design of the instrument panel display is quite

simple, but its clarity is brilliant and isn't distracting, like in the Verna. The bright and sharp instrument cluster is incredibly easy to read, however, the same cannot be said of the 8.0-inch touchscreen.

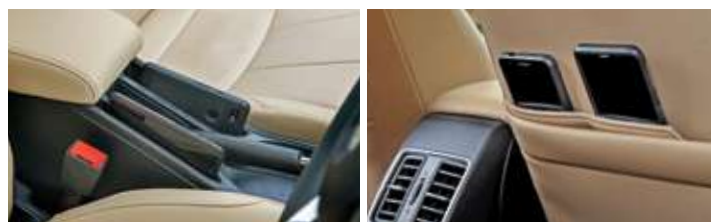
Honda says it has used an optical bonding application that reduces reflection, but the trouble is that this coating has seriously reduced the brightness of the screen. Even on the brightest setting, the screen is difficult to read in direct sunlight, and it always looks smudgy and like it could use a good wipe down. The system, of course, has all the usual connectivity bits, including Android Auto and Apple CarPlay.

Also on the fifth-gen City is a new

version of Honda's connectivity tech that gets you all the regular bits like remote engine start and cabin pre-cooling, but the party trick here is the Alexa voice assistant integration. So, from your home, you can simply ask Alexa to pre-cool the cabin or get you details of the fuel level in the car or its current position. Cooled seats, a signature on top-end variants of many Hyundai cars (Verna included) is something Honda could have given but not giving wireless charging, which is a genuinely useful feature, is a bigger miss.

MOTOR CITY

If there's one high point of a Honda, it's the engine; and it's the same →



Handy phone slots are a neat touch; rear ones are felt-lined.



“

The engines are phenomenally tractable. In third gear, the petrol can go all the way from 15kph to over 150kph!

”

← here with the new DOHC 1.5-litre petrol, which is a real delight. It's not punchy like a turbo unit but it's very strong and tractable and works well at both ends of the rev range. At low revs, it pulls cleanly even in higher gears, and it revs freely until the 7,000rpm redline. Compared to the older car, gear ratios are a bit taller here, letting you hit higher speeds in each gear, but what's good is that the motor is flexible enough

to deliver great performance all throughout. This tractability allows you to drive right from 15kph to all the way past 150kph in third! This means you'll have fewer gears shifts to contend with. Honda claims a fuel efficiency of 17.8kpl for the manual and 18.4kpl for the auto, which is marginally higher than the earlier car's SOHC motor that delivered 17.4kpl and 18.0kpl, respectively. The new engine does get audible

at around 3,000rpm but it's not harsh, just loud. Sound insulation could have been better and the absence of cladding in the wheel wells, like in the previous City, does transmit road noise into the cabin.

Performance is on expected lines, which is pretty potent for a naturally aspirated engine. The City hits 100kph from a standstill in 10.20sec, which is just 0.07sec off the earlier car's time, and only marginally

behind Skoda's turbocharged 1.0 TSI Rapid time of 10.09sec.

Taller ratios also mean in-gear times are slower. 20-80kph in third comes up in 13.23sec, while 40-100kph in fourth takes 18.23sec. The Rapid 1.0 TSI with its punchy mid-range and extra 30Nm of torque clocks a much quicker 11.69sec and 14.38sec, respectively.

Not surprisingly, the CVT variant is slower, with 0-100kph coming up



Comfy seats and good legroom, headroom is a bit tight for taller passengers.



Tall drivers will find large front seats very comfy but lumbar support excessive.

Q&A SATORU AZUMI, LARGE PROJECT LEADER FOR THE ALL-NEW CITY

On improvements in body rigidity, engine refinement and the route to meeting BS6.

You've used the older platform for the new City but yet you've improved the torsional stiffness by a considerable 20 percent. How was this achieved?

The main things we did is increase the rigidity of the inner frame structure, which we achieved by changing the order in the welding process. This meant welding the frame before it was attached to the body, which allowed us access to parts that would be otherwise be difficult to reach in the earlier process. For spot welding, you need to access both sides of the sheet metal, which the new process allowed us to do.

The new City uses an even higher grade of high-tensile steel, which also improves stiffness without increasing the weight. There are different grades of high-tensile steel and in our earlier model we've been using 590 (MPa) grade steel but in the new City we are using a higher spec 780 and 989 (MPa) high-tensile steel for the first time in the Asian and Oceania regions. The higher-spec 780 and 980 grades account for 7 percent of the whole body.

Why couldn't you use this higher grade of high-tensile steel earlier in India?

It was not available in the region and would have had to be imported, which would have made it very costly. Another reason is that only advanced press shops could press high-tensile steel panels. But now that higher grades of high-



tensile steel are available, we have upgraded our press shop to make it capable of pressing 780 and 980 grades.

What have you done to improve the refinement of the diesel engine?

We've done quite a few things actually. With the new City we used a 'spray form' technique, which involves spraying the body-in-white, after it is welded but before it goes to the painting stage, with a special spray that acts as a sound insulator. We've also doubled the thickness of the firewall and modified the under-bonnet insulator to make it a '3D' structure (unlike the flat design earlier), which reduces noise. On the engine side, the high-frequency rattle of previous diesels was quite annoying but that's now gone after the timing

chain case was changed to reduce the sound. We've also stiffened the engine block so it doesn't vibrate as much as before.

Why did you choose a NOx Storage Catalyst (NSC) to meet BS6 with the diesel instead of the more efficient Selective Catalytic Reduction (SCR) system?

You are right, SCR has the benefit in terms of fuel efficiency, but we believe that if we can achieve the emission targets with a simpler device (NSC) then the customer benefits by not having an ammonia tank of an SCR system, which has to be refilled. So, though our NSC system injects rich fuel to regenerate the catalyst, the SCR system has to inject ammonia which is a cost. Besides, fuel efficiency is not a critical point for City customers. Since we achieved a good emission level with the engine itself and have a body that is not that heavy, it suited the NSC system which is simpler and has a lower maintenance cost than SCR.

On the petrol, we know the cylinder head is all new. But are there any changes to the engine block?

The main focus was heat control and hence the cylinder block has been modified accordingly. The coolant passages are modified, and the cylinder block gets oil jets below the piston area to push the oil under the piston for better heat dissipation. So, by controlling the piston heat, you can control knock.

HORMAZD SORABJEE

The 1.5-liter petrol engine is a now a DOHC unit.

in 12.05sec, but it will be acceptable for most. You also have the benefit of an automatic kickdown during in-gear acceleration, which showed a time of 6.58sec in 20-80kph, and 8.52sec in the 40-100kph dash.

What's nice is that the typical rubberband effect of the CVT is very well managed. For most everyday driving situations, the rise in revs matches the rise in road speed and it's only when you mash down on the accelerator that you get the typically stretchy feel of the revs climbing faster than the actual road speed. Plus, of course, you can also use the paddles and have proper manual control over shifts with the gearbox letting you redline the engine too.

Honda says it has calibrated the control unit's software, and it uses what the company calls 'full-open acceleration step-up shift control' and 'brake operation step-down shift control. Quite a mouthful, yes, but what this does is, during acceleration, rather than let the CVT slide its way up, it performs stepped upshifts and tries to match the vehicle speed with the engine speed and sound, for a more natural feel. →



A new welding process and a higher grade of high-tensile steel help increase torsional stiffness by 20 percent.



“

Despite the narrow tyres, grip is quite good but body roll is noticeable.

”

← And under hard braking, the CVT shifts to lower ratios, generating engine braking in the process. This is something we joyfully experienced when driving down a winding road.

If you've read our past reviews of the City diesel, or even cars like the Amaze that use the same 1.5 diesel, you'll know we haven't been fans of the refinement levels. However, Honda has worked to improve NVH levels on the new City, utilising bits like additional sound deadeners in the floor, a thicker firewall, and by also spraying the engine bay with a special sound-deadening coating. The result is an

engine that's noticeably quieter and pleasantly refined. At low revs, this motor doesn't get obtrusive, and that annoying, sharp diesel clatter that characterised the previous iterations is all but eliminated. Yes, the engine drones loudly at high revs, and, in absolute terms, isn't as quiet as Hyundai's 1.5 diesel, which is still the benchmark for refinement.

The City's diesel also surprised us with its un-diesel-like power delivery. It's pretty tractable from low revs and turbo lag is quite minimal too. Sure, at low revs, below 1,500rpm, the power is muted, but you don't really struggle with a lack



9 LED arrays look striking; tail-lights with 3D surfacing look very premium.



Alloys look smart, but wheels sink into the wheel wells.



Boot is large, at 506 litres; weak torsion springs don't pop up boot lid.

for this, of course, is the slight drop in efficiency, which is due to the extra fuel being used for exhaust after-treatment.

COMFORT ZONE

Thanks to the stiffer body, Honda says it's been able to go softer with the suspension, and this has certainly helped the ride. The City absorbs whatever the road throws at it and it soaks up potholes and ruts without crashing through them. The ride is quite mature in feel, much like what you'd expect from European sedans. It's also flat and composed at highway speeds, but if you press on to higher three-digit speeds, with the speedo needle sitting in the last quadrant of the dial, the City, which has a relatively high ground clearance, is not as planted as we would have liked. You need to have a firm grip on the wheel as the nose tends to wander.

Handling, however, is benign and very predictable, which makes the City an easy car to drive. The steering is nicely weighted and the grip from the narrow tyres is surprisingly good and could tempt you to have some fun, especially when you have a rev-happy, naturally-aspirated engine that's always ready to play ball. But, if you push too hard, the soft-suspension will give way to a fair bit of body roll and understeer.

Braking performance is good; however, an earlier bite point and a less spongy pedal feel would've helped. All in all, this is a car that will reward all but the keenest of drivers.

SHOULD YOU BUY ONE THEN?

The new City does not look all that new and it doesn't deviate from the tried and tested formula of its predecessors. The handling isn't sporty either, and the chassis setup

doesn't quite match the enthusiasm of the rev-happy petrol, and that may disappoint keen drivers. But there's little else to fault with Honda's latest midsize sedan and it scores where it matters most. Space and overall comfort are the best in class, the practical cabin, with lots of thoughtful touches, looks very premium, and, for a change, it's very well specced with some neat party tricks like the Alexa integration. Both engines are strong and deliver a solid performance, and the ride is very well sorted too.

On the whole, Honda has done a tremendous job with the new City, and it looks all set to leapfrog the competition. A spoiler, however, could be its price. For the first time in its history, Honda India will have on sale two generations of the same car, and the current model, with a starting price of Rs 9.91 lakh, is already pricier than rivals. Hence, Honda will have to position and price the new model smartly to ensure it doesn't leap out of the segment and contention.

SERGIUS BARRETTO

2020 HONDA CITY

Price	Rs 10.50-15 lakh (estimated, ex-showroom, India)			TRANSMISSION	
L/W/H	4549/1748/1489mm			Type	Front-wheel drive
Wheelbase	2600mm			Gearbox	6-speed manual, CVT, 6-speed manual
Boot capacity	506 litres			CHASSIS & BODY	
Fuel tank capacity	40 litres			Construction	5-door, monocoque, sedan
ENGINE				Kerb weight	1153kg, 1217kg
Fuel	Petrol, Diesel			Tyres	185/55 R16
Installation	Front, transverse			Spare	185/55 R16
Type	4-cyl, 1498cc, Petrol, 4-cyl, 1498cc, Turbo-diesel			SUSPENSION	
Power	121hp at 6600rpm, 100hp at 3600rpm			Front	Independent, MacPherson Strut with coil spring
Torque	145Nm at 4300rpm, 200Nm at 1750rpm			Rear	Non-independent, Torsion beam with coil spring
ACCELERATION (FROM REST)				STEERING	
	Petrol MT	Petrol CVT*	Diesel MT*	Type	Rack and Pinion
kph	sec	sec	sec	Type of power assist	Electric
20	1.17	1.45	1.17	Turning circle	10.6m
40	2.74	3.39	2.97	EQUIPMENT CHECK LIST	
60	4.53	5.54	5.30	Touchscreen	■
80	7.22	8.38	8.64	Sunroof	■
100	10.20	12.05	12.90	Lane watch camera	■
120	14.98	16.69	18.26	Keyless entry/go	■
140	20.71	24.30	27.05	LED headlamps	■
IN-GEAR ACCELERATION				Auto climate control	■
20-80kph (in 3rd gear)	13.23	6.58**	11.40	Cruise control	■
40-100kph (in 4th gear)	18.23	8.52**	13.89	Rear AC vents	■
				ESP	■
				Airbags	6

■ Available, NA = Not Available, D = Driver, 0 = optional

of response. And when you cross 1,500rpm, it's not a sudden spike but a quick step up in pace, after which power builds quite evenly, all the way up to the 4,200rpm soft rev limiter. The diesel posts a 0-100kph time of 12.9sec, while 20-80kph in third and 40-100kph in fourth are much quicker than the petrol, with 11.4sec and 13.89sec, respectively. As with many BS6 updates, fuel efficiency has dropped, with the new unit returning 24.1kpl as against the previous 25.6kpl. Honda has used a NOx Storage Catalyst (NSC), thus avoiding the use of the AdBlue liquid that SCR systems need. The penalty

FIGURES IN GREEN FOR DIESEL *TEST FIGURES NOT TO AUTOCAR TEST STANDARDS **ACCELERATION IN KICKDOWN

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2020 MERCEDES-BENZ GLS

Mercedes' latest flagship SUV aims to blend the prestige of an S-class with the practicality of a 7-seat SUV. Could it be the ultimate luxury family-mover?

AUTOCAR
EXCLUSIVE



FIRST VERDICT

An exquisite blend of luxury and three-row practicality.



SO GOOD

- Space
- Refinement
- Road presence

NO GOOD

- Ride can get unsettled
- Size in city confines

Calling something ‘The S-class of SUVs’ is a tall order (no pun intended), even for Mercedes themselves, because the S-class limousine is quite simply one of the finest luxury cars in the world. In fact, when they rebranded the previous-gen ‘X166’ GL-class to be called the GLS halfway through its life cycle – hence this alphabetical aspiration – it wasn’t quite up to the task. It was big and plush, sure, but there

front are wide, but at the rear you’ll find a pair of 315/40 R21s, which are the kind of numbers you’d have previously only read on a Lamborghini’s tyres. It adds tremendously to the road presence.

Its girth alone makes it easily identifiable as a GLS, but this is an altogether softer and rounder take on the formula. No more sharp creases defining the flanks, this one is all curves. The headlamps are a lot smaller, the tail-lamps slimmer – each with Mercedes’ new LED signature. Incidentally, those adaptive LED headlamps are equipped with something called ‘Ultra Range High Beam’, which we’re told is capable of lighting up the road 650m ahead. Another Merc SUV signature is the impractical, but incredibly blingy chrome skid plates at the front and rear, and there’s plenty more of the shiny stuff on the tailgate, the bumpers and the window surrounds.

So just how much bigger is it? A full 77mm longer, 60mm of which has gone into the wheelbase, and it’s 22mm wider as well. From the

“
The GLS simply towers over all other vehicles wherever it goes.
”

was only so much that could be done with the existing architecture. Yet, ‘the S-class of SUVs’ is exactly what it says several times in various places across the new ‘X167’ GLS’ brochure. But this time, it has a greater chance of holding true. That’s because this one was designed, from the get-go, to be more of a luxury item and a closer relation to its sedan counterpart. Just how does it achieve that, though? Read on.

SIZE MATTERS

The GLS isn’t just big, it is a mountain of an SUV. As it pulls up to greet us in a parking lot outside Pune, it towers over other cars around. At full off-road height on its air suspension, the top of the bonnet lines up with my chest. The 21-inch wheels look just the right size, not comically large as they might have a few generations ago, and their attractive five-spoke design is a marked improvement on Merc’s typically meek wheel choices. Moreover, there are the tyres – the 275-section set at the

outside at least, it seems like it will be a handful to drive, but I’m more interested – as a lot of customers will likely be too – in the second and third rows of seats.

LUXURY HOLIDAY

There are a lot of 7-seat SUVs on the market, but the GLS has always been one of a precious few in which an adult would willingly venture into the third row for a long journey; so that’s where I’m headed first. The middle row power-folds to let you through, which it does unexpectedly slowly. Thereafter, it’s a pretty easy clamber into the third row. But, as the seat in front of me whirrs back into place, it starts to foul with my knees, which is unusual, as I distinctly remember the previous version’s third row being more spacious with its own dedicated glass roof, which is now missing. But, that’s not to say you aren’t well catered to back here, because you are, with dedicated cupholders, two of this car’s 11 USB charging ports (Type-C, however, so carry your adapter) →



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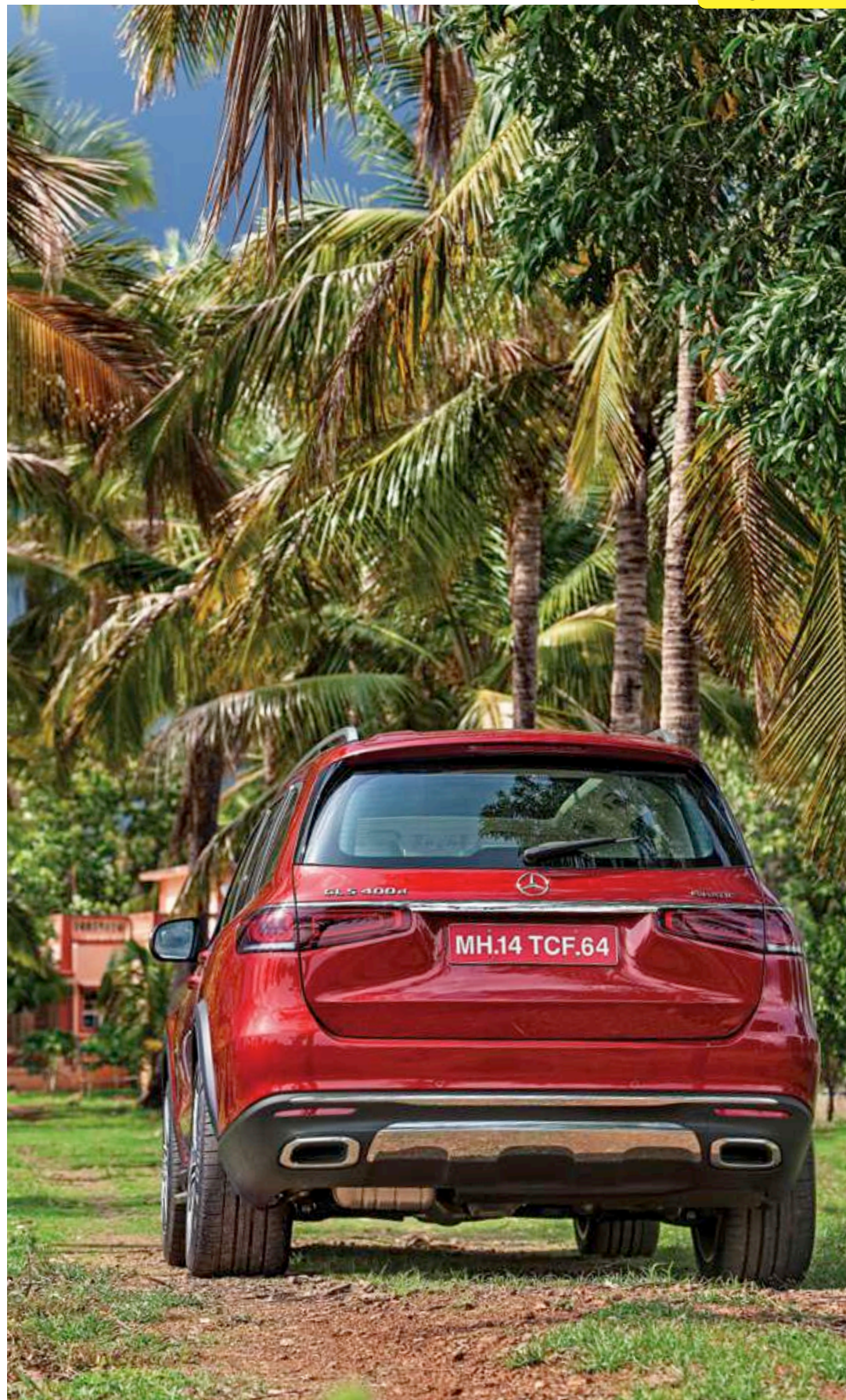
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← and even its own climate zone. The seats themselves are really well cushioned and positioned so that you're not folded up like a deck chair in storage.

And then it hits me. In its bid to be more like an S-class, the new GLS has sacrificed third-row space to offer even more in the middle row, including 100mm of powered fore-and-aft sliding, and right now, it's set all the way back to full limousine mode. To accommodate seven, you do lose some legroom in the second row, but it's still more than sufficient. It's a compromise that makes sense, as most customers will only rarely use their GLS as a 7-seater, and for most of the time, a limo-like middle row for one passenger is what's more important. If '7-seat mode' has Business Class levels of legroom; sliding it all the way back is an upgrade to First. The seat back also reclines by 30 degrees, but at full tilt, it's not quite the lounge-like experience you'll get in an S-class. The seats themselves, too, are a touch firmer than in the limo, and you do sit a little knees-up because of the way the seat base is reclined.

Still, once you're snugly in place, you'll have little reason to complain. The pillows on the headrests return, and if you need a truly absurd amount of leg room, the front passenger seat can be sent forward from behind. Yes, the middle row is a bench, so you could get a third passenger in here, but they'll have to put their feet astride the extended centre console between the front seats. In full limo mode, you'll want to flip down the centre armrest, which reveals cupholders, a wireless charging pad and a removable tablet controller. You could use this as a regular Android tablet, but it's also a controller for things like the 64-colour ambient lighting, media and radio. But as I fiddle around with it, I realise that's about it – it won't let you view or operate the navigation, adjust the seats or open the sun blinds or panoramic sunroof. You will probably get a bit more stuff to play with if you add on the optional rear entertainment screens.

If you are travelling with seven aboard, there's a chance you'll need place for their luggage, and with 355 litres of space with all seats up, a weekend's worth of bags is no problem at all. There's one button in the boot that lowers the air suspension for easier loading, and another that can power-fold the third and second rows to liberate an incredible 2,400 litres! →



Massive 21-inch, 315-section rear tyres only add to its tank-like presence.

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Dash resembles a high-end home entertainment unit, with its big screens and Burmester speakers. Quality is hard to fault.

PACKED TO THE GLS

So, the middle row clearly is the highlight of this SUV, but I'm told the new GLS has a lot of love for those sat up front too, and that's before you even turn a wheel. The lounge seats may be in the back, but the home entertainment system is up front – I step in to be greeted by a tall, wide dashboard with a seamless glass panel housing two high-resolution 12.3-inch screens docked into it. These are, of course, the touchscreen infotainment system and the digital instrumentation screen, but the way it's all put together really does

look like the classy but high-tech unit that houses the 4K flatscreen in your den. It's got the hi-fi to match, too, with a 13-speaker Burmester sound system, making itself known with its signature chrome speaker grilles peppered

“
With a middle row that slides and reclines,
you get proper limo levels of space.
”

around the cabin.

All of this is wrapped together in what we've now come to expect from Mercedes – expensive-feeling Artico faux leather, high-gloss wood grain and cool brushed metal switchgear. You don't have to have

this cream-coloured upholstery if you think it'll get too dirty too quickly – black and coffee brown are also available. The four circular AC vents in the centre of the dash have morphed into rectangular shapes for this rugged SUV, just as in the smaller GLE. In fact, apart from the use of polished rather than matte wood trim, the whole front cabin is identical to the GLE.

The list of gadgets and gizmos is comprehensive, and it all revolves around MBUX – the brand's latest infotainment system, which is rather excellent. The touchscreen is beautiful to behold, crisp and →



Digital instrument panel is wildly customisable.



Touchscreen looks amazing and functions brilliantly.



360-degree cameras a boon in this big SUV.



Seat slides by 100mm for superb legroom; eats into third row though.



Not as spacious as before and middle row needs to be moved ahead.



Pano sunroof is welcome as ever, but no third-row glass like the old GLS.



355 litres for bags with all rows up, 2,400 litres with them folded down.

EQUIPMENT CHECK LIST

12.3in touchscreen	■
12.3in screen-based dials	■
Apple Carplay, Android Auto	■
AI-guided voice commands	■
Panoramic sunroof	■
5-zone auto climate control	■
Connected car tech	■
Heated/cooled seats	NA
Massaging seats	NA
Powered front seats w/ memory	■
Auto driver-seat adjust	■
Gesture-controlled cabin lights	■
Wireless phone charging (F+R)	■
Adaptive LED headlamps	■
64-colour ambient lighting	■
Powered rear seats	■
Powered rear window blinds	■
Power-folding 2nd & 3rd row	■
9 airbags	■
Rear entertainment screens	0
Blind-spot assist	■
Radar-guided driver assist	NA
Active anti-roll bars	NA
Active braking assist	■
Hill descent control	■
Auto parking assist	■
360-degree cameras	■
ABS, EBD, ESC, TCS	■

■ = Available, NA = Not Available, D = Driver, 0 = optional

← fluid to use, and in case you don't want to be distracted by using it on the move, there's a touchpad between the seats and very intuitive controls on the steering wheel. It's no surprise in this day and age that the GLS is a connected car with an onboard eSIM, and that it has a partner app that lets you keep tabs on the car, start and pre-cool it, and even operate the windows and sunroof remotely. But the connectivity goes a bit further, with the AI-guided voice assistant that responds to 'Hey Mercedes', and then taps into the cloud to deliver a far wider range of responses and results than you expect. There are even cool features like seats that can guess your driving position based on just your height, and cabin lights that activate via motion sensors. After all this, talking about the

360-degree cameras, nine airbags and auto-parking assistant feels a bit mainstream. But again, all of this is available in the GLE too, and perhaps offering heated and ventilated seats (front and rear) would have set the GLS apart as the more luxurious one.

SIX SENSE

Unlike the GLE, you won't find a four-cylinder engine under the hood of the big GLS, but the two six-cylinder options are common to the two models. The 450 is a 3.0-litre straight-six turbo-petrol which makes 367hp and 500Nm of torque, paired to a 48V mild-hybrid system that adds another 22hp and 250Nm of electric boost under hard acceleration (see box), while the 400d – the red car you see here – is a 3.0-litre straight-six turbo-diesel with 330hp and 700Nm.

As I prod the starter button, the diesel engine fires up with a light murmur and then... it's all but gone. I have to check the tachometer to make sure it's actually turning over. The refinement is just incredible! It's the new-generation OM656 diesel engine that we've also seen in the S 350d and G 350d, but as the name suggests, this 400d is more powerful, so at the first sign of an open road, my first instinct is to floor it. The explosive acceleration I expected doesn't come. Instead what I get is a bit of hesitation at first, as the 9-speed automatic shifts down to the right gear, and then a nice long-legged surge of torque with no let-up, and a muted straight-six growl to boot. That's just as well for this luxurious, 2.5-tonne diesel behemoth. A quick glance down to the speedo reveals

we've quietly slipped well into the triple digits, and a hard slam on the brakes tells me that perhaps they can feel a bit overwhelmed by all that speed and weight combined.

Though it disguises it well, the pace is all there, with 0-100kph coming up in a scant 7.48sec according to our testing gear – incredible considering the mass at work! The 20-80kph and 40-100kph times of 4.75sec and 6.22sec, respectively, are also impressive, but I feel they could've been better still if the gearbox was a little quicker to react.

BATTLE TANK

On a big motorway, the GLS excels, being unassumingly quick, quiet, relaxed and fairly stable. It doesn't feel completely tied down and the laws of physics make me acutely aware of this car's height

and weight. As I turn off towards smaller, rural roads, carefully plotting it through my first toll booth, I'm a little concerned. At first, I'm constantly aware of its size, but the easy steering soon gives me the confidence to steer the big SUV through traffic. However, if you live in a city like Mumbai, where space of any sort is at a premium, you will have to be prepared for how big the GLS is. You'll need a bigger-than-average parking spot that's easy to drive into, not venture onto streets that are too narrow, and keep an eye out for other vehicles that are all now smaller than yours. And even though U-turns don't feel too difficult, thanks to the light steering, they will require a lot of space because of the 12.52m turning circle diameter. →

“

It rides flat and true on a smooth highway,
but can get unsettled over bumps.

”



GLS 450

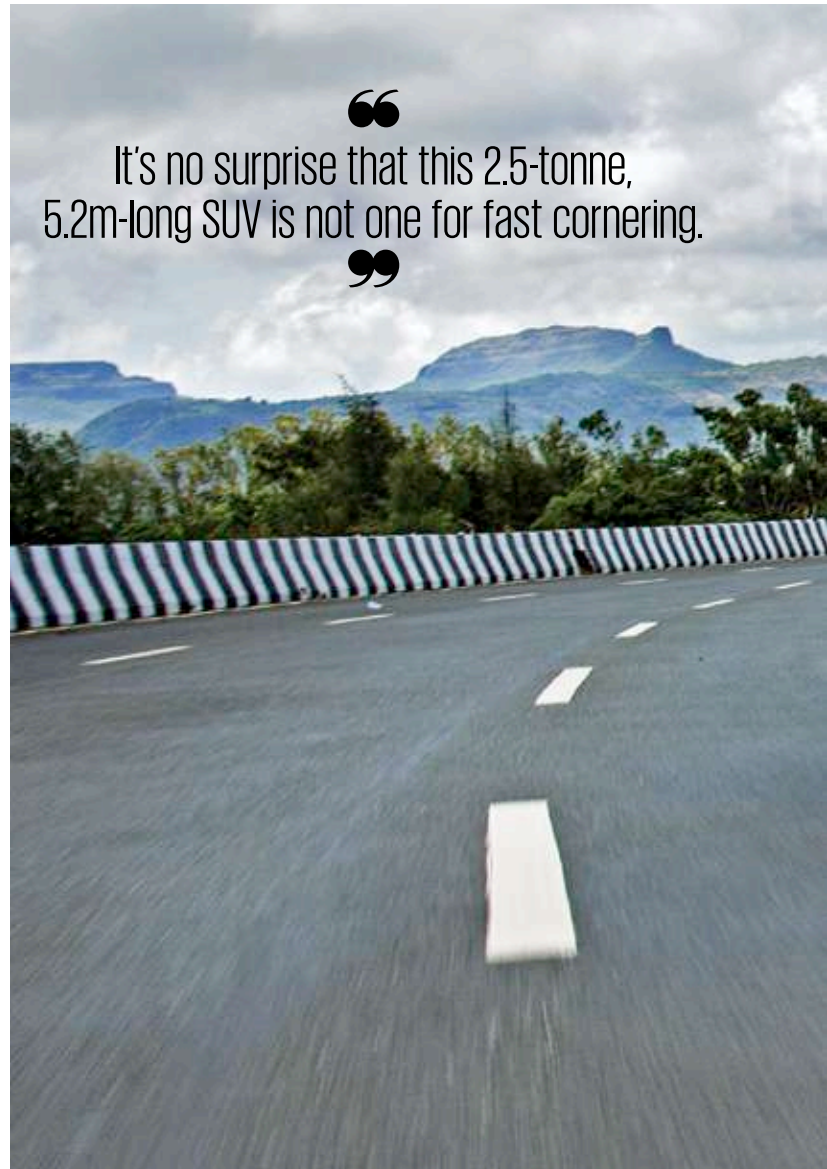


IF THE DIESEL version is refined, the 450 petrol is silent as a tomb. Pressing the start button and leaving it at idle doesn't make a sound, and even on the move you can barely tell it's switched on, until you extend it past about 3,000rpm, and what you get then is a faint growl that's more pleasing than the one in the diesel. And if you thought the diesel was quick - this one's even quicker. The e-boost from the mild-hybrid system is really well calibrated, engaging and disengaging imperceptibly,

masking any semblance of turbo lag and allowing you to launch the big SUV to 100kph in just 7.15sec. There's no interruption in the flow of power, and it will pull quite strongly until it's time for the next gear. Mind you, this version of the 9-speed auto can also get caught out easily by a sudden kick-down on the accelerator. You won't miss the lack of a Sport mode in the 400d, but in this petrol version you just might. It is certainly the sprightlier and more exciting powertrain of the two.



48V hybrid system adds 22hp and 250Nm of e-boost under hard acceleration.



“
It's no surprise that this 2.5-tonne, 5.2m-long SUV is not one for fast cornering.
”

← As the monsoon's finest potholes get bigger and sharper, those big wheels and tyres do make themselves felt, and the car does rock around quite a bit on its soft air suspension. As things smoothen out and the roads improve, so does the ride, with that typically plush feeling you get from air springs forming a giant cushion under the car.

Hard cornering? In such a big SUV, why bother? As you'd expect, it rolls a lot and there's simply too much mass to move around at speed; it's much more enjoyable at a less frantic pace. Interestingly, like in the GLE, they've removed the Sport mode altogether; so while the suspension can be raised for off-roading, it doesn't lower or firm



Rear tablet controller cool but surprisingly basic.



Connected tech with app that lets you monitor the car.



Space-saver spare tucked away under third row.



up when you want to drive quickly. Overseas, you do get active anti-roll bars as part of the e-Active Body Control package, which greatly improves things, but that's not on offer in India. The steering actually surprises with a good amount of feedback and weight at speed, but it's best to enjoy that at a slower pace.

THE S-CLASS OF SUVs?

Well, no, not quite. The issue here is not the GLS, but the S-class itself – it sets the bar so high, it's impossible for even another Mercedes to match. Perhaps the Maybach GLS will come closer, but the simple fact is the sheer size and practicality requirements of an SUV – huge mass, big wheels, tall ride height, folding seats – make it harder to excel as a luxury car. The S-class SUV isn't quite as

comfortable, refined, luxurious, nor does it ride as well as its sedan counterpart, especially in the back seat, and at Rs 99.90 lakh (ex-showroom), I guess it's just as well that it costs about Rs 38 lakh less too.

Perhaps then it's best to avoid the marketing and call it what it is – the flagship Mercedes-Benz SUV, as this is a role it plays to the T. It's got the look and the road presence, which is half the battle won here in India, and there is a remarkable amount of room to stretch out; perfect for the chauffeur-driven. It's equipped with a pair of strong engines and an all-conquering, go-anywhere ability, and with proper, comfortable room for seven, your family will want to make trips to the farmhouse every weekend. If you want one Mercedes that can do it all, the GLS is it.

GAVIN D'SOUZA

MERCEDES-BENZ GLS 450/400d

Price	Rs 99.90 lakh (ex-showroom, India)	PERFORMANCE		
L/W/H	5207/1999/1823mm	ACCELERATION (FROM REST)		
Wheelbase	3135mm	Kph	Sec	Sec
Fuel Capacity	90 litres		GLS 450	GLS 400d
Boot Capacity	355-2400 litres	20	0.93	1.03
Turning Circle	12.52m	40	1.96	2.06
Tyre Size (F-R)	275/45 R21-315/40 R21	60	3.27	3.43
ENGINE		80	4.90	5.17
Description	6-cyl, 2999cc, turbo-petrol	100	7.15	7.48
Power	367hp at 5500-6100rpm +22hp e-boost	120	9.76	10.41
Torque	500Nm at 1600-4500rpm +250Nm e-boost	140	13.35	13.91
Gearbox	9-speed automatic	160	17.68	18.27
Kerb Weight	2460kg, 2505kg	180	23.69	24.12
		200	31.62	32.92
		ACCELERATION (IN GEAR)		
		20-80kph		
		(in kickdown)	4.35	4.75
		40-100kph		
		(in kickdown)	5.33	6.22

SKODA: SIMPLY IRRESISTIBLE

With three new launches in the form of the Karoq, Rapid and Superb, and comprehensive service packages, Skoda Auto India is keeping the wheels spinning in 2020.

Ever since it entered the Indian market way back in the early aughts, Skoda Auto India has been known for setting the tone with its cars that are an irresistible blend of European design, technology, luxury and efficiency. 2020, which sees the carmaker celebrate 125 years of innovation, is no different. In May this year, Skoda Auto India epitomised its motto, 'Simply Clever', and displayed its responsiveness to an altered consumer landscape by unleashing a digital launch – an industry first – of three cars, each of which have the potential to disrupt the market. The launch of its champion cars also served as an opportunity for the carmaker to highlight its 'Value Luxury' proposition, and its 'Ownership Experience' philosophy that stands apart from the narrow, more commonplace product-driven experience. Let's now take a look at the launches and service-led initiatives kick-started by Skoda Auto India as part of its innovation-led strategy to

deliver optimum value and safety to its customers in the post-COVID-19 environment.

THE TOP TRIO

Skoda Karoq: There is a new benchmark in premium SUVs and it goes by the name of Karoq. The Karoq, which is characterised by clean-cut lines and sharp detailing, offers Skoda's signature European build quality alloyed with top-notch interiors. It is kitted out with 17-inch alloys, full-LED headlights, 8.0-inch touchscreen infotainment system, configurable ambient lighting and a panoramic sunroof. The Karoq also leads in both, active and passive safety features, and gets, among others, a segment-leading nine airbags, ABS with EBD and brake assist, ESC, hill-start assist, front and rear parking sensors, and a rear parking camera. Plus, there's tons of class-leading space inside, as well as in the boot. The Karoq is powered

by a technology-advanced 1.5-litre TSI motor (TSI stands for turbocharged stratified injection) that develops 150hp and 250Nm of torque, and aces both urban terrain and the highway. The Karoq's engine is also equipped with Active Cylinder Technology (ACT) that exemplifies Skoda's 'Simply Clever' tag line. ACT enhances fuel economy by automatically deactivating two cylinders in environments where a lot of power is not required. The Karoq is available in a range of distinctive colours, and should be right on top of your list if you are looking for a good-looking, powerful and solid SUV.

2020 Skoda Rapid TSI: The Skoda Rapid has always been a tempting proposition, and the 2020 iteration simply yanks its appeal by several notches. Among the attributes that contribute to its appeal is the BS6-compliant 1.0-litre turbo-petrol engine that makes 110hp and 175Nm of





torque. The new TSI engine delivers more power and mileage – 18.97kpl – as compared to other engines of the same capacity, and seriously bumps up the thrill of driving. From the value-focused Rapid Rider to the Monte Carlo trim, which brims with bells and whistles, there is a Rapid for every kind of Skoda lover. Also on the menu is an exclusive 'Buy Now, Pay in Diwali' plan, a six-month EMI holiday programme offered exclusively on the new Rapid. The 2020 Rapid is also available on lease, as well as a 100 percent financing option, on ex-showroom prices, at a competitive 8.99 percent interest rate.

The new Skoda Superb: The Skoda Superb has for long been an example of why luxury need not be overpriced, and the 2020 edition merely reconfirms that fact. The new Superb is powered by an advanced 2.0-litre TSI motor that generates 190hp and 320Nm of torque, and is mated to a quick-shifting 7-speed dual-clutch automatic gearbox. The Superb can travel as much 15.10km on a litre of petrol. On the looks front, Skoda Auto India's flagship luxury sedan benefits from thoughtful and tasteful tweaks to the front bumper and grille, new LED headlamps and alloy wheels with a snazzy new design. On the inside, the car gets, apart from acres of fine leather and a classy black and beige trim, wireless phone charging, an updated 8.0-inch infotainment system, powered and ventilated front seats, an 11-speaker Canton audio system, and a panoramic sunroof, among several other features. The Superb is available in a variety of trims, including the Sportline that retails for Rs 29.99 lakh, and the top-of-the-line Laurin & Klement model that adds an extra dimension to luxury. The Superb is available under the 'EasyBuy' programme that offers an assured buyback value of 57 percent. Like with the Rapid, it is also available with leasing options and a 100 percent financing option, on ex-showroom prices, at a competitive 8.99 percent interest rate.

AT THE CUSTOMER'S SERVICE

Skoda Auto has consistently innovated when it comes to meeting customer expectations in terms of quality, cost and time. Take cost of owner, for instance. Thanks to competitive parts pricing, among others, the cost of owner has dropped by as much as 13 percent. Then, there is its best-in-industry four-year warranty that comes as standard and delivers total peace of mind to the customer. The warranty is part of a suite of offerings that includes Skoda Super Care Package that covers Preventive Maintenance Service, general repairs as

well as wear and tear of commodities for up to four years. Customers can save up to 30 percent with the Skoda Super Care package. Since the package is transferable, it contributes to enhanced resale value and the benefits can be redeemed at any authorised Skoda dealership across India. Customers can engage with Skoda and vice-versa via the MySkoda app that incorporates the latest technologies in artificial intelligence to keep the conversation going.

SAFETY FIRST

SKODA AUTO INDIA is not just responding proactively to the challenges posed by the pandemic with new launches, it is also focused on addressing the mobility needs of its customers through comprehensive safety measures that are in place across its dealerships. Each and every one of its 80 dealerships spread across 65 cities follows social distancing norms and have instituted SOPs and safety protocols.

The use of masks is mandatory at all times for both customers and staff, and each showroom is sanitised daily. Vehicles are sanitised before and after test drives, and the same measures are also applied to cars being sent in for servicing.

IN MAY THIS YEAR, SKODA AUTO INDIA EPITOMISED ITS MOTTO, 'SIMPLY CLEVER', AND DISPLAYED ITS RESPONSIVENESS TO AN ALTERED CONSUMER LANDSCAPE BY UNLEASHING A DIGITAL LAUNCH



LITTLE BIG STAR

Second-generation of Merc's baby rough roader rolls out of Stuttgart with a taller and more SUV-esque stance. Greg Kable gets behind the wheel to find out what it's like.



The original Mercedes-Benz GLA was an undoubted success from its launch in 2014, with sales that touched the one million mark worldwide. But with all the marketing nonsense that surrounded it stripped away, the high-riding hatchback was in essence not much more than a rebodied version of the third-generation A-class, and the claim to it being a genuine crossover was somewhat empty, in terms of pure function.

This new one is different – and all the better for it. Developed as part of an eight-strong Mercedes compact car line-up, it has been given the necessary design and engineering scope to evolve into a much more rounded and talented rival to the Audi Q2 and BMW X2, or in India, the Q3, X1 as well as the XC40.

While the mechanical similarities to its lower-riding sibling remain, a whole host of unique touches help not only to provide the second-generation GLA with a more stand-alone character but also to instil the car with the inherent qualities to make it more appealing on many fronts.

Before we get into the finer points of the way the GLA drives, though, we should consider its altered form. Styling is always subjective,

so we'll sidestep judgement on the new GLA's bolder appearance. What you should know, however, is that its dimensions have changed: length has been reduced by 14mm, to 4,410mm, while width has been extended by 30mm, to 1,834mm, and height is up by a considerable 104mm, at 1,611mm, without the optional roof rails.

Don't think the reduction in length has greatly reduced its versatility, though. With a 30mm-longer wheelbase, at 2,729mm, its interior has actually grown in size, notably in the rear, where it's now considerably roomier than before.

Worldwide, the new GLA will be offered with two different four-cylinder petrol engines and a single four-cylinder diesel engine across seven models.

The entry point is the front-wheel-drive GLA 200, which uses a 1.3-litre turbocharged petrol unit developed along with Renault and delivering 163hp and 249Nm. It's joined by the initial range-topping GLA 250, in front- and four-wheel-drive guises with a 2.0-litre turbocharged petrol engine making 225hp and 350Nm.

The two diesel models, both with the choice of front- or four-wheel drive, use the same turbocharged

2.0-litre four-cylinder powerplant but in differing states of tune. It has 150hp and 329Nm in the GLA 200d, while it produces 190hp and 400Nm in the GLA 220d.

The GLA 200 is fitted with a standard 7-speed dual-clutch automatic gearbox supplied by Getrag, while all other new GLA models receive an 8-speed dual-clutch gearbox built by Mercedes.

It's the top-of-the-line GLA 250 4Matic we're in here, and the similarities to other recent new Mercedes models can't be denied. Inside, the dashboard, controls and free-standing digital display will be familiar to anyone who has set foot in the latest A-class hatchback, A-class sedan, B-class, CLA, CLA Shooting Brake or GLB.

Our highly equipped test car featured optional 10.2-inch twin displays along with a multicolour head-up display unit in place of the pair of standard 7.0-inch screens, giving it a rather upmarket air that's further accentuated by Mercedes' latest multi-function steering wheel and lots of brushed-aluminium-look trim.

So configured, it's all fittingly premium in look and feel, and with the latest in conversational voice recognition and touchscreen →



The new GLA is not as long as before but is actually roomier inside.

← functions within easy reach of the steering wheel, it's quite intuitive, too. The response from the infotainment system and MBUX operating system is particularly impressive, making it easy to set commands on the go.

Befitting the GLA's SUV positioning, its front seats are mounted 140mm higher than those in the A-class hatchback. In combination with its increased ride height, it provides the GLA with a more commanding driving position. Compared with the first-generation model, The added height within the body also brings a 22mm increase in front head room.

It's an agreeably airy and relatively spacious driving environment by class standards.

The rear gets a fixed seat as standard but, as with the latest B-class and the new GLB, there's an optional bench with 140mm of fore and aft adjustment and, crucially, 116mm more rear leg room than before. Longer door apertures with less intrusion from the rear wheel arches also ease entry to the second row, although rear head room has been reduced by 6mm, due to the new GLA's more heavily sloping roofline.

Despite the decrease in overall length, Mercedes has managed to squeeze an extra 14 litres of load volume into the boot, which now stands at 435 litres – 30 litres more than the Q2 but still 35 litres less than the X2.

Out on the road, the GLA 250's engine provides solid performance. It never feels quite as refined as the 2.0 TSI unit used by the Q2 nor as

smooth in nature as the engine that powers the X2 xDrive20i. But with little obvious lag and a good deal of low-end torque, it endows the junior Mercedes with purposeful off-the-line and mid-range acceleration, as reflected in its claimed 0-100kph time of 6.7sec.

Scrolling through the various driving modes alters the acoustic qualities quite markedly. In Comfort, the exhaust note is nicely subdued and distanced from the cabin. Switch into Sport, though, and it becomes instantly more determined in nature, with a raspy timbre under load and the odd crackle on a trailing throttle serving to engage enthusiast drivers.

The action of the gearbox, which can be controlled via steering wheel-mounted shift paddles, is quite decisive on upshifts. However, it's sometimes caught out as you step off the throttle in automatic mode, leading to the odd less-than-smooth downshift as you brake to a halt for traffic lights.

It's the chassis and the improvements that Mercedes' engineers have brought to the ride and handling that really stand out, though. The basis for this is the updated MFA platform, which brings increased rigidity and stiffness, as well as a decision to provide all new GLA models with a

Off-road mode gives four-wheel-drive models decent capability in the rough.



suspension featuring a combination of McPherson struts up front and multi-links at the rear, together with optional adaptive damping control.

Along with the 30mm increase in the wheelbase, the tracks have also been widened by 36mm at the front and 46mm at the rear, giving the new GLA a larger footprint than its predecessor and, in combination with increased volume to the wheel houses, the ability to offer a wider range of alloy wheel sizes, from the standard 17-inch up to 20-inch.

To this, the GLA 250 4Matic adds a reworked multi-plate-clutch

four-wheel-drive system with electromechanical, instead of the earlier hydraulic, operation, as well as fully variable apportioning of power to each axle, depending on prevailing grip levels. In Comfort and Eco modes, the drive is distributed in a nominal 80 percent front, 20 percent rear split, while in Sport mode it's set up to deliver a more rear-biased (30 percent front, 70 percent rear) apportioning of drive. In Off-road mode, it offers an evenly balanced 50/50 front/rear split.

The on-road character alters quite a bit, depending on the driving mode, giving the new GLA a broader range of qualities than before and the sort of cross-market appeal it is going to need to launch a greater challenge to its premium-brand rivals.

The weighing of the electromechanical steering is quite

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There is an ease to the driving that makes it very appealing from an everyday point of view.
”



The GLA is very refined with a quiet, compliant ride, even on optional 20in alloy wheels.



A commanding driving position enhances the GLA's crossover billing; cabin has an appropriately premium feel.

VARIATIONS ON THE GLA THEME

THE NEW GLA will be offered in seven different model variants with both front- and four-wheel drive from the beginning of sales. But there are more to come.

The petrol-electric plug-in hybrid GLA 250e EQ Power is due on sale by the end of this year, running a 1.3-litre, four-cylinder turbo engine and an electric motor for a total 254hp and 450Nm. Also set for UK sale is the GLA 35 4Matic+ and GLA 45 4Matic+ from Mercedes' AMG performance car division. Both run a heavily reworked version of the GLA 250's turbocharged 2.0-litre four-cylinder petrol engine. This makes 306hp and 400Nm in the GLA 35, while the GLA 45 has 321hp and 500Nm or an even stronger 393hp and 480Nm in its range-topping S guise.



light, but there's precision to its action, even if it fails to impart much in the way of genuine road feel.

Despite its raised ride height, the GLA 250 4Matic also manages fine body control and engaging agility. Quick directional changes are met with progressive movements and excellent levels of grip. There's a sheer ease to the driving that makes it very appealing from an everyday point of view.

With a good degree of spring travel, and the optional adaptive damping, the ride is fairly compliant,

even with the largest wheel choice and 225/45 R20 Bridgestone Alenza tyres of our test car. Road noise is also well isolated from the cabin.

In fact, overall refinement has been greatly improved, making for more enjoyable long-distance travel.

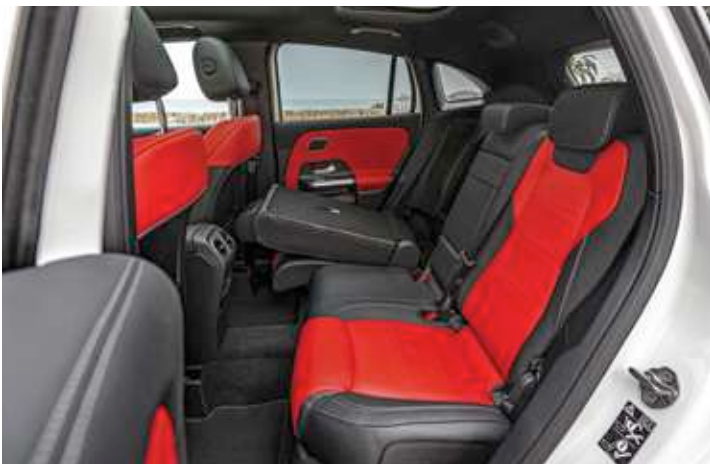
The G in the GLA name stands for the German word Gelände, meaning terrain. And having experienced the new GLA away from the bitumen, we can vouch for the limited off-road qualities of 4Matic models, which come as standard with an Off-Road Engineering package.

The new GLA is never going to take you deep into the jungle or the desert without the benefit of proper off-road tyres and mechanical differential locks. However, the ability of its reworked four-wheel-drive system to vary the amount of drive to each axle – together with a downhill speed regulation, a unique Off-road mode that alters the intervention of the anti-lock braking system, multibeam LED headlights with an integrated off-road function and a moderate amount of ground clearance – does help it go places

that few prospective owners are ever likely to consider.

Mercedes must be complimented on the new GLA. It's a far more rounded and complete car than its predecessor, with greater dynamism and maturity to the way it drives, a considerably richer and roomier interior and improved levels of versatility and quality throughout.

However, we suspect the ownership experience will hinge greatly on the drivetrain. In four-wheel-drive GLA 250 guise, it's convincingly powerful and punchy, with distinct sporting qualities. But we'll need to spend time in more affordable front-wheel-drive models before we can say if the new GLA has truly hit the target. **A1**



Rear bench seat that slides 140mm forwards and backwards is an option.



MERCEDES-BENZ GLA 250 4MATIC

Price	Rs 38 lakh (ex-showroom, India)
L/W/H	4410/1834/1611mm
Wheelbase	2729mm
Engine	4 cyl, 1991cc, turbo-petrol
Power	225hp at 5500rpm
Torque	350Nm at 1800-4000rpm
Gearbox	8-speed dual-clutch automatic
Kerb weight	1525kg
Economy	13.17kpl



THE FUTURE LOOKS BRIGHT

Does Ferrari's first plug-in hybrid do things conventionally?
Don't be daft, says **Mike Duff**. Welcome to a 1,000hp technical masterpiece.

Much is familiar in Maranello but more is different. My day with the SF90 Stradale starts outside the famous entrance to the Ferrari factory but with a group of technicians wearing surgical masks. I've got one myself, and my temperature is taken by a thermal camera system. There's none of the drama normal for a big car launch, nor the interaction with executives; the technical presentations were shared by video

before I flew out. And 'my' SF90 really is mine for the day, with no co-driver and stern warnings that nobody else can enter until it has been thoroughly sanitised. Italy may be bouncing back from COVID-19 and Maranello is back to full production, but no risks are being taken here.

Yet things soon get stranger. Once I'm effectively sealed in the SF90's cabin, prodding the steering wheel's engine-start button doesn't

produce the familiar cacophony of noise as the engine bursts into life. The only visible effect is to illuminate the word 'ready' under the gearshift indicator on the digital instrument screen.

Pulling back the right-hand shift paddle turns 'N' to 'D', and then, with the tachometer needle still pointing at a resolute zero, I'm pulling away in almost total silence and having the entirely novel experience of what is, briefly, a

front-driven Ferrari EV.

When the SF90 was announced last year, many supposed that, as with the LaFerrari, the electrical side of the powertrain would play a supporting role, as hushed backing vocals to the operatic turbocharged V8 that provides the bulk (780hp) of its astonishing 1,000hp power output.

While that's true under hard use, the SF90 is a proper plug-in hybrid

for urban use, capable of travelling up to 15 miles on flowing electrons alone and always starting in the Hybrid driving mode that defaults to electric power under gentle use. With a short enough commute and charging points at both ends, you could drive it forever while doing nothing more than lugging its V8 around as ballast.

Nobody will, of course – and I don't for long. Well before leaving Maranello, the novelty of a silent and not especially rapid Ferrari has worn off, and I switch to the Performance mode that fires the engine into life. Pressing the throttle harder in Hybrid would have done the same thing, but there's also an eDrive mode that won't start the engine. Ferrari reckons buyers will be happy to travel electrically at low speeds and that the feature will be popular with owners heading out for an early-morning blast without disturbing neighbours.

Ferrari hasn't just launched its plug-in hybrid first among its rivals; it has also demonstrated its technical ability with an astonishingly complex drivetrain. The engine is most easily dealt with: it's a development of the F154 V8 from the F8 Tributo but with a redesigned cylinder head, higher injection pressures, a slight capacity increase, new turbochargers and an ultra-compact intake manifold.

It's 25kg lighter than the F8's engine yet makes 60hp more. That's the easy bit; there's actually not enough room here to fully



SF90 Stradale isn't just a rocket sled, it corners beautifully as well.

describe the intricacies of the electric side of the powertrain. This uses three electric motors: one for each front wheel, working through what's described as an RAC-e drive mechanism, and the third a cutting-edge 'axial flux' motor sandwiched between the V8 and the new eight-speed dual-clutch automatic gearbox.

Electric drive is only ever through the front wheels, and it can happen at speeds of up to 135kph. The front motors disengage at speeds of more than 209kph, but that doesn't result in a drop in output; instead, the 8kWh lithium ion battery's peak 162kW of current flow is sent entirely to the rear motor. Oh, and there's no conventional reverse gear: the SF90 always backs up on electrical power.

The motors add performance and

give instant responses at low engine revs to effectively eliminate the V8's already-minimal turbo lag. But they also offer torque vectoring on the front axle, much more powerful regenerative braking than previous road-car systems and even the ability to manage wheelslip by upping the amount of energy being harvested rather than reining back the engine.

So in addition to the normal drive-sharpening manettino dial (with Wet, Sport, Race, Traction Control Off and Stability Control Off dynamic modes), there's a touch-sensitive panel (described as the e-manettino) on the other side of the steering wheel that cycles between e-Drive, Hybrid, Performance and Qualify, the last of which prioritises all-out performance over battery charging.

All of this is deeply impressive and hugely complicated. But the good news, rapidly confirmed on a driving route that includes many of the tightest and most demanding roads around Maranello, is that the cleverness is effectively hidden as soon as you start driving the SF90 in a Ferrari-appropriate manner. The electric help is like a magician's hand: the effect is obvious, but the making-it-happen goes on under the table.

Performance feels every bit as towering as Ferrari's claimed 6.7sec 0-200kph time suggests it should, with the tightened ratios of the new gearbox making it easier to indulge the V8's sonorous enthusiasm for its top end. On any public road, the accelerator pedal will reach its stop only rarely and be held there for brief periods, despite the four-wheel drive system's impressive ability to digest the full output. Even using little more than half-throttle and short-shifting far below the 8000rpm redline makes the SF90 feel subjectively faster than many bona fide supercars. Indeed, it shifts even more quickly →



Driving position is great and materials feel suitably expensive. Most functions are controlled through touch-sensitive panels.



F8 Tributo's V8 has been comprehensively upgraded for use in the SF90.



Carbonfibre abounds; SF90 is first Ferrari to use matrix LED headlights.



← and cleanly than Ferrari's already lightning-fast seven-speed unit.

While the SF90's structure is primarily aluminium, it uses a carbonfibre rear bulkhead, with diligent weight saving meaning the penalty for the 72kg battery, motors and control gear has been minimised. So, at an official 1570kg dry, it carries an additional 120kg over the F8, but that difference is rarely discernible.

The steering is as dead accurate as that of every modern Ferrari, and only attacking the tightest hairpins at grossly optimistic speeds produces

any sensation through the steering of power sharing the front wheels as the torque vectoring fights to keep the Michelin Pilot Sport Cup 2 tyres biting. Yet the ride feels plusher than the Ferrari norm over rougher roads, with outstanding control of the body's motions; the SF90 rides out bumps and compressions that had me pre-winded for the expensive sound of carbonfibre on Tarmac. A front axle lifter is optional but, rarely for a modern supercar, probably not an essentially ticked box.

A more worrisome technical first is the arrival of braking by

wire on a Ferrari road car. The engineers say this was essential, given the need to blend the effort of the vast Brembo carbonfibre discs with the high levels of regenerative braking through the motors. The SF90's brake pedal has a very short travel, with pressure on it effectively creating a demand for a certain level of retardation that the system then works to deliver in the best way possible. Only very gentle pressure is needed at urban speeds, which initially seems incongruous. But it does start to feel much more natural under harder use, and I was fully

acclimatised after a couple of hours.

The SF90's Hybrid mode is more of a brain-fry; the suddenness with which the engine cuts in and out takes some getting used to. In a well-insulated mainstream plug-in hybrid, you rarely notice combustion kick in, but this transition from near silence to raucous V8 is startling.

From the outside, the SF90's aerodynamically sculpted shape is maybe a little short on the drama normally associated with Ferrari's range-toppers. But with an excellent form-following-function excuse, the interior feels markedly plusher than

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Even using half-throttle
and short-shifting makes the SF90 feel
faster than many bona fide supercars.
”





SF90 platform is 40 percent more rigid than its predecessors with no weight penalty.

FERRARI INNOVATES WITH SF90'S AERO

FERRARI'S AERODYNAMIC MISSION for the SF90 required it to generate both significant downforce and minimal drag. So instead of a rear wing that rises, it has one that falls: the shut-off Gurney. In low-downforce conditions, it aligns with the bodywork to create clear flow, aided by an ultra-low engine cover. When downforce is required, it's lowered, uncovering a much more aggressive fixed element. With equal aerodynamic loads on top and bottom of the wing, it requires very little force to move so doesn't require heavy actuators. More downforce is generated beneath the SF90 by large diffusers and strategically placed vortex generators that are said to help increase the total at the front of the car by 30 percent. Peak downforce is 390kg at 250kph.



those of Ferrari's lesser offerings.

Most functions are controlled through touch-sensitive panels, with the 16in instrument display offering various modes and configurations. My test car had been given a full carbonfibre trim workout, but there were a couple of ergonomic niggles: the intricately moulded dashboard top causes lots of windscreen reflections and the polished metal gate for the auto/manual, reverse and launch control selectors proved dazzling in bright Italian sunlight.

The climate control also has a noisy fan and had to work hard to keep the cabin cool in low-30deg C ambient temperatures. None of that is going to put anyone off, of course – and the SF90 is also a composed cruiser with a modest but segment-appropriate amount of luggage space under the front bonnet (plus a view of the metal RAC-e controller beneath glass, as with the engine at the back).

While the Stradale suffix makes the SF90's road-going priorities clear, I still got the chance to experience it on Ferrari's famous test track, being sent out to chase factory test driver Fabrizio Toschi in a hard-worked prototype. I've been to

Fiorano several times, but the circuit has never felt so compact, with the brutality of the SF90's acceleration shortening the longest straights like nothing else I've experienced here.

Its ability to turn into corners and hook up on the way out is equally impressive, and although Race mode minimises slip, the SF90 remains remarkably friendly with the traction control off, as the front axle works to neutralise yaw angles in a way that feels ridiculously easy in such a car.

The only time the SF90's extra

mass over a more svelte supercar is really noticeable is under hard braking; it can't generate quite the face-ripping g-forces of something like the McLaren Senna. Ferrari claims that, when specified with the Assetto Fiorano pack, the SF90 can lap Fiorano 1.0sec quicker than the LaFerrari, despite being more than 300kg heavier. And the standard car is only just adrift of its predecessor.

It's not hard to conclude that the SF90 is much better than it strictly needed to be. Ferrari could have

chosen a much less complex system for its first plug-in hybrid – or based it much more closely on the F8, rather than developing what is, structurally, an entirely new car. But it didn't do that because it's Ferrari and because the SF90 is a manifesto for its increasingly electrified future.

The very fact that this car offers near identical performance to the LaFerrari, the limited-edition special costing three times as much that Ferrari reckoned was definitive enough to warrant use of the definite article only seven years ago, is a measure of just how special it is. How things change in Maranello. How things stay the same. **AI**

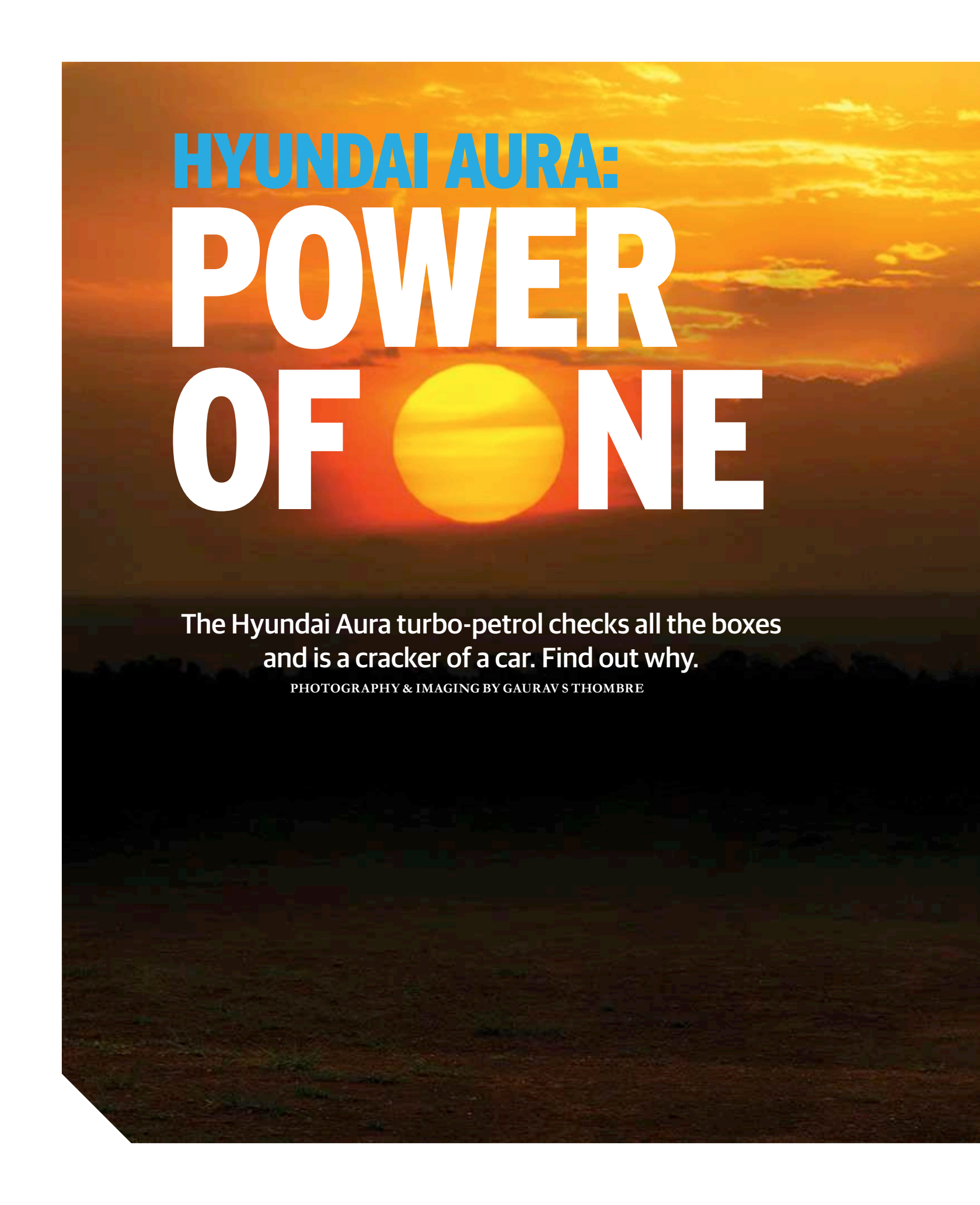


Digital dash is complex; RAC-e is on display; one for petrol, one for electricity.



FERRARI SF90 STRADALE

Price	Rs 7.5 crore (estimated, ex-showroom)
Engine	V8, 3990cc, turbo-petrol + 3 electric motors
Power	780hp at 7500rpm (petrol) + 162kW (electric)
Torque	800Nm at 6000rpm (petrol)
Gearbox	8-speed dual-clutch auto
Dry weight	1570kg
0-100kph	2.5sec (claimed)
Top speed	340kph (claimed)



HYUNDAI AURA:
POWER
OF ONE

The Hyundai Aura turbo-petrol checks all the boxes
and is a cracker of a car. Find out why.

PHOTOGRAPHY & IMAGING BY GAURAV S THOMBRE





Sporty, all-black finish on the grille is ace.



The 1.0-litre turbo-petrol is exceptionally quiet, and the turbo kicks in early, delivering a surge of power.



Diamond-cut alloys add oomph to Aura's looks.

'Turbo' badge on the grille gets cool black surrounding accent.

THE SUN IS INTEGRAL to life on earth. If you removed it from the equation, nothing would exist. Ancient civilisations across the world divined this stark truth and the sun has been – and still is – worshipped across the world, from Mexico to Egypt to Peru, and of course, India. The Vedas, our ancient scriptures, saw the sun or Surya as the disperser of darkness, and as the creator and nourisher of mankind. The sun features in our epics such as the Mahabharata, there are numerous sun temples in India, including in Konark, Lonar, Mothera, and even in Mumbai, in Bhuleshwar. And each year, in January, we pay obeisance to the sun during Makar Sankranti, which is when it enters the zodiac sign of Capricorn or Makar and which signifies the end of winter.

The sun also, among others, signifies the power of one. Our home star powers, as it were, our world and the solar system; it is the provider of life-giving energy to plants, animals and humans; and even though it is about 152 million kilometres away from earth, it drives the entire world. Back home on earth, there is something else that signifies the power of one, and you will find it under the hood of the all-new Hyundai Aura.

THE SUN SHINES BRIGHT

The sight of the rising or the setting sun is one to behold. It transfixes the observer, and denotes vibrance and positivity. And that is a lot like the Hyundai Aura's design. The Aura is a perfect example of getting the proportions right – the hallmark of great automotive design – and that is among the many reasons it hits home with India's millennials. The Aura's front end is striking. The prominent cascading grille gets a classy satin grey surround trim and houses those double boomerang LED DRLs at the top, adding punch to its sporty stance. These are complemented by the sweptback halogen projector headlamps and the bonnet, which is marked by aggressive creases. At the back, the Aura is equally distinctive, what with those Z-shaped tail-lamp with LED tubes, and we expect that drivers of other cars will have enough and more time to admire them, as they trail Hyundai's star sedan. One of the many ways to appreciate the Aura's design is from the front three-quarter angle that presents the coupe-esque design of the sedan. Other noteworthy elements? The diamond-cut alloys, the chrome door handles and the blacked-out C-pillar that enhance the sense of 'flow' in the design.

HERE COMES THE SUN

The Surya Namaskar or sun salutation has been practiced in yoga since time immemorial.



THE SIGHT OF THE RISING
OR THE SETTING SUN IS ONE
TO BEHOLD. IT DENOTES
VIBRANCE AND POSITIVITY,
AND THAT IS A LOT LIKE THE
HYUNDAI AURA'S DESIGN.





It recognises the fact that the sun is not just a source of external energy, but also internal. The practice of Surya Namaskar is said to awaken and circulate the sun's healing power and contribute to both calmness in the mind and a robust immune system. In a sense, it is all about using the sun's energy and being grateful for the same. A set of sun salutations can turbocharge your day.

Talking of turbocharging, Hyundai has been a pioneer when it comes to turbocharged engines. You'll find that option on all its core models, and Hyundai's turbo-petrol versions are not meant to be halo models by any standards. These are meant for men and

women who love the thrill of driving. Quite naturally, the Aura, too, gets its own turbo-petrol engine. Now, make no mistake, the

Aura also comes with the solid 1.2-litre KAPPA petrol as well as the robust 1.2-litre ECOTORQ diesel. Both these BS6-compliant engines are



HYUNDAI MOTOR INDIA'S TURBO-PETROL MODELS ARE MEANT FOR PEOPLE WHO ENJOY HAVING A GOOD TIME BEHIND THE WHEEL.



tried and tested, and have proved their mettle over the years. And the 100hp, 1.0-litre turbo-petrol or, the BS 6 1.0-litre Turbo GDI motor, as Hyundai calls it, is for people who are in a hurry to arrive.

Enthusiasts will notice two things when they push the starter button in the Aura turbo-petrol and get a move on. One is that it is an exceptionally quiet engine, and two, its eagerness to move through the rev range. The engine delivers a fantastic surge of power, thanks to the turbo that kicks in pretty early at around 1,800rpm. As impressive is the wide power band that makes driving in both congested urban environments as

well as the open highways a breeze. And the good thing about the Aura turbo-petrol is that it never seems to run out of breath — you'll love the way the power keeps coming in and that intimidating growl of the engine as the revs climb up. What contributes to the overall experience is the light clutch and gearbox combination. Don't be surprised if this Hyundai becomes the enthusiast's choice of car soon. What about fuel economy, you ask? Well, like the sun's rays that travel long distances to reach earth, a full tank of fuel in the Aura turbo-petrol, which delivers 20.5kpl to a litre, can take you very far.

LOTS OF SUNSHINE

To the naked eye, the sun appears to be no more than a huge, glowing orange disc, but, in reality, our home star is huge. It weighs about 3,33,000 times more than our blue planet and can fit 13,00,000 earths inside it. The Hyundai Aura cannot fit 13 lakh earths, but it can certainly roam the world seating five in great comfort. And that commodious 402-litre boot can fit in lots of luggage as well.

Across models, the Aura's cabin is a great place to find yourself in. The turbo-petrol is adorned with an all-black interior theme with red inserts, and the seats, which are finished in black with red stitching, carry that



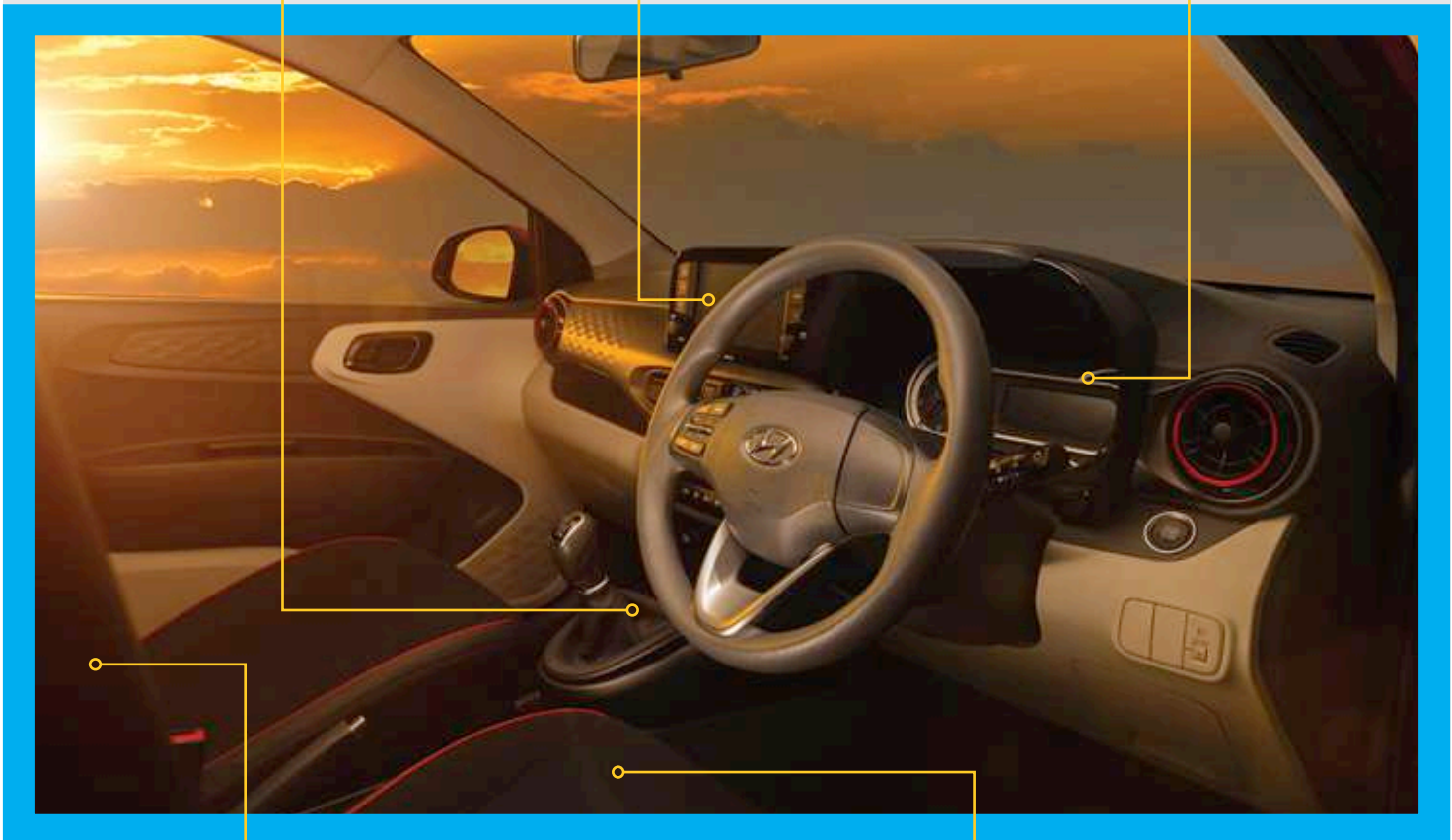
Hyundai Aura is the only car in its segment to get wireless charging.



8.0-inch touchscreen is intuitive and user-friendly.



Best-in-segment digital speedometer with multi-information display delivers details at a glance.



Rear AC vents and 12V socket come in handy.



Hyundai Aura turbo-petrol's all-black front seats are both, wide and supportive.

theme forward. The seats at the front are wide and comfortable, and offer good lumbar support as well. At the rear, the Aura offers good amount of headroom and legroom, and angle of the backrest is just right. When it comes to features, the Aura turbo-petrol is a typical Hyundai - packed to the gills with features. And these include a massive 8.0-inch touchscreen infotainment system with smartphone connectivity (Android Auto and Apple CarPlay) that syncs to an Arkamys Premium Sound system, a 5.3-inch MID screen, wireless phone charger, rear AC vents, a 12V charging socket for passengers at the rear, glovebox cooling, rear-view monitor, the iBlue system that allows users to control the stereo via an app, among other features. Plus, there's Hyundai Motor India's segment-leading Wonder Warranty that comes with an option of 3 years/100,000km or 4 years /50,000km or 5 years /40,000km, along with road-side assistance. But, knowing how reliable Hyundais are, chances are you'll never need it.



The Hyundai Aura's roofline merges beautifully into the boot and leads into a cool little ducktail spoiler.



— ☀ —
**DON'T BE
SURPRISED IF THE
HYUNDAI AURA
TURBO-PETROL
BECOMES THE
ENTHUSIAST'S
CHOICE OF
CAR SOON.**

ROAD TEST No 903

SKODA RAPID TSI

Now gets an internationally acclaimed turbo-petrol engine and a 6-speed manual.

MODEL TESTED 1.0 MONTE CARLO

Price Rs 11.79 lakh (ex-showroom, India) ● On sale Now ● 0-100kph 10.09sec ● Top speed 195kph ● Fuel economy (overall) 12.60kpl

WE LIKE Performance ● Solid build **WE DON'T LIKE** Dated interiors ● Missing features



● 999cc, three-cylinder turbo-petrol makes 5hp and 22Nm more than the larger 1.6-litre unit that's been replaced.

PHOTOGRAPHY ASHLEY BAXTER



● Flat-bottomed steering looks racy and feels great to hold.



● New 6-speed manual smooth and light to operate, but can be a touch notchy.



● Monte Carlo variant's sporty seats add colour but look aftermarket.



● Android system gets many apps but misses Android Auto, Apple CarPlay.

An outcome of a strategic badge engineering exercise between Volkswagen and Skoda back in 2011, the Rapid quickly established itself as a solid, practical midsize sedan that was nice to drive and came with quality interiors. But while the competition underwent generation changes that ensued over the years, the Rapid got a cosmetic makeover in 2016, which has been carried forward on this 2020 version as well. Still, the Rapid soldiered along, despite the competition, thanks to the ace up its sleeve – its strong diesel engine. Now, with new emission norms coming into play, the older petrol and diesel engines have made way for a leaner and a more modern 1.0-litre turbo-petrol engine and a new 6-speed manual transmission (the sole configuration on offer); an automatic will join the range in a few months. How does this small engine perform in this midsize sedan? Can it match up to its competitors with large displacement engines? We put it through our full-blown test to find out.

Bearing minimal styling elements and an uncluttered design, the 2020 Rapid looks identical to the previous version, but it has aged so well, it still appears relatively fresh and modern. Like the exteriors, the interiors remain unchanged too, with a neat layout, boasting a solid build and some high-quality materials. The minimalistic styling appears a bit drab compared to more modern rivals, but the black theme and red accents of this Monte Carlo variant livens things up a bit. The flat-bottomed steering wrapped in perforated leather looks racy and feels superb to hold. Other new inclusions are the seat upholstery and the 8.0-inch infotainment system, both of which look like aftermarket accessories (more on the infotainment's functioning in a bit). Seat comfort is very good. The Rapid, however, isn't as roomy as the Honda City or the Maruti Ciaz, and a third passenger at the rear will feel unwelcome due to the seat's narrow width and large central tunnel; the latter isn't a transmission tunnel, contrary to common perception, it is an element which adds torsional rigidity to the structure.

PERFORMANCE

Codenamed EA211, this 999cc, three-cylinder turbocharged petrol engine is an internationally acclaimed motor known for its healthy amount of performance. It gets direct injection, so it comes with a set of merits, wherein a precise amount of fuel is



Cabin has a solid build and a very functional design but now feels dated.

sprayed into the cylinder directly at pressures as high as 350 bar (very high for a petrol engine), enabling efficient combustion. What's more is this motor leaves low amounts of residue like CO₂ and NO_x, making it comply with the most stringent global emission standards of today.

Shared with the Volkswagen Polo and Vento, this 1.0-litre TSI motor makes 110hp and 175Nm of torque; so the Rapid gains 5hp and 22Nm over the previous EA111 1.6-litre petrol engine, thanks to forced induction. The power and torque figures have been reworked for India, compared to the international

without feeling strained.

Get caught off-boost and you will have to downshift to bypass the turbo lag and get moving again. Consider acceleration from 30-60kph in third or 50-80kph in fourth gear, simulating scenarios of closing a traffic gap or making a quick overtake, and the little TSI sprints in a respectable 5.35sec and 6.60sec, which is much quicker than the new-generation Honda City (6.43sec and 8.80sec) and the Maruti Ciaz (5.26sec and 7.60sec), both of which are powered by larger 1.5-litre petrol engines. On-tap responses, or that initial bit of response at lower RPMs

Sound insulation is terrific, and it masks speeds like a much more expensive car. It does get thrummy at higher revs – a typical three-cylinder characteristic – but it is never too loud or intrusive.

The 6-speed manual is light to use, although it can feel a bit notchy at times, and while the clutch is light, its travel is a bit long. So, overall, it isn't as easy to drive as its Japanese or Korean rivals.

FUEL EFFICIENCY

Turbo-petrols have a tendency to be extremely frugal when driven at steady speeds, and this TSI motor is no different. In our tests, it delivered 16.5kpl on the highway, a 1.4kpl improvement over the older 5-speed, 1.6-litre unit. Helping its case further is its taller gearing and three overdrive gears, which make it an easy sipper while cruising; as an example, at 100kph, it spins at a lazy 2,200rpm in sixth gear, consuming less fuel. On the other hand, at low speeds and in traffic conditions with constant on-off boost driving, fuel efficiency takes a hit, resulting in a poor 8.7kpl in the city, 0.7kpl lower than the old 1.6-litre. This doesn't come across as a surprise as it is still a 1.0-litre engine lugging 1,138kg of the Rapid; and when the turbo isn't fully singing, you will need to accelerate harder to squeeze out every bit of performance to get moving, thus resulting in higher fuel consumption.

RIDE AND HANDLING

The Rapid remains mechanically unchanged, and if anything, it feels →

“
The wide spread of torque and well-judged gearing allow the TSI to punch above its weight.
”

version's 115hp/200Nm. However, max torque is available between 1,750-4,000rpm, a much broader spread than the international Rapid's 2,000-3,500rpm.

The nice and wide spread of torque is immediately noticeable, as well as the well-judged gear ratios that make it an effortless motor. There is some perceptible lag below 2,000rpm, but get past that and power flows in a strong yet linear manner. And those who enjoy driving will love the engine's rev-happy character which eggs you to spin it closer to its 6,500rpm rev limiter

of large displacement engines still remains unbeaten by this smaller-capacity turbo unit, but get past that slight initial delay, and this force-fed motor comes into its own due to its torquier character.

Where this small-capacity engine really shines is in outright performance. Outrunning the new-gen Honda City by 1.6sec in the sprint to 160kph, and the TSI will even go on to max out at a top speed of 195kph, living up to its Rapid name.

This engine is largely refined, and it is only at idle that you feel mild vibrations as it rocks on its mounts.

DATA LOG

SKODA RAPID TSI

Price Rs 11.79 lakh
(ex-showroom, India)
Warranty 4 years/1,00,000 km

ENGINE

Fuel Petrol
Installation Front, transverse
Type 3 cyl, 999cc, turbo-petrol
Bore/stroke 74.5/76.4mm
Compression ratio 10.3:1
Valve gear 4 valves per cyl, DOHC
Power 110hp at 5000-5500rpm
Torque 175Nm at 1750-4000rpm
Power to weight 96.7hp per tonne
Torque to weight 153.8Nm per tonne
Specific output 110.1hp per litre

TRANSMISSION

Type Front-wheel drive
Gearbox 6-speed manual
Ratios/kph per 1000 rpm
1st 3.769/7.65
2nd 1.947/14.81
3rd 1.281/22.52
4th 0.973/29.64
5th 0.778/37.07
6th 0.642/44.93
Final drive ratio 3.933:1

CHASSIS & BODY

Construction Four-door sedan, monocoque
Weight 1138kg
Tyres 195/55 R16
Spare 175/65 R14

SUSPENSION

Front Independent, MacPherson struts with stabilizer bar, coil springs
Rear Non-independent, trailing arm, coil springs

STEERING

Type Rack and pinion
Type of power assist Electric
Turning circle 10.6m

BRAKES

Front Discs
Rear Drums
Anti-lock Yes

1.5sec

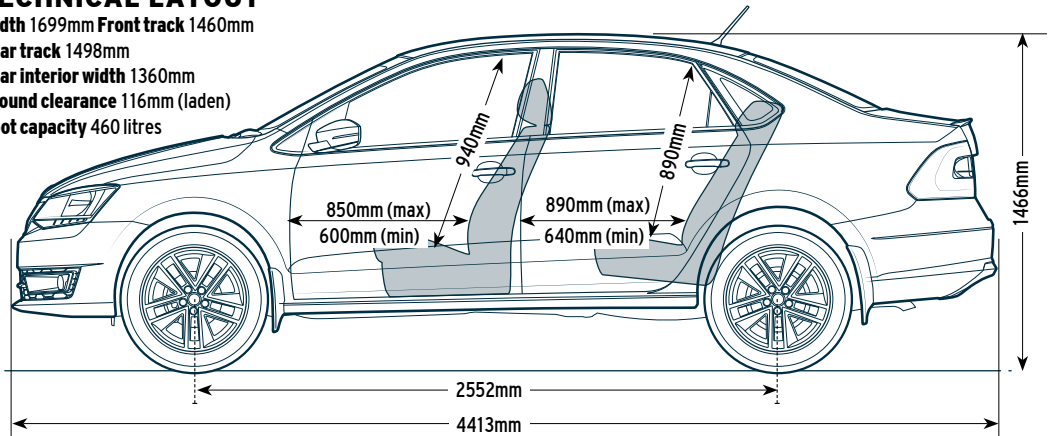
Despite being 66kg heavier than the Polo TSI, the Rapid sprints to 160kph 1.5sec faster.

12.6kpl

The average fuel economy of this turbo engine is near identical to the previous 1.6-litre's 12.55kpl.

TECHNICAL LAYOUT

Width 1699mm **Front track** 1460mm
Rear track 1498mm
Rear interior width 1360mm
Ground clearance 116mm (laden)
Boot capacity 460 litres



POTDAR DESIGN

ACCELERATION

Kph	TIME (sec)
0-10	00.56
0-20	01.19
0-30	01.78
0-40	02.40
0-50	03.39
0-60	04.36
0-70	05.43
0-80	06.60
0-90	08.00
0-100	10.09
0-110	11.96
0-120	14.00
0-130	16.53
0-140	19.60
1/4 mile	16.79

ACCELERATION IN GEAR

Kph	2nd	3rd	4th	5th	6th
10-30	3.11	-	-	-	-
20-40	2.75	5.65	-	-	-
30-50	2.12	3.87	7.86	-	-
40-60	1.99	3.09	5.68	9.62	-
50-70	2.08	2.98	4.49	8.04	7.02
60-80	-	2.95	4.25	7.39	13.13
70-90	-	-	4.33	7.84	10.57
80-100	-	-	4.44	8.62	8.12
20-80kph (in 3rd gear)	11.69s				
40-100kph (in 4th gear)	14.38s				

NOISE LEVEL (DB)

Idle	38.7
Idle with AC at half	55.6
Full revs	73.2 at 6500rpm
50kph in 4th gear	66.1
80kph in top gear	68.3

BRAKING

80-0kph 29.05m, 2.72s

ECONOMY

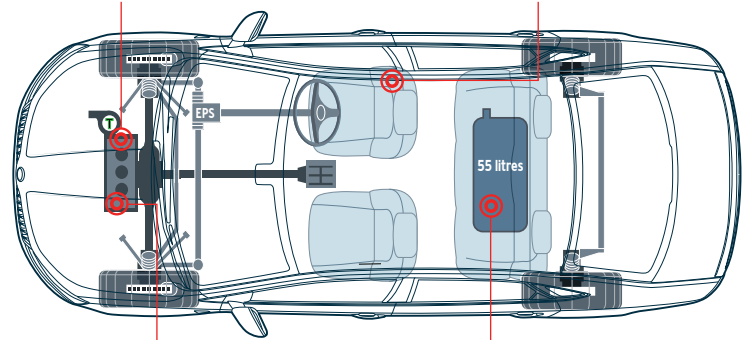
TEST	
City	8.7kpl
Highway	16.5kpl
Tank size	55 litres

Retuned

TSI engine makes 5hp and 25Nm of torque lower than the international version, but spread of torque is wider, aiding drivability.

No four?

Due to the presence of seat covers, the top-spec Monte Carlo variant misses out on side airbags which the lower Style variant gets.



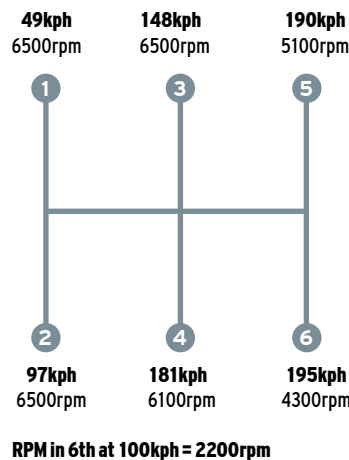
Stratified injection

Direct-injection sprays fuel directly into the cylinder at high pressures of around 350 bar, enabling efficient fuel combustion.

Big appetite

Massive 55-litre fuel tank offers a real-world highway range of over 900km, thereby reducing the frequency of fuel stops.

MAX SPEEDS IN GEAR



EQUIPMENT CHECK LIST

ESP	NA
Auto headlamps	■
LED headlamps	NA
Alloy wheels	■
Cruise control	■
Touchscreen	■
Android Auto/Apple CarPlay	NA
Sunroof	NA
Cooled seats	NA
Auto wipers	■
Reversing camera	■
Climate control	■

■ = Available, NA=Not Available, D=Driver, O=optional
Equipment checklist is for Monte Carlo variant

RANGE AT A GLANCE

ENGINES
1.0 Turbo-petrol 110hp Rs 7.49-11.79 lakh*

AUTOCAR

ROAD TEST No 903

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*EX-SHOWROOM, INDIA

← even better with this TSI engine. Ride comfort is still impressive, and it smoothes out road imperfections and takes most road shocks in its stride. Only the sharper potholes filter through to the cabin, accompanied by a mechanical thunk from the suspension owing to its stiff damping. What's nice is that the Rapid doesn't rock side by side on uneven roads, but it still does pitch a bit over wavy roads. The Rapid remains stable at highway speeds and it masks speeds like a much more premium offering. With a taut chassis, tight body control, and less nose-heaviness than before, the handling feels a lot more balanced

and agile now. And although not bristling with feel, the steering offers some reassuring heft, and, as a result, is sharper to turn-in and is confidence-inspiring.

FEATURES

The top-spec Monte Carlo variant is equipped with a tilt and telescopic steering, auto headlamps and wipers, cruise control, 16-inch alloys, tinted windows, auto-dimming mirror, electric folding mirrors and a reversing camera. Skoda has added a new Android-based 8.0-inch touchscreen system loaded with multiple apps (usable via your

smartphone's Wi-Fi), and it also supports phone mirroring via a third-party app. While the resolution is crisp, the interface isn't very slick or intuitive, and most users will miss the sheer simplicity of Android Auto and Apple CarPlay, both of which are conspicuously missing. The lower-spec Style variant gets side airbags (missing on the Monte Carlo due to the seat covers it gets). Overall, the competition is better equipped with features like a sunroof, LED headlamps, wireless charging, cooled seats, ESP, side and curtain airbags and a tyre pressure monitor, all of which are missing from the Rapid's list.



VERDICT

SKODA RAPID TSI


Strong TSI engine masks the age of this practical and fun-to-drive midsize sedan.



The Rapid has always been a fundamentally strong proposition, and this new engine only makes it better. Performance has significantly improved compared to the earlier 1.6-litre, and it still remains one of the nicer cars to drive in its class. It retains that solid, reassuring build, and the interior quality is second to none. At Rs 7.49 lakh (base Rider variant), Skoda is offering this mechanically sound, three-box sedan for the price of a premium hatchback, making this variant incredible value for money. However, the Rider trim aside, the Rapid's value proposition fades away when you look at it in a broader light, amidst its competitors. Its city fuel economy is a bit low; it misses equipment like a sunroof, LED headlamps and Android Auto or Apple CarPlay; and the interior's styling seems quite dated by modern standards.

But despite its flaws, the Rapid's appeal lies in its simplicity and in the way it drives, and if you are willing to compromise on some features and a bit of modernity for a solid driving experience, the Skoda Rapid TSI is the car for you. **AI**

TESTERS' NOTES

-  **SAUMIL SHAH**
The tinted windows do a splendid job of blocking out the heat.
-  **HORMAZD SORABJEE**
USB and Aux-in ports in the glovebox seem like an after-thought.
-  **SHAPUR KOTWAL**
There's no storage area in the front to securely stow your phone.

SPEC ADVICE

The Rider is the variant to go for. It offers kit like a music system, climate control and rear AC vents, and is priced very aggressively.

JOBS FOR THE FACELIFT

- More intuitive infotainment system
- Add automatic transmission
- Enhance the city fuel efficiency

TEST SCORECARD

- COMFORT**
★★★★★☆☆☆
Comfy, well-cushioned seats offer ample support.
- PERFORMANCE**
★★★★★☆☆☆
Impressive outright performance; efficiency is average.
- REFINEMENT**
★★★★★☆☆☆
Smooth engine is largely refined and vibration-free.
- VALUE**
★★★★★☆☆☆
Except the Rider variant, the others aren't attractively priced.
- SAFETY**
★★★★★☆☆☆
While solidly built, it doesn't get modern safety features like ESP.
- RIDE**
★★★★★☆☆☆
Absorbent low-speed ride; remains rock-steady at speeds.
- HANDLING**
★★★★★☆☆☆
Predictable, enjoyable and inspires confidence while cornering.
- BUILD & QUALITY**
★★★★★☆☆☆
Feels solid and built-to-last with high-quality materials.



SHOULD YOU STILL BUY A DIESEL?

Not only has the gap between petrol and diesel prices narrowed, in some states, diesel is the more expensive fuel. So, in this current scenario, does it make sense to opt for a diesel? **Saamil Shah** breaks it down for you.

Diesel has historically been the poor man's fuel. This lifeblood of the transport and agricultural sector has received subsidies in the past to make it artificially much cheaper than petrol. But when subsidies were withdrawn and oil companies let market dynamics set the pricing, the gap between petrol and diesel has been gradually narrowing. But now, the unimaginable has happened. In some markets like Delhi, diesel is even more expensive than petrol! Putting diesel cars at further disadvantage is the advent of BS6 emission norms, which require complex after-treatment and expensive after-treatment systems. As a result, the automobile industry has witnessed a paradigm shift in favour of petrol vehicles. Carmakers like Maruti, Volkswagen, Skoda, Renault and Nissan have dropped diesel from their portfolio. So, with the constantly rising fuel prices and the diminishing gap between petrol and diesel, does it make sense to buy a diesel? We take a look purely from a financial viewpoint.

IDENTIFY YOUR USAGE

This is the most crucial factor on which the entire calculation is based. Most users tend to overestimate their usage; so a more accurate way would be to track your existing commute distance and multiply it by the number of days of travelled in a month. For a more conclusive number, you could take your current odometer reading and divide it by the car's age. You could also factor in certain changes in future

travel plans, like change of office or residence and modify the number accordingly. It is also crucial to keep the usage cycle in mind – whether it will be only within the city, or mainly on the highway, or a mix of both.

REAL-WORLD FUEL EFFICIENCY

Car manufacturers disclose fuel efficiency figures derived in 'ideal' conditions. For accurate, real-world numbers refer to Autocar India's road tests; in the absence of one, however, estimate a number which is 60-70 percent of what the manufacturer suggests, as most cars that we have tested have achieved a figure in this ballpark. Driving in city traffic will take a heavier toll on fuel economy than while cruising at steady speeds on open roads. But, for a simpler representation, we'll assume an equal mix of city and highway usage in the calculations that follow. Let's take the example of the Hyundai Grand i10 Nios petrol-manual and diesel-manual, which averaged 14.61kpl and 17.27kpl, respectively, in our tests. For reference, their ARAI figures stand at 20.7kpl and 25.1kpl, respectively.

CALCULATE THE FUEL COSTS

Running costs are usually made

up of several factors like fuel, maintenance, insurance, wear and tear parts, repairs and some even consider depreciation as a part of it. For now, we'll focus only on the fuel costs.

$\text{Fuel cost per kilometre} = \frac{\text{Fuel price per litre}}{\text{Fuel efficiency}}$

The price of petrol in Delhi as on June 26, 2020, is Rs 79.92/litre and for diesel it is Rs 80.02/litre. Going with the Grand i10 Nios' example, when we divide the per-litre fuel cost by its real-world fuel efficiency, we get running costs of Rs 5.47 and Rs 4.63 per kilometre for the petrol-manual and diesel-manual, respectively. So, the fuel cost per kilometre difference is merely Rs 0.84 or 84 paise (petrol being more expensive).

ARRIVE AT A BREAK-EVEN POINT

Diesel engines are made up of stronger materials with greater tolerance levels (compared to petrol engines) to be able to sustain the higher levels of combustion loads; and to keep a check on emissions, they are equipped with additional hardware and software, making them pricier than their petrol counterparts. The price premium that diesels command varies from car to car. In the Hyundai Grand

i10 Nios' case, buyers going for the diesel need to spend Rs 1,08,500 more than the petrol. So, after how many kilometres will they recover the initial premium? Here's the calculation:

$\text{Break-even point (in km)} = \frac{\text{Initial price premium}}{\text{difference (petrol-diesel) in running cost per kilometre}}$

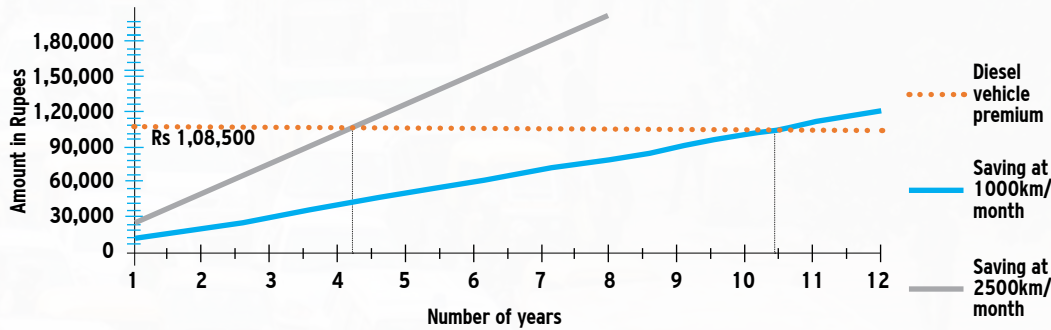
Using the above formula, divide Rs 1,08,500 by the difference in running cost per kilometre of Rs 0.84 (Rs 5.47-4.63) to arrive at a break-even point of 1,29,167km. This means that keeping the current fuel prices constant, a buyer will have to drive over 1,29,167km to simply recover that initial premium of Rs 1,08,500 if they pick a diesel-manual version over a comparable petrol.

To put things into perspective, you can divide this break-even figure by your monthly or annual usage to know exactly how many months or years it'll take for you to recover the price difference. As an example, for a user who drives 1,000km per month, it would take over 109 months or 9 years to recover that Rs 1,08,500. The benefits of lower running cost of diesel can only be extracted after crossing this break-even point.

For those opting for finance, by taking a 90 percent loan on the ex-showroom price, at an interest rate of 9 percent for five years, they will have to cough up Rs 15,496 per month, while petrol buyers would end up paying Rs 13,469, resulting in a total difference of over Rs 1,40,000 at the end of the 60 month tenure (EMI payments

“
Fuel bills of efficient diesels will be lower, but
can this offset the car's higher purchase price?
”

BREAK-EVEN POINT FOR DIESEL HYUNDAI GRAND i10 NIOS (MIXED CYCLE USAGE)



plus registration, insurance and other charges), further stretching that break-even point by an additional 50,000km. While these are indicative figures, they compel you to think whether or not you will keep the vehicle until or beyond the break-even period, to really enjoy the fruits of the diesel's lower running costs.

WHAT ABOUT MAINTENANCE COSTS AND RESALE VALUE?

Are diesels significantly costlier to maintain? We studied the total maintenance costs, inclusive of labour and taxes up to five years

or 60,000km (excluding wear and tear parts and add-on services), for two popular models – Ford EcoSport and Kia Seltos – and the results were quite a revelation. The Ford EcoSport petrol's routine service costs add up to Rs 21,754, and the diesel's cost is Rs 27,882; the Kia Seltos diesel's costs are Rs 35,315, whereas both its petrols cost around Rs 33,000. So, maintenance costs between petrol and diesel cars aren't too different in these cases.

In certain cases, especially MPVs, premium sedans and SUVs, diesels hold a distinct advantage when it comes to resale value. However, a lot of other factors (including

market demand for that particular car) decide a vehicle's actual market value, hence, it shouldn't be one of the key factors while picking a fuel type.

BUYER SENTIMENT

Not too long ago, a blanket ban on sale of large-capacity diesel vehicles in Delhi-NCR made buyers in this region look in the direction of petrol vehicles. Policies like deregistration of diesel cars over 10 years of age and petrol cars over 15 years in Delhi, further swings demand in favour of petrol and other forms of energy. While these policies are restricted to particular regions, they still plant the seeds of uncertainty

in the minds of buyers across the country.

SO, ARE DIESELS DEAD THEN?

No, not at all. There are factors beyond economics for which diesel still remains the go-to fuel, irrespective of the premium. One of them being the high torque or the sheer pulling power they offer, which makes driving more relaxed than a comparable naturally aspirated petrol engine; and that's why in larger or bulkier cars, as well as people-movers, diesel continues to remain the preferred choice of engine.

Then there's an emotional attachment with the fuel, so, in popular models like the Hyundai Creta, the diesel continues to dominate its sales. And finally, there are cars whose diesels are simply superior to their petrol engines, making them worth the price premium for a nicer and more effortless drive experience.

In conclusion, in the current scenario, a diesel car might not seem as economical as it was a few years ago. But the next time you're looking to buy a car, remember the acronym IRCA: Identify your usage, Real-world fuel efficiency, Calculate the fuel costs and Arrive at a break-even point, and you'll know for sure which fuel type suits your needs. **AI**

CALCULATING THE BREAK-EVEN POINTS OF POPULAR CARS

	HYUNDAI GRAND i10 NIOS ASTA MT		HONDA AMAZE VX MT		MAHINDRA XUV300 W8(O) MT		KIA SELTOS GTX+ AT	
Engine	1.2P	1.2D	1.2P*	1.5D*	1.2P*	1.5D*	1.4P	1.5D
Price (in Rupees)	7,20,950	8,29,450	7,92,900	9,22,900	11,84,000	12,14,000	17,29,000	17,34,000
Diesel premium (in Rupees)	-	1,08,500	-	1,30,000	-	30,000	-	5,000
Average fuel economy (in kpl)	14.6	17.3	13.3	19.7	12.3	16.2	11.3	15.4
Cost per km (in Rupees)	5.47	4.63	6.00	4.07	6.52	4.95	7.07	5.21
Savings per km (in Rupees)	-	0.84	-	1.93	-	1.57	-	1.86
Break-even point (in km)	-	1,29,167	-	67,358	-	19,108	-	2,688
Break-even point (in years)								
Annual usage: 10,000km	-	12.9	-	6.7	-	1.9	-	0.3
Annual usage: 15,000km	-	8.6	-	4.5	-	1.3	-	0.2
Annual usage: 30,000km	-	4.3	-	2.2	-	0.6	-	0.1

*Autocar India's fuel efficiency figures of BS4 version

LOVE IT



HELLO OPERATOR

Voice commands work well if you are loud and clear.



AUTO PILOT

Cruise control is a boon on empty stretches.

LOATHE IT



SLOW-N-STEADY

Gearbox takes its time even in manual mode.



WAIT A BIT

Plenty of grunt, but engine is slow to respond.

10,400KM REPORT

JEEP COMPASS TRAILHAWK

This feels just like a dream – bright blue skies, puffy white clouds, exceptional air quality and perfect visibility. And that hyper-cleanliness you normally get in a dream? That's there too. Once on the expressway, things become even more surreal. There are almost no cars or trucks around, and on the long stretches, I can easily see three or four kilometres ahead.

Piloting the Jeep now feels like flying a medium-sized, twin-engine bomber. I soon realise the safest way to not constantly run at 180 or 190kph is to use the cruise control. Once engaged, all it takes are occasional

or small inputs at the steering wheel. And I just have to monitor the systems and watch my surroundings; the 'auto pilot' actually does a brilliant job. The thumb controls do take some getting used to. I've seldom used them before, and you have to wait for it to get into the right gear. But once it settles down, the pace seems easy and languid as we fly along to our destination.

I do see an occasional truck as I start my ascent of the ghat section, and the engine RPM rises on some of the steeper bits, but then I take the Compass out of its Cruise mode and really begin to drive it from apex to apex, just like in the old days when the

expressway was new and truckers found the exorbitant ticket price prohibitive.

As I pick up the pace, the Trailhawk seems to come alive. Remember, this is the version with the slightly raised suspension and on/off-road tyres, but the poise with which it sits comfortably in corners, even at speed, is simply baffling. It just feels so comfortable and relaxed, even when the tyres

The partial lockdown meant a situation we didn't think would ever happen.

are howling in protest. What makes the experience even nicer is that it delivers a huge amount of confidence and connect via the steering wheel, and the brakes are nicely set up too, so you can sort of feel your way into a corner. Wish the automatic gearbox were quicker though. While it has nine speeds and a 'tiptronic' function, it feels like it is in sleep mode at times. Not nice.

What I also use more of on this lockdown drive is the voice assist. As long as I am slow, deliberate and clear, it allows me to dial contacts with my phone in my pocket. Some names are more difficult to register than others, but what it does, and nicely, especially when the system is unsure, is to throw up a bunch of suggestions. Quite impressive actually.

The lack of traffic also means the way back – expressway to home – is also done in half the time. And the best bit is I didn't even need to go fast. Traffic-free roads, who knew?

SHAPUR KOTWAL

TEST DATA

JEEP COMPASS TRAILHAWK

Odometer 10,414km

Price Rs 26.80 lakh (ex-showroom, India)

Economy 9.8kpl (overall, this month)

Maintenance costs None

Faults None Previous reports

October 2019, March 2020





2300KM REPORT

HYUNDAI KONA

This practical EV doesn't need to be charged frequently and has cured us of range anxiety.

Range. It's always on your mind; you have one eye on the battery's state of charge (SOC) and you never want to wander too far from an electrical socket. Range is the most crucial consideration factor for most EV drivers. That's what I thought too. But after living for many months with the Kona EV (the last three in various degrees of lockdown), I've developed a rather blasé attitude towards something that had put the fear of God in me ever since I nearly ran out of charge in the original Reva over a decade ago. So have I been cured of range anxiety? You could say that because I am no longer gripped with panic even when the SOC meter drops to 10 percent. I know I'll have enough juice for another 30km at least if I 'hyper-mile' in Eco mode, and that distance has been my outer limit on my daily drive for most of the time the Kona EV has been with me.

The furthest I've strayed from my wall plugs and the first time I left Mumbai city limits in the Kona was to meet the new Honda City

in Vashi. The Kona doubled as a back-up car, but not before it got an overnight charge to fully top up the lithium-ion battery. That gave me an indicated range of 204km with the air con switched on and sufficient peace of mind for a full day out. The truth is, the EV was mainly parked at our shoot location (we spent most of the day shooting and driving the new City), but I had no hesitation zipping up and down Palm Beach road, in the hunt for a quiet spot to base ourselves. On that day, I covered a total of 86km and had a good 53 percent charge left, which equated to a balanced range of 124km. So as an extra-urban commuter, the Kona EV does the job.

What's very handy is the amount of information the onboard computer throws up, especially the 'consumption' history of every trip, which can vary wildly, depending on your driving style and the mode you are in. Driving in 'Eco' with the regen set to level 3, I could eke out 7.8km for every kWh of the 39.2kWh battery, which translates to a range of over 300km. In contrast, a few ferocious stabs of the nicely sprung accelerator pedal, with the regen set to 0 and mode to 'Sport' had a debilitating effect on the battery. On empty roads, in the midst of Lockdown 4.0, the temptation to floor it and extract every kilowatt from the single permanent-magnet synchronous, 136hp electric motor was very high. The instant torque, and the burst of acceleration off the traffic lights that leaves everyone else standing is pretty addictive;

and you really don't care if that sends the range tumbling south. The worst figure I ever got was 4.2km/kWh, which equated to a sharply reduced range of under 170km, but more than enough to get me home.

There's lots to like about the Kona, which, like most EVs, is easier to drive than anything with an internal combustion engine. It's the linearity of every action, from the throttle response to the steering and brakes, that makes this car so natural and predictable to drive. The different levels of regeneration can be selected using the paddleshifters behind the wheel but what's really cool is that they mimic gearshifts. Increasing or decreasing the levels of regen changes the level of resistance, and you feel like you're going up or down a gear. It's something I enjoyed playing with.

Gripes? The ride is a bit stiff-kneed due to the taut sidewalls of the low rolling resistance tyres. The grooves on the front 'grille' pick up a lot of dirt and are difficult to clean, and the black interiors, which hasn't got much love and attention during the lockdown, isn't looking fresh either. The best bit? I must be the only guy who's beaten the insane fuel price hikes; I haven't visited a petrol pump in over three months!

HORMAZD SORABJEE

TEST DATA

HYUNDAI KONA PREMIUM
Odometer 2306km

Price Rs 23.91 lakh (ex-showroom, Delhi)

Consumption 7.0km/kWh (overall,

this month) Maintenance costs None

Faults None

Previous report March 2020

LOVE IT



DRIVE RATING

History gives amount of charge consumed on each trip.



PADDLE FUN

Different regen levels feel like gearshifts.

LOATHE IT



STIFF KNEES

Stiff sidewalls for rolling resistance hurt ride.



IN THE GROOVE

Grooves in the nose collect dirt, difficult to clean.

There's enough range even with hard driving.





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MOTING ADVICE

Will it be the small mid-sizer or the big small car? And is that a ghost in your engine or an actual problem? AAA (Ask Autocar Anything), the guru-cum-agony uncle, has all the answers.

Email aaa@autocarindia.com



The ES 300h's comfy rear seat makes it a good option for the chauffeur-driven.

ALL ABOUT COMFORT

I'm a doctor practising in Chennai and I travel 50km daily in the city in the rear seat of my Toyota Innova Crysta. On weekends, I drive my 2018 BMW X3. I want to buy a car with good rear-seat comfort because I suffer from back pain. My budget is Rs 50-75 lakh. Should I buy a new or used car? An SUV or sedan? For a new car, I'm considering either the Lexus ES 300h or Mercedes C-class, and if I go for a used car, it could be either a Toyota Land Cruiser or a 2017-2018 Lexus SUV. Also, I am looking at low maintenance, safety and good resale value from the car. **Balasubramanian, Chennai**

A new car is always preferable as you are sure of what you are going to get and choose to specifications to your liking. There are lots of good used cars today, however, in the luxury segment, they are more of a gamble as maintenance costs can shoot up if the car had faults which were not spotted earlier. For your requirement, a sedan is always better because they typically offer a better ride quality than an SUVs and are easier to get in and out of. SUVs, by their nature, have beefed-up suspension and large wheels that are good for bad roads, but the downside is that they transmit the shocks to the passenger.

Hence, for the both reasons above,

it's better to stick to your first option, between an ES 300h and a Mercedes C-class. The ES 300h is far better as a chauffeur-driven car as it has more space, the ride quality is very good and the rear seat has recline function that adds to comfort. The hybrid powertrain is also very smooth and ideal for city driving.

The C-class is more cramped in comparison, and the rear-seat underthigh support isn't very generous. The only advantage of the C-class is that it is substantially cheaper than the Lexus ES 300h, and we feel the resale value may be a bit better too. However, overall, it's the ES that is better for you.

PINNACLE OF LUXURY

I want to thank the team at Autocar India for keeping us informed and producing great content in times of such uncertainty. I was looking at buying a car in the full-size luxury segment and was quite confused in between the Mercedes S-class and the Audi A8. Or should I push my budget a little and go for the Maybach S560? **MithileshTulsian, Hyderabad**

If you can afford to stretch your budget, the Maybach S560 will give you a majestic experience like no other car. The A8 is more contemporary and packed with tech but it can't soothe you the way the Maybach does, which is the



If you have the budget for it, the Maybach S560 will pamper you like no other.

pinnacle of luxury in this lot.

TO THE BEAT

I want to buy a multimedia unit for my 2012 Volkswagen Vento and my budget is Rs 25,000. Should I go for Sony or Blaupunkt? Is there any model that has an in-built amplifier? What is the difference between an in-built amplifier and separate amplifier? **Smit Patel, Ahmedabad**

Both Sony and Blaupunkt have various modes of head units with built-in amplifiers, so you can choose either. The biggest difference between an external and in-built amplifier is added power and the flexibility of installation if you want to add additional speakers in the rear doors or maybe a subwoofer.

A NO-GO

My 2017 Hyundai Creta currently makes use of stock headlights but I want to install projector units. Is this possible?

Gautam Subbiah, Secunderabad
The headlamp (inside) design in the lower variants of the Creta differs from that of the projector-equipped top models. So, it is not possible to install a projector setup that comprises a projector lens, ballast, bulb, wiring and brackets, within the same headlamp casing.

The only option is to swap the lamps with those from higher variants, but again the wiring harness will be different and will need modifications.

Since lights are safety-critical parts of a vehicle, and if you are currently satisfied with the light output from the stock lamps on your car, we would discourage you from attempting any modification for the following reasons.

Firstly, a replacement from a higher variant will be quite expensive and will still not offer you the best output, and secondly, most options available in the aftermarket are Chinese replicas that, beyond looks, will not guarantee you the right functionality. So, it wouldn't be a sensible idea to consider a change.

THE RIGHT CHOICE

Which would be the best tyre for my 2018 Hyundai Elite i20? Should I upsize the tyre from 195/55 R16 to 205/55 R16?

Ankit, Pathankot

The best choice for upscaling tyres depends on the driving conditions. If you use the car primarily in the city, it's best to stick to the same size. If your running is more on the highways, the 205/55-R16 would give you better grip and stability at high speeds. You can opt for Michelin, Pirellis or Goodyear; they are good options for the i20. **AI**

THE AUTOCAR SHOPPER

Not sure which new vehicle to buy? Autocar India points you towards the right one.

PIYUSH KOTHARI - MG HECTOR 1.5 PETROL DCT SHARP

When Mumbai-based property consultant Piyush Kothari set out to buy a new car last year, little did he know so many options would fit his seemingly straightforward requirement of 'an automatic SUV under Rs 20 lakh'. To whittle the list down and help find the best fit for his needs, Piyush turned to the Autocar India team.

Over our interactions, we gathered Piyush had limited running and, hence, was open to the idea of a petrol SUV. That he was also a bit of a technology buff further helped narrow the choice down to the Kia Seltos and MG Hector. Test drives in both SUVs left Piyush impressed, but, eventually, it was the massive cabin and panoramic sunroof that tipped the scales in favour of the MG for the Kothari family.

It was a near-six-month wait for Piyush to get delivery of his Hector 1.5 DCT Sharp but it's been worth it. He's thrilled with his decision and says, "It's big but easy to drive, and I'm still figuring all the features on offer." Post-lockdown, he's got plans to go on a long road trip.





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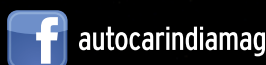
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AUTOCAR INDIA **TWO**

ROAD TEST

APRILIA SR 160

Aprilia's sporty scooter gets a slightly bigger engine for 2020. Is it any better, though? We have all the answers inside.



FEATURE



USED BIG-BIKE BUYING GUIDE

Buying a used big bike is getting quite tempting, given the growing number of options. Here's everything you need to know.

FEATURE

40 YEARS OF THE GS

Four decades ago, BMW made the world's first adventure bike. We chart out the journey of the GS.



ALSO INSIDE

- New Jawa EV under development
- KTM 490 platform confirmed for 2022
- KTM 790 Duke long-term introduction

ROAD TEST



TVS APACHE RTR 200 4V BS6

The RTR 200 gets a few upgrades and a big price hike in its move to BS6.

Jawa working on an electric motorcycle

AUTOCAR
EXCLUSIVE

Classic Legends, the company that owns the brand, is working on this project in-house.

No other new company in recent times has enjoyed as much public attention as Jawa. Since its initial reveal in 2018, the reborn company has stayed high in customers' minds, despite the fact that it took an extraordinarily long time for deliveries to happen. More recently, the company launched its production-spec Perak bobber earlier this year, and its BS6 motorcycles have now started reaching showrooms. However, behind the scenes, the company is busy with other projects, and sources tell us that a fully electric vehicle is among them.

Details are quite scarce at the moment, but we do have a couple of noteworthy nuggets of information. The first one is that Classic Legends, the company that owns the Jawa brand name, is working on this project fully in-house. Despite the fact that Mahindra is a majority stake holder, we hear that Classic Legends is developing this machine independently of its

parent company. Mahindra has plenty of experience with EVs over the years, including racing in the Formula E championship, so some technology transfer is bound to take place, but the project itself is being undertaken by Classic Legends.

The second point is that, as with its petrol-powered motorcycles, the company intends to keep localisation levels as high as possible. However, with EVs, there are some components you can't source locally yet, so parts like battery cells will have to be imported, and possibly even the battery management system. Design-wise, the motorcycle is likely to keep to Jawa's traditional lines. After all, the company's entire business formula hinges on its heritage, especially this early in its life. Nevertheless, given the electric powertrain, this could become the most futuristic-looking bike in the Jawa line-up.

The fact that Jawa is working on an electric



The upcoming Jawa electric bikes are likely to benefit from Mahindra's experience with EVs.

motorcycle comes as no surprise. The world is fast heading towards an electrified future, regardless of whether it makes complete sense yet. As a result, manufacturers will have to keep up, including the ones that claim to offer a retro and nostalgic experience. For

example, Royal Enfield, the company whose incredible success story has quite likely led to Jawa's rebirth, confirmed it was working on an electric two-wheeler back in 2018. Meanwhile, Harley-Davidson, another heritage-driven brand already has its first EV, the Livewire on sale.

While we know that Jawa's electric motorcycle is under development, when it will be ready is less of a question than when Jawa will be ready to put it on sale. It's unlikely we will get our first glimpse of this motorcycle before 2021, and the wait to actually buy one may be even longer.

RR Global enters EV pool with BGauss

ELECTRICAL CONGLOMERATE RR Global has announced that it will enter India's two-wheeler EV segment with the BGauss sub-brand. The company that, until now, specialised in power cables marks its entry with two products - the A2 and B8.

The A2 and B8 are both available in lead-acid and lithium-ion variants, while the B8 also comes in an LI Technology variant. This variant includes additional features like navigation,

ride and scooter stats, live tracking and geofencing.

Of the two models, the A2 is a low-speed model that uses a 250W motor with a top speed of 25kph. Meanwhile, the B8 employs a 1.9kW motor that allows for 50kph. BGauss claims the A2 will offer up to 110km of range, while the B8 offers between 70-78km, depending on variant. A full charge is said to take between 2 hours and 15 minutes to 3 hours on the Li-ion powered variants,

and 7-8 hours on the lead-acid variants.

The company says it will manufacture and assemble its scooters in Chakan, Pune, and that sales will begin in August. BGauss plans to produce 80,000 units in FY 2020-2021, with production to be scaled up going forward. The company tells us that the EVs will eventually have a sales and service network across India but will initially be located across cities in the southern and western regions.



LAUNCHED



HONDA CD110

With its BS6 update, the CD110 gets a more powerful 109.51cc engine that Honda claims is also more fuel-efficient. There are minor changes to the design and colours as well. Prices start at Rs 64,405.

BMW F 900 R AND XR

Powered by the same engine, the F 900 twins differ in terms of styling, riding position and suspension travel. Prices start at Rs 9.90 lakh and Rs 10.50 lakh, respectively.



Honda sues Hero Electric

HONDA MOTOR CO. has approached the Delhi High Court accusing Hero Electric of copying one of its scooter's designs on the Dash that was launched in August 2019. In its application, Honda has alleged that Hero Electric is "infringing the registered design" of its Moove scooter, particularly the rear cover and front and rear lights. The Moove was never available in India, but it was on sale in certain other Asian markets - like Thailand - up until 2017. In its application, Honda has also submitted the design registration numbers for the aforementioned parts, with a registration date of December 24, 2014; nearly five years before the Hero Electric Dash came into existence.

The application also seeks the grant of ad interim injunction restraining Hero Electric from manufacturing, selling and advertising the scooter.

Following the initial



Honda claims the rear cover, front and rear lights are copied.



application, the Delhi High Court conducted a hearing through video conferencing on May 29. This was to be followed by an online hearing on June 2, but the session was postponed to June 11 where another proceeding was scheduled for June 30. The Delhi High Court website has the case listed as still underway and will be hearing arguments from both sides in the days to come.

It is no secret that Hero Electric (which has no

connection to Hero MotoCorp) does not fully design and develop its own products, and the company sources them from external international vendors instead. However, this is the first time a major manufacturer has sued it with respect to one of its designs.

At the time of writing this story, the Dash is not listed on the Hero Electric website. However, dealers we spoke with have informed us that the scooter is still being retailed.

Piaggio defends Vespa design

THE PIAGGIO GROUP, in a press statement, announced victory over a Chinese copy of the Vespa Primavera; the Chinese company subsequently had its design trademark application rejected in Europe. The action was taken following a formal complaint by the Piaggio Group. Piaggio's press release doesn't mention the company by name, but images shared in the press release show that the scooters in question were parked at two stalls in the 2019 EICMA Motor

Show, under 'Dayi Motor' and Motolux' branding.

The invalidity proceedings are part of the activities against counterfeiting undertaken by the Piaggio Group. This includes continuous monitoring of the databases of internationally registered designs and trademarks. The opposition proceedings, initiated by Piaggio, has led to the cancellation of more than 50 trademarks registered by third parties in the last two years.



The Piaggio Group registered the Vespa Primavera design in 2013.

KTM 500cc parallel-twin platform to debut in 2022

IN AN INTERVIEW with French publication *Le Repaire des Motards*, KTM's CEO, Stefan Pierer, revealed some rather interesting information. The biggest takeaway is with regard to the sub-500cc parallel-twin motorcycle that KTM is working on with Bajaj.

News that the platform was in the works first came to light in late 2018, when Pierer revealed that it was being developed to rival similar-capacity Japanese offerings. Now Pierer has said that the platform is being wholly developed at the Bajaj R&D facility in Pune, with support from KTM's engineers. The engine design

will be similar to the existing 790 and 890 platform, albeit in a 500cc iteration. Pierer also revealed that just like the existing platforms, the 500cc platform will feature multiple models across the KTM and Husqvarna brands and under various categories. A leaked presentation revealed bikes in the Naked, Adventure, Sport (RC) and Dual Purpose categories.

With respect to a timeline, the company CEO mentioned that following the effects of the coronavirus pandemic, the brand is actually accelerating the development of the project. This is because the demand for small and mid-



The parallel-twin will share its design with the 790 and 890 engines.

capacity bikes is going to be higher than large-capacity machines in the near future

due to the economic effects of the pandemic. However, the first of these bikes is only

expected in 2022. Going by KTM's standard timelines, we could be looking at a prototype at the 2021 EICMA, followed by a launch at 2022 EICMA. This means that the bike is likely to start reaching showrooms only by early 2023. That being said, since the complete manufacturing will be done in India, we might be one of the first markets to get the bike.

Given our experience with the explosive 790 Duke, this new engine may very well create new segment benchmarks. And just like it has before with locally manufactured models, KTM could have another game changer on its hands.

KAWASAKI NINJA 1000SX

For 2020, the Ninja 1000 becomes the Ninja 1000SX and gets a reworked engine along with more comprehensive electronics. The bike is priced at Rs 10.79 lakh.



TIGER 900

The Tiger 900 has been launched in three variants - GT, Rally and Rally Pro - with prices ranging between Rs 13.7 lakh and Rs 15.5 lakh. Powering them is a new 888cc, three-cylinder that makes 94hp and 87Nm.





Rishaad Mody

THE INSIDE LINE PAYING THE PRICE



Over the last six years, the on-road price of the KTM 390 Duke has risen by a full 50 percent.

June 12, 2020, was the first time in nearly three months that I was back on a motorcycle. The first few hours were nerve-wracking, but by the end of a typical 14-hour shoot day, I returned home drenched, exhausted and oh-so-happy. Still, life is far from back to normal, and all this unnatural free time has given us plenty of time to think. What I've been ruminating on recently is that motorcycles have become too damn expensive. Forget COVID-19, I say the used bike industry is in for a much longer-term boom because new motorcycles just cost too much.

We're all aware of how multiple government regulations and tax hikes over the past two years have forced a sharp rise in prices. Still, I was in for a small shock when Firoze told me that the BS6 RTR 200 we just road-tested costs a little over Rs 1.5 lakh on road. Rs 1.5-lakh for an RTR 200? Has the world gone mad?

Since then, I've been looking at motorcycle prices more intently. For example, the just-launched Triumph Tiger 900 Rally Pro will cost you over Rs 18-lakh on road in Mumbai. I remember a

time not too long ago when you could get an entry-level BMW R 1200 GS, or a Ducati Multistrada 1200 for just a little more.

To be fair to the big bike businesses, they have massive import duties followed by crippling state taxes to deal with. Maharashtra's and Karnataka's policies are

“
Government regulations and tax hikes have forced a sharp rise in prices.
”

particularly punishing on big bikes, with some of the highest registration charges across the country. This might just be me, but this greedy rush to tax-tax-tax seems a little shortsighted. After all, won't a more reasonable tax rate encourage larger sales numbers in the long run, which will result in greater tax collection?

I'm no economist, but that just seems like good, logical sense.

Either way, let's not blame it all on the government. Six years ago, I bought my KTM 390 Duke for Rs 2.08 lakh on road. Today, the new version costs Rs 3.12 lakh - that's a 50 percent price hike! And let's save the usual excuses of ABS regulations or the expense of fuel injection systems for this one, because the original 390 Duke had both. Inflated tax rates are partly to blame, but there's no hiding from the fact that Bajaj has subtly repositioned the pricing of the entire KTM range over the years, and we've been happy to pay along.

This is all fine and dandy, until you get blindsided by a pandemic and most people tighten their purse strings right up - of course, there will always be the occasional loony who'll go out and buy their first big bike, but that's another story on page 133. The concise end to my rambling is that bikes have gotten too expensive, and regulations mean that most manufacturers can't do squat about it. Looks like it's a great time to be in the used bike business.

Hero, Piaggio launch e-shops



Online portals facilitate sales while maintaining social distancing.

THE CURRENT SCENARIO has forced manufacturers into taking their sales online and eliminating the requirement of a customer's physical presence at a dealership. Piaggio, Suzuki and Hero are some of the notable names that have introduced dedicated online two-wheeler buying portals. These online sales platforms are integrated into the company websites and allow customers to select their desired two-wheeler from a dealership

of their choice, and even have it delivered home. The online portals also display latest on-road price, dealer inventory status and allow for all the necessary paperwork and financing to be carried out online. This is a trend that even big-bike manufacturers like Harley-Davidson have jumped onto. While the American manufacturer hasn't launched a standalone online marketplace, it has announced that it's offering a home delivery service.

Ather exchange plan



IT'S BEEN TWO years since the launch of the Ather 450. Since then, the company has been constantly trying to offer unique buying options to its customers. The latest announcement is that the company will be tying up with an external firm to handle a vehicle exchange programme for petrol-engined two-wheelers. This initiative is likely to include most, if not all, petrol engine two-wheelers, and not just scooters.

The company recently

completed two years since the launch of its first product, the Ather 450. Tarun Mehta, co-founder and CEO, said the lockdown helped Ather re-evaluate and reassess its long-term goals. As a result, the company intends to open as many avenues as possible to promote electric vehicles. This includes the aforementioned exchange programme and also subscription schemes in partnership with two-wheeler rental services like Bounce.

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POSSIBLY THE MOST ADVANCED RACE BOOTS OUT THERE.



Comfy removable inner booties have bio-mechanical armour; ratched closure is secure.

THERE ARE MANY THINGS that make the Supertech R the choice of world champions, but one of its biggest draws is that this is actually two boots in one. The outer boot looks just as you'd expect, but within it is recessed a secondary, removable bootie. This bootie is constructed using fibreglass reinforced plastic, along with a moisture-wicking comfort material. Some people like walking around in the pitlane in the inner bootie, but it wasn't really designed for this, and in my mind, that just creates unnecessary wear.

What it is designed for is protection, especially in terms of preventing extreme twisting forces or foot hyperextension in a crash. The hinged bio-mechanical ankle brace you see on the outside of most race boots is located on this inner bootie. The benefit is that the outer boot gets a clean design on the side that

faces the motorcycle, with no armour to be seen. Aside from the hinged armour, the bootie also provides solid protection around the side of your foot, the heel and ankle as well.

That's not all; the outer boot has a host of protection schemes, including a large section of hard plastic protection for the heel, as well as significant protection for the shin area. The replaceable toe-slider is a smart-looking aluminium unit, while the pentagonal-shaped air vents have been designed to help when the boot compresses under impact.

Since it's so unique, we should talk about how to wear these boots. You can either keep the inner bootie in or remove it, wear it first and then slip on the main boot. The choice is yours, but either way, the important thing is to firmly do up the drawstring closure on the inner boot. Meanwhile, the

outer boot uses a recessed zipper along the side and a ratchet closure on top. In case you're wondering, the inner and outer have to be worn together and neither works without the other! Once it's all in place, the boot feels very secure but without being restrictive. Alpinestars has really aced the fit and feel, and control on the motorcycle is excellent.

The version we have here has ventilation holes all along the front face and outer side of the boot, while the exhaust vents in the heel extract hot air from within. The result is superb and it feels like there's a light breeze running over your foot - perfect for our weather conditions! Of course, it won't be very resistant to rain, but like most race boots, the Supertech is constructed out of an artificial leather called microfibre, instead of full-grain leather. The advantages are it's lighter yet very strong and will be able to withstand exposure to the elements well.

I'll cut to the chase - these are the best race boots I've used to date. My sole reservation is that the lace-up system for the inner boot feels a little delicate, so I'm extra careful while using it. Besides that, the only other caveat is that if you want the best of the best, you've got to be ready to pay for it and these boots cost a pretty penny.

Where: www.planetdsg.com

Price: Rs 43,999 (available on order)



KRIEGA FORK SEAL COVERS

A SIMPLE, BUT EFFECTIVE SOLUTION.



BRITISH BRAND KRIEGA specialises in high-end luggage systems for motorcycles, and they also make some very useful accessories. Among them is the Fork Seal Cover, which is basically a stretchable material that wraps around the suspension fork seal area, while allowing the fork to function as normal.

Kriega actually sells these for use on dirt bikes, but they work wonders on any bike with an upside down fork, especially in a riding environment like ours. Leaking fork oil seals are a common big-bike issue on our dirty, dusty roads. Fixing them is a pain, and can also get expensive, because the fork has to be removed and partially disassembled to get it done. Something as simple as this product can go a long way to keep the seals protected.



These covers will protect your fork seals from dust and grime.

The covers are made out of a material that Kriega calls Neoskin, which is basically a coated Neoprene. Velcro strips running up the sides allow the cover to hold itself around the fork, and you can use the two provided cable-ties to further secure it when installed.

The idea behind this product is admirably straightforward and literally anyone can install them - a pair of scissors to cut the excess cable-tie ends is the only tool you'll need. Kriega suggests that you give the material a bit of a stretch and after that it's simply a matter of tightly looping it around your fork leg (over the oil seal area, obviously) and attaching it via the Velcro strips. Kriega has even provided a couple of small loops sewn into the top of the cover for you to run the cable-tie through, so there's no confusion where this should fit. I had no issues installing it on the KTM, but some bikes do come with plastic dust shields in front of the fork seal, which you will have to remove.

You will need to periodically remove and clean them to remove any dirt that may have collected over time, but beyond this, the fork seal covers function just like any other protection accessory - install them and ride with more peace of mind. As with most of its super-premium products, Kriega offers a 10-year guarantee on these covers, which hints at the quality you're getting. The fork seal covers are available on Kriega's website and is one of the most affordable products from the company.

Where: www.kriega.com

Price: Rs 1,430

ROAD TEST No 904

APRILIA SR 160

The sportiest scooter in the country gets a cleaner and more powerful engine.

MODEL TESTED BS6 SR 160

Price Rs 1.04-1.14 lakh (ex-showroom, India) • On sale Now • 0-60kph 7.96sec • 60-0kph 17.29m • Fuel economy (overall) 36.1kpl



PHOTOGRAPHY ASHLEY BAXTER

W

hen Aprilia launched the SR 150 in 2016, it made the enthusiasts as well as the industry sit up and take notice.

In a market where scooters are considered nothing more than just a frugal way to get from point A to point B, Aprilia dared to tread into uncharted territory. In many ways, the Aprilia SR 150 is the antithesis to the relaxed and practical Indian scooter. Its powerful motor, involving handling, and inherent sporty character resulted in it being lapped up by



enthusiasts. Cut to 2020, and the BS6 regulations have resulted in the SR getting a slightly bigger, more powerful engine. But has the quest for cleaner emissions dulled the fun factor it is known for? Let's find out.

DESIGN

The SR 160 looks identical to the SR 150, except for the tweaked decals denoting the use of a 160cc engine. The scooter has been around for some time now but it is far from evoking that 'long in the tooth' feeling. It still looks like a sharp and sporty scooter to me, one with a distinct identity of its own. This is complemented by the 14-inch wheels that lend a unique stance, unlike anything seen in the rather crowded Indian scooter space.

Moving beyond the design, the fit and finish is good in most places but I would've liked the use of a better grade of plastic around the instrument cluster and the switchgear. It just doesn't feel premium enough for a scooter priced on the other side of Rs 1 lakh. And this is only magnified when you look at the scant features list. The SR 160 doesn't get a LED headlamp, there's no multifunctional ignition slot and the part-digital instrument cluster could've displayed more information. There are 125cc scooters that are better equipped than the SR 160. I wish Aprilia had used this opportunity to throw in more features and justify the huge price hike; I'll get to that later.

PERFORMANCE

The Aprilia SR 150 has always been lauded for its benchmark performance, and a look at the SR 160's larger and more powerful motor suggests that the bar may have been pushed higher. However, our tests reveal otherwise.

In the transition to comply with BS6 norms, the cubic capacity of the air-cooled single has gone up slightly, from 154.8cc to 160cc, via an increase in the stroke from 58.6mm to 60.6mm. Meanwhile, the carburettor has been replaced with a fuel-injection system. The result of this is a 0.84hp increase in power and a 0.7Nm increase in torque.

Crank up the engine and you'll notice that it sounds similar to the BS4 unit at idle, despite the addition of the secondary catalytic converter. However, once you set off, you'll find that the scooter feels notably smoother, and it remains that way until you cross the 70-80kph mark. →

- WE LIKE**
- Styling
 - Improved refinement
 - Sure-footed handling

- WE DON'T LIKE**
- Lack of features
 - Price



• Underseat stowage area not as spacious as a conventional scooter.



• Key slot for opening the seat seems outdated for today's times.



• Instrument cluster layout is neat but could have more information.



• ABS-equipped 220mm disc brake offers excellent stopping power.



• USB charging slot is standard, located conveniently under the seat.



• New BS6 engine sounds similar to the outgoing BS4 unit at idle.



• MRF Nylogrip Zappers offer good grip and feedback, even on wet roads.



• Stepped seat is firm and tends to feel uncomfortable after some time.

DATA LOG

SR 160

Price Rs 1.04-1.14 lakh
(ex-showroom, India)

ENGINE

Layout Single-cylinder, air-cooled
Displacement 160.03cc
Max power 10.9hp at 7,600rpm
Max torque 11.6Nm at 6,000rpm
Specific output 68.11 per litre
Power to weight 92.37 hp per tonne
Installation Transverse
Construction Alloy
Bore x stroke 58 x 60.6mm
Valve gear 3 per cylinder
Ignition and fuel Electric, fuel-injection

GEARBOX

Type CVT

SUSPENSION

Front Telescopic fork
Rear Monoshock

WHEELS & TYPES

Made of Alloy
Wheel size (f/r) 14 inches
Tyre size (f/r) 120/70-14

BRAKES

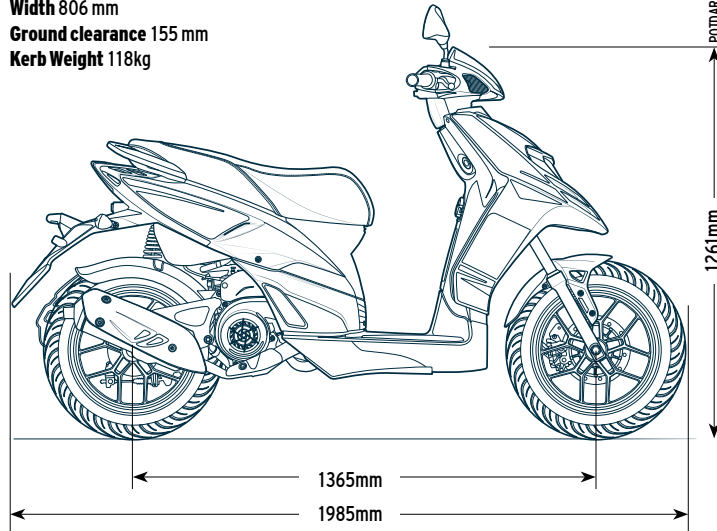
Front 220mm disc
Rear 140mm drum

BRAKING

60-0kph 17.29m

TECHNICAL LAYOUT

Width 806 mm
Ground clearance 155 mm
Kerb Weight 118kg



ACCELERATION IN GEAR

	2nd	3rd	4th
20-50kph	3.95s	-	-
30-70kph	-	9.55s	-
50-80kph	-	-	12.76s

ECONOMY

TEST
City 35kpl
Highway 37.27kpl
Overall 36.1kpl
Tank size 7 litres
Tank range 252.7km

ACCELERATION

Kph	TIME (sec)
0-10	0.63
0-20	1.34
0-30	2.24
0-40	3.46
0-50	5.24
0-60	7.96
0-70	11.64
0-80	15.75



10.9hp

Powerful motor has enough grunt for the congested city as well as the open highway.

36.1kpl

Fuel efficiency isn't great, but is acceptable considering the SR's sporty intent.



“
Show the SR
a series
of corners, and
it shines.
”

← This smoothness, however, has come at the cost of the initial punch off the line that made the previous scooter a bit more exciting. This reduced feeling of urgency reflects in our performance tests as well. Clocking 7.96sec in the 0-60kph sprint, the SR 160 is 0.49sec slower than the SR 150 we tested last year. Nevertheless, it remains India's quickest scooter, albeit by a slim margin over 125cc scooters like the BS6 Suzuki Access (0-60kph in 8.08sec)

As far as top speed is concerned, the SR 160 managed to nudge past 90kph on the speedometer. Corresponding to the Vbox numbers, it is great to see that the speed displayed is now quite accurate and Aprilia has finally fixed the massive speedo error issue that exaggerated the SR 150's top speed.

RIDE AND HANDLING

The one area that the SR 160 hasn't seen any change over the 2019 SR 150, is in the way it rides. Aprilia tweaked the front fork last year to make the suspension more absorbent over our broken and undulating roads, and the SR 160 continues in the same vein. The low-speed ride remains stiff, but it is not as jarring as the original and is a small price to pay for the genuinely sporty handling; show the SR a series of corners and it shines. The poise and confidence with which the SR flows through a series of bends is unlike any other scooter. The SR is also easy to tip into a corner, despite its 14-inch wheels, and the MRFs offer sufficient grip and feedback.

The brakes are the best we've experienced on an Indian scooter. The bite from the front disc is powerful and the feedback through the lever so accurate, it puts to shame the braking on some more expensive motorcycles. The ABS too is well calibrated and doesn't come in until required. However, when it does it stays on for a bit.

AUTOCAR ROAD TEST No 904

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Power- and torque-to-weight figures are calculated using manufacturer's claimed kerb weight.



VERDICT

APRILIA SR 160

It remains the quickest and most enthusiast-oriented scooter, but it can no longer be called good value.



The Aprilia SR 160 is one of the most exciting scooters in the market today, and if you've always desired to own a dynamically sound scooter with a high fun quotient, this is a no-brainer. That said, what might make you hang back on drawing out the cheque book is the Rs 1.24 lakh (on-road, Mumbai) price tag, and that's for the base version. That's roughly Rs 20,000 over the BS4 SR 150 and bang in the territory of some really good 150cc motorcycles. Quite a steep hike for a model that offers a riding experience not very different from before and comes without any additional features. Nevertheless, the SR 160's BS6 motor is a sign of what we can expect from the upcoming Aprilia SXR 160 maxi-scooter that will use the same engine. With its more spacious ergonomics and expected improvement in comfort, the SXR should be a good match for this motor and it's something to look forward to when it launches later this year. **AI**

TESTERS' NOTES



RISHABH BHASKAR
Pillion foot pegs could do with a rubber top for better grip in the rain.



FIROZE IRANI
Once on the move, the engine sounds smoother than before.

SPEC ADVICE

The Race variant with its MotoGP inspired livery looks better, but the Standard model is the smarter choice.

JOBS FOR THE FACELIFT

- Digital cluster with Bluetooth
- LED lamps
- Multifunctional key slot

TEST SCORECARD

COMFORT



Seat is uncomfortably shaped, while the floor board is small.

PERFORMANCE



Still the quickest scooter in India, but by a very small margin.

REFINEMENT



The engine is notably smoother than its predecessor.

VALUE



The lack of features is glaring given the high price.

SAFETY



Brakes are sharp and it's one of the only scooters with ABS.

RIDE



No longer teeth-chatteringly harsh, but still very firm

HANDLING



Stable at high speeds and planted around corners.

BUILD & QUALITY



Some areas could do with better plastic quality.

ROAD TEST No 905

TVS APACHE RTR 200 4V

The RTR 200 4V gets a notable update. We test its competency.

MODEL TESTED BS6 RTR 200 4V

Price Rs 1.27 lakh (ex-showroom, Delhi) • On sale Now • 0-100kph 11.74sec • 60-0kph 19.16m • Fuel economy (overall) 43.08kpl



PHOTOGRAPHY ASHLEY BAXTER

T

VS ensured that our first experience of the BS6 Apache RTR 200 4V was on their test track in Hosur, and the impressions were good. It felt engaging, confident, and like the older model, an enjoyable proposition. However, for a motorcycle to be successful in a country that has only three racetracks, it is far more important it ticks the right boxes on the road. So, to see how it fares, we've given the RTR 200 V4 our full road-test treatment.



DESIGN

The one big change is at the front, where TVS has designed a flatter, wider and more contemporary headlamp. Not only does this full-LED headlight work well with the rest of the design, its throw of light is sufficient in the dark as well. What will certainly take some getting used to, though, are the DRLs that look like raised eyebrows. The rest is very familiar, and while general all round quality is good, the finish of the plastic around the DRLs and speedometer are a little underwhelming.

Another cosmetic change the Apache has undergone is to the graphics. The BS6 model has outlines of red with carbon-fibre finish inlays, instead of the solid red graphics seen on the earlier model. While the decals bring in some freshness, the current white and black base colour options look a little dull. Brighter, racier colours like yellow, red and blue will work nicely on this design.

PERFORMANCE

We were glad to see that TVS has managed to meet the BS6 emission norms without meddling with the RTR 200's sporty character. The 197.7cc, oil-cooled, single-cylinder still loves to rev and continues to deliver that solid mid-range punch. TVS says that the engine revisions include using a new lightweight piston, and while the power figure remains unchanged, there is a slight 1.3Nm drop in torque. Despite this, the BS6 RTR 200 managed to go from 0-60kph in 3.99sec and from 0-100kph in 11.74sec. These figures are quite close to those of the carburetted BS4 model.

As fun and revvy as this engine is, what's unfortunate is that vibrations creep in through the handlebar and foot pegs at around 7,000rpm and get stronger as you approach the redline. And that leads us into another issue we've had with this bike since its inception – the lack of a sixth gear. On the highway at 100kph, you'll find yourself right in the rev range where the vibes begin to make themselves felt. A sixth cog would have made this a much nicer highway machine, but for now, you'll still enjoy its punchy performance in urban confines. Nonetheless, the BS6 Apache delivers impressive fuel efficiency figures of 44.7kpl on the highway and 41.4kpl in the city.

DYNAMICS

The updated RTR 200 is 2kg heavier than the model it replaces and not a lot has changed when it comes to its →

WE LIKE

- Rev-happy engine
- Bluetooth connectivity
- Agile handling

WE DON'T LIKE

- Lack of sixth gear
- Vibrations post 7,000rpm



● New LED headlamp works well, but the design is not for everyone.



● New graphics use red outlines with carbon-fibre finish inlays.



● Smartphone connectivity enables navigation readouts on the display.



● New 'i' button serves specific functions when paired to a phone.



● A plastic shield keeps dirt and debris off the rear brake caliper.



● Screen can now also show lean angle using your phone's sensors.



● BS6 update has added a bulky catcon on the header pipe.



● Braking is adequate, but a larger disc would improve the performance.

DATA LOG

APACHE RTR 200 4V

Price Rs 1.27 lakh
(ex-showroom, Delhi)

ENGINE

Layout Single-cylinder, oil-cooled
Displacement 197.7cc
Max power 20.5hp at 8500rpm
Max torque 16.8Nm at 7500rpm
Specific output 103.6 per litre
Power to weight 133.9hp per tonne
Installation Transverse
Construction Alloy
Bore x stroke 66 x 57.8mm
Valve gear 4 per cylinder
Ignition and fuel Electric, fuel-injected

GEARBOX

Type 5-speed

SUSPENSION

Front Telescopic fork
Rear Monoshock

WHEELS & TYPES

Made of Alloy
Wheel size (f/r) 17 inches
Tyre size (f/r) 90/90-17 / 130-70-R17

BRAKES

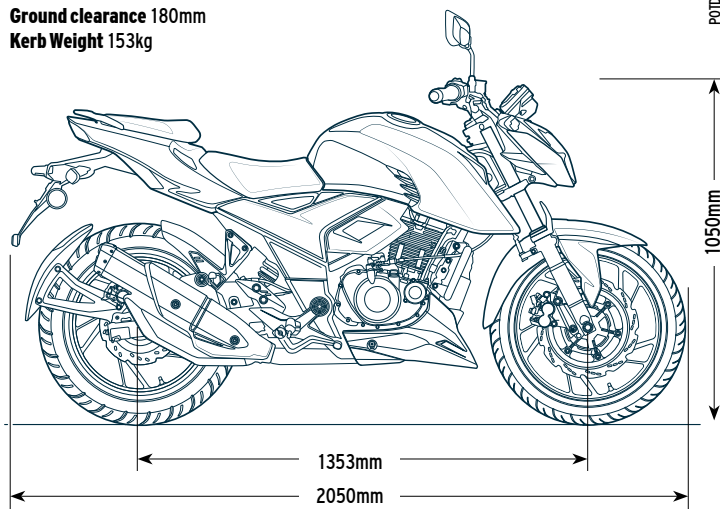
Front 270mm disc
Rear 240mm disc

BRAKING

60-0kph 19.16m

TECHNICAL LAYOUT

Width 790mm
Ground clearance 180mm
Kerb Weight 153kg



ACCELERATION IN GEAR

	2nd	3rd	4th
20-50kph	2.88s	-	-
30-70kph	-	6.16s	-
50-80kph	-	-	7.34s

ECONOMY

TEST
City 41.40kpl
Highway 44.76kpl
Overall 43.08kpl
Tank size 12 litres
Tank range 516.9km

ACCELERATION

Kph	TIME (sec)
0-10	0.46
0-20	0.92
0-30	1.53
0-40	2.24
0-50	2.95
0-60	3.99
0-70	5.31
0-80	6.89
0-90	9.05
0-100	11.74



20.5hp

Grunty low and mid-range performance makes the RTR 200 exciting in the city.

44.7kpl

Around 45kpl on the highway is quite impressive for sporty 200cc naked.



“
The RTR 200 4V is every bit as fun as it used to be.
”

← dynamics. The KYB fork and Showa monoshock continue to deliver that supple but comfortable ride quality on the road. Having experienced the race bike, which used a very similar setup, it's safe to say that this feedback-rich, double-cradle frame will take on corners like nobody's business. However, that being said, some may find that it is a little too agile.

While the RTR continues to use the grippy TVS Remora tyre at the front, it now gets an even grippier new dual-compound radial rear tyre, called the Eurogrip Protorq Sport SR, as standard. The brakes have always been a sore point with the RTR 200, and while they aren't bad, they could still use more bite and feel. It would have been nice to see TVS switch to a 300mm front disc, but it's still the 270mm unit that you get. The bike now gets a dual-channel ABS system; it works well, but it tends to engage a little early so you need to get used to the feeling of a pulsating lever under hard braking.

FEATURES

One of the biggest new features is the Glide Through Technology (GTT). This uses the fuel-injection system to inject a small amount of fuel to allow the bike to crawl forward in first and second gear with no throttle inputs once you let out the clutch. This helps in bumper-to-bumper traffic and makes daily commuting a little less fatiguing.

As before, the RTR 200 gets TVS' Smart Xconnect technology that made its debut on the Ntorq. This pairs with your smartphone via Bluetooth to display incoming calls, number of unread messages and even the battery level of your paired phone, all on the bike's LCD screen. What's new is that the RTR 200's system uses the phone's gyro sensors to display your lean angle. Another neat feature is the lap timer mode that, as its name suggests, lets you clock your lap time as you pass the start/finish line by pressing the new 'i' button on the right hand side switch gear. This button also serves other functions when paired with a smartphone.

AUTOCAR ROAD TEST No 905

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VERDICT

TVS APACHE RTR 200 4V

The BS6 Apache RTR 200 4V feels much the same in terms of the riding experience, but now gets many new features.



With its BS6 update, the RTR 200 4V has become costlier by Rs 13,000, taking the price to Rs 1.27 lakh, and unlike earlier, only one version is available. This may seem very expensive, but its nearest rival, the Bajaj Pulsar NS 200 costs an almost identical Rs 1.28 lakh. As has become the unfortunate trend, motorcycles are getting more expensive, but TVS is trying to offset this with equipment like a slipper clutch, dual-channel ABS and Bluetooth connectivity. These features are hard to come by at this price point, and that makes the RTR 200 good value for money. The Apache holds on to its identity, and while it's still not the best high-speed highway cruiser, it makes up for it by being a fun yet fuel-efficient package. **AI**

TESTERS' NOTES



FIROZE IRANI
Not much has changed with the riding position, and it's still cramped for tall riders



RISHAAD MODY
The DRLs are seriously polarising and remind me of Japanese manga characters.

SPEC ADVICE

There's only one spec. Buy the RTR 200 4V if you want a quick and fun urban riding experience at this price point.

JOBS FOR THE FACELIFT

- 6-speed gearbox
- Reducing vibrations
- A less polarising face

TEST SCORECARD

COMFORT



A reasonably comfy riding position, but not for tall riders.

PERFORMANCE



Strong mid-range performance keeps the RTR 200 4V exciting.

REFINEMENT



Vibes creep in at the handlebar and pegs above 7,000rpm.

VALUE



A long list of features and tech makes the RTR good value.

SAFETY



Dual-channel ABS is now standard equipment.

RIDE



The bike is set up to be supple while still being comfortable.

HANDLING



The RTR's light and super-agile character has not changed!

BUILD & QUALITY



Plastic finish in some places can improve.

Standing tall

One of the most important motorcycle lines of the modern era turned 40 this year. **Rishaad Mody** takes you through the journey of the GS.



If you go back a couple of decades, there was a time when the premium motorcycle business was ruled by sports bikes. But over the years, adventure bikes steadily got bigger and bigger (figuratively and literally), and today's premium motorcycle business has ADVs sitting at the very top. And this isn't just some mature market phenomenon because the

clamour for ADVs is getting louder in emerging markets like ours as well. One bike stands at the root of this movement, and 2020 marks the 40th years of its existence. And that's the mighty BMW GS.

ORIGIN STORY

The story of the GS can be traced back to the late '70s, a time when BMW Motorrad

wasn't the powerhouse it is today. In those days, the company had an ageing line-up of horizontally-opposed twin-cylinder-engined (also known as the boxer) machines, and its very existence was under question. This was around the time when some BMW engineers were making their own boxer-engined off-road bikes in their spare time, but it was something the company wasn't taking seriously. Almost →



This beautiful R 80 G/S Paris Dakar edition owned by Polly Mistry lives in Mumbai.



Boorman and McGregor did wonders for the GS' image.

← simultaneously, BMW designer Hans Muth was experimenting with his own ideas and was working with an existing R 65 motorcycle frame with a bigger 797cc boxer engine from the R 80/7. What Muth was working on was essentially a sort of big off-roader that could cover distances as well.

This was a completely alien concept at the time because, while there were plenty of tourers and a host of enduro bikes, there was nothing that claimed to do both. Meanwhile, what also helped the G/S' cause was that in the late '70s, the German Enduro championship had created a new 750cc+ category which allowed such machines to race. At the hands of the company engineers and test riders who raced in their personal time, the aforementioned home-built off-road boxers happened to perform quite well. With the platform's ability proven, and Muth's own project underway, BMW greenlit the project.

In 1980, the R 80 G/S was unveiled to the world, with the official definition for the initials being 'Gelande' (terrain) and 'Strasse' (road). Despite the public never having seen anything like this before, the bike ended up doing better than the company expected in its first year, with over 6,500 units being sold. As for Muth, he didn't stay with BMW for long and moved on to work with Suzuki to design another all-time icon, the 1981 Katana.

THE LEGEND GROWS

Not content with having created what was probably the world's first 'adventure motorcycle' (although the category was known as the touring-enduro back then), BMW went on to prove that its machine could walk the talk. A rally-prepared version the R 80 G/S was entered in the 1980 edition of the mighty Paris Dakar Rally, and with an enormous 9,500km to cover – through various forms of terrain – this was the bike's time to shine. In its first year, the bike finished 5th, which prompted BMW to return the next year with a more serious team and motorcycle. This time, with MX rider Hubert Auriol, the R 80 G/S absolutely destroyed the competition, winning with a four-hour margin over the rider in second place! The G/S then went on to bag three consecutive wins in 1983, 1984 and 1985. These bikes were the true beasts

Heavily modded versions of the R 80 G/S won four editions of the mighty Paris Dakar rally.



of Dakar, especially the heavily modified 1985 winning bike, which ran a massive 1,000cc engine. In comparison, today's Dakar bikes are limited to 450cc singles. On the other side of the pond, BMW also took the GS to the famous Baja Rally in America and picked up victories in 1982 and 1983.

To commemorate its motorsports victories, a special R 80 G/S Paris Dakar edition was launched with a 32-litre fuel tank signed by Belgian rider Gaston Rahier. Regular followers of Autocar India will remember that we were lucky enough to actually ride one of these on the streets of Mumbai!

In 1987 came the first all-new model, the R 100 GS. This bike got a bigger 980cc engine that made about 60hp, compared with the 50hp from the R 80 G/S. It also received plenty of changes that marked the course of evolution for the GS brand. BMW found that most customers spent their time on tarmac (some things never change), so things like the 18-inch rear wheel were now changed to 17-inches. Customers also complained that the R 80 G/S' monolever rear suspension (essentially a single-side swingarm with shaft drive) caused the trademark shaft drive tendency to 'jack up' under acceleration, which led to... erm, quirky dynamics. The

“
**An off-roader that
 could cover distances?
 It was an alien concept
 at the time.**
 ”

solution was the new 'paralever' which created a dual-link from the transmission to the wheel. Overall, the R 100 GS was bigger and heavier than the bike before it, but the better road manners meant the public loved it regardless - sounds familiar?

Meanwhile, the R 80 G/S made way for the new R 80 GS which received similar updates as the R 100, including the use of cross-spoked wheels that allowed the use of tubeless tyres; something that's a rarity on adventure bikes even today! A smaller R 65 GS also came out at around the same time with the smaller 650cc boxer from the R 65, but this bike never enjoyed the same popularity as its bigger siblings.

AND GROWS SOME MORE

The mighty GS began to take the shape we know today with the all-new R 1100 GS that debuted in 1994. With a stance more in line with modern-day ADVs, the R 1100 GS was a significant stride forward for the GS brand. Its new 1,085cc motor featured an oil-cooling setup and it was the first GS to use fuel injection. The old two-valve pushrod design was also swapped for a modern, cam-driven four-valve setup.

Perhaps the biggest change came in the front suspension design, where the traditional fork was replaced by BMW's Telelever front end. This uses a centrally mounted shock and →

In the right hands,
 the big R 100 GS was
 quite willing to play.



Original R 80 G/S used a rear drum brake.



Paralever rear suspension debuted on R 100 GS.



Anand Dharmaraj's well-used R 1150 GS is one of the very few in India.

A fully loaded motorcycle
traversing tricky terrain
- the idyllic GS image!



A GS can be hustled pretty
hard on the road too, as
demonstrated by this 2019
R 1250 GS Adventure.



← creates a rather unique riding experience with very little dive under braking. The GS uses this setup to this day, and it's just another factor that makes it stand out in a sea of bikes that were born to compete with it.

Of course, the R 1100 GS was bigger and more advanced than the bike it replaced. This trend has continued with the R 1150 GS that replaced it in 1999 and brought with it a 6-speed transmission for the first time. What the 1150 will be most remembered for was the near-36,000km ride from London to New York by Ewan McGregor and Charley Boorman, and the subsequent TV show and book, both titled 'Long Way Round' based on it. This show was widely credited for converting the GS' image from an old man's bike to a cool and desirable object for those who craved for a life of adventure. The inside story is that the original choice was to do this with KTMs, but the Austrian company didn't provide them bikes, so the team turned to BMW



The first (top) and latest GS instrument consoles demonstrate what 40 years of evolution looks like.

instead. Who knows what today's ADV market might have looked like if KTM had agreed!

In 2004, the R 1200 GS was launched, and this model finally broke the trend by being a whole 30kg lighter than the model it replaced. This was also the first GS to hit the 100hp mark. The year 2005 saw the debut of the R 1200 GS Adventure, which was a more

“
In 40 years, the GS has become the bestselling bike from BMW.
”

long-distance-focused sister model that boasted a bigger fuel tank – a nod to the original R 80 G/S Paris Dakar edition. The GS Adventure line has been available since.

More updates emerged over the years, from electronic stability control and electronically controlled suspension in 2008, to the shift to DOHC layout in 2010 and the introduction of water cooling for the now infamous 2013 model. This bike was subject to multiple recalls and BMW even had to subsequently revise the steering geometry due to complaints of poor stability. The last big GS update came in 2017 with the introduction of the current R 1250 GS that featured a bigger motor with variable valve timing that now pushed out 136hp.



The 2018 R nine T Urban GS bears a much closer resemblance to the 1980 G/S than today's behemoths.



There were also plenty of single-cylinder and parallel-twin GSes over the years.

THE FULL PICTURE

In this story, we've focused on boxer-powered GS models because, while there have been multiple single-cylinder and parallel-twin engined GSes over the years, the boxer has always been the essence of this bike. That being

said, today's 250kg, windproof luxury barges are a far cry from the original R 80 G/S; although, you could argue that the intention behind the bike's existence has remained the same. In many ways, the 2018 R nine T Urban GS, with its standard telescopic fork, is a much closer modern representation of the 1980 original, at least visually.

Nevertheless, in the last 40 years, the GS has become the most important bike the German manufacturer has ever made. It's been the company's bestseller for decades, and even today, it is the top-selling motorcycle in markets like the UK. After all these years, and despite all the competition that has emerged, the GS has remained a highly capable, yet unique and soulful machine that will get you to the cafe in complete comfort, whether it's down the street or on the other side of the world. Long live the GS! **AI**



YOUR GUIDE TO **BUYING** A USED SUPERBIKE

Rishabh Bhaskar lists the things to bear in mind before you head to the used superbike market to find your dream machine.

PHOTOGRAPHY PRAMUKH BAJAJ



It is advisable to get the bike checked thoroughly by experts.

In our previous issue, we brought you a comprehensive guide to buying a used two-wheeler.

From the initial steps like proper research to vehicle inspection and paperwork, we gave you a clear idea about what to look out for while purchasing a used machine. While most of the points mentioned in the first guide are applicable here as well, there are a few other things to consider before you get yourself that dream machine.

GET REAL

Owning a big bike is a dream for almost every motorcyclist. The huge rise in popularity for multi-cylinder motorcycles in the last 7-8 years shows that more and more people have been able to realise that dream. Naturally, with the passage of time, a number of these superbikes now find themselves on the used motorcycle market. With prices hovering between 50-80 percent of the on-road cost, depending on the registration year and total kilometres covered, used superbikes are turning out to be lucrative deals. However, with big bikes come big caveats, and if ignored, you can find yourself in a pickle!



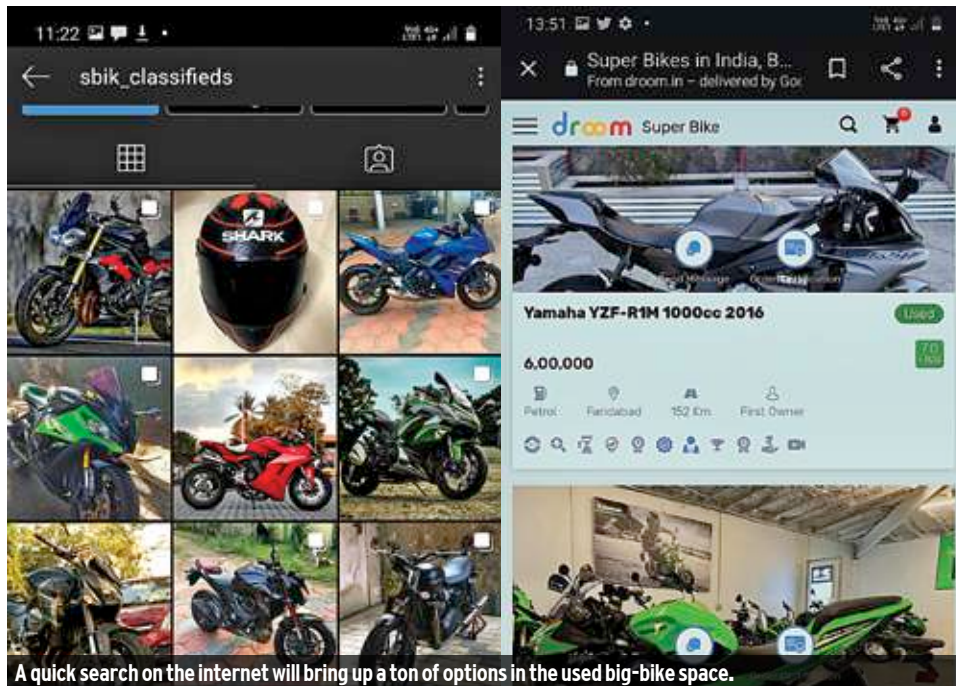
“
Big motorcycles cost big money to maintain, especially when there's a repair job involved.
 ”

CHOOSE WISELY

It all begins with a quick search on the internet where you'll be flooded with advertisements about used superbikes on sale from every category imaginable. The question you need to ask is what kind of motorcycle will be appropriate for your needs. If you frequently attend track days, a focused superbike, like a Triumph Daytona 675, BMW S1000RR or a Kawasaki Ninja ZX10R, would be ideal. Adventure tourers like the Triumph Tiger 800, on the other hand, are preferred by those bitten by the travel bug. So the intention of buying and riding a used big bike has to be extremely clear. After all, there is no point in paying lakhs and leaving the motorcycle to gather dust just because you don't enjoy riding it the way it wants to be ridden.

FINANCIAL HIT

This is one of the biggest areas that many overlook. Before you put the money down, no matter how lucrative the deal may be, evaluate if you can really afford to run and maintain a superbike. A used Suzuki Hayabusa, Kawasaki →



A quick search on the internet will bring up a ton of options in the used big-bike space.

← Ninja ZX10R, Yamaha R1 or even an adventure tourer may be going for close to half the price of the original, but that does not halve the cost of parts or service.

Let's take the popular Yamaha YZF-R1, for instance. A set of front brake pads would cost anything between Rs 7,000-9,000. And if you wish to own exotic superbikes like an Aprilia RSV4 (used options can be had surprisingly cheap!) or a Ducati Panigale V4, their brake pads cost upwards of Rs 15,000. Then there's the regular service, engine oil, replacing the fork oil, chain and sprockets as and when required. These costs understandably vary, depending on the make and model, and will have to be considered when buying the motorcycle. Recurring expenses such as tyres (Rs 30,000-45,000) and insurance (Rs 20,000 onwards) also need to be budgeted before taking the plunge. And these expenses are without considering any mishaps or damages sustained to the bike. Remember, insurance may not cover everything and repair jobs could turn out to be quite expensive.

The silver lining here is that most first owners spend a sizeable amount on crash protection, so that's one expense taken care of. In fact, aftermarket exhausts and accessories such as panniers are often bundled with the bike to sweeten the deal.

“
The extra cost of buying from a company dealership will get you the assurance you need.
 ”

HUNTING GAMES

Now that you've made up your mind and readied your wallet, the hunt for a well-used superbike begins. Internet posts and advertisements by dealers will proclaim the bike to be in 'showroom condition' with barely any mileage on the odometer. However, this is only the tip of the iceberg. It is imperative that you personally inspect the motorcycle and verify all documents. The Indian used superbike market is notorious for second or third owners avoiding transferring the motorcycle to their name, and instead keeping it in original owner's name. That not only saves them money at the RTO but it also makes the bike appear as a single-owner motorcycle. A few experts in the field have also told us some horror stories on how dealers commit fraud by tampering with the odometer reading because a low-mileage motorcycle will fetch more money. On the flip side, there are many genuine dealers and trustworthy owners who will help you find a great used bike. Word of mouth within the community really helps you find such trusted people.

UNDER THE SCANNER

One way to find out if a motorcycle is worth your money is to have it checked at an authorised service centre. If the owner has been diligent with the service schedule, the records will show. This is also a good way to find out if the motorcycle has faced serious issues. Checking the insurance papers to see if a 'No Claim Bonus' has been availed is another way you can confirm no major repair work has been carried out.

If it is not possible to check vehicle stats at authorised dealers, or the owner claims that the bike has been serviced elsewhere, have the bike evaluated by someone reliable. A few garages, such as Indimotard Greasehouse in



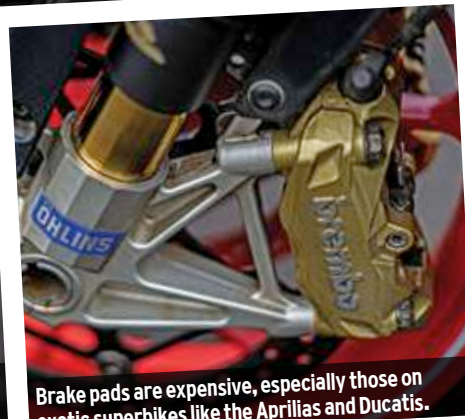
Tyres are the biggest recurring expense, more so when it is performance-focused rubber.



In most cases, big-bike sellers include the aftermarket exhaust as part of the deal.



Crash protection is essential. It's worth paying extra for a motorcycle that has everything installed.



Brake pads are expensive, especially those on exotic superbikes like the Aprilias and Ducatis.



A 600cc supersport with questionable papers can be used as a track-only machine.

Bengaluru, or Zubin's Design in Mumbai have been servicing, repairing and restoring superbikes for quite some time. Their wealth of knowledge gives them the ability to look for known issues that most people will miss. This way you'll know whether the bike has been used properly or abused, and, subsequently, just how big a service bill you might be staring at down the line.

One of the safest places to find a superbike is at official company dealerships. Ducati and Harley-Davidson, for instance, have their pre-owned motorcycle arm that checks and refurbishes used superbikes before selling them. They also offer a one-year warranty. Now, these motorcycles may cost more than the ones in the open market, but nothing beats the peace of mind that you'd get after buying a verified, used motorcycle with a valid warranty.

GREY AREA

The infamous grey market is still said to be operating in the dark alleys of the used superbike space and it's an area that you definitely want to avoid. Many 600cc bikes such as the Yamaha YZF-R6, Honda CBR600RR, and others were never officially launched in India, but they are available in the used bike market. But as enticing as they may be, it is genuinely difficult to find one with clean and authentic papers. The wise thing to do then is to stick to Indian-invoiced superbikes and stay away from a potential world of trouble.

SEAL THE DEAL

Once you find yourself a genuinely good superbike, it is important to be reasonable while negotiating the deal. If the deal isn't favourable, walk away, but bear in mind how well the bike has been taken care of when you decide to



haggle. A seller that has put in years of dedication and money into maintaining a superbike may ask for a little more, and sometimes it's worth paying for the peace of mind. Remember, it is always better to buy a

well-kept motorcycle with verifiable service history than ending up with a lemon with a lower buy-in cost.

BON VOYAGE!

Given the steady proliferation of big bikes in India and the vast network of parts supply chains, it is quite easy to buy and maintain a used superbike today. Even if you own less common superbikes, like a 1998 Yamaha R1 or an old BMW GS, sourcing parts is not too difficult. However, what you should be mentally ready for is the time and money involved in running a superbike. It may seem like a lot initially, but the experience of riding a superbike will more than make up for it. **AI**

The legendary Suzuki Hayabusa has its own fan base and people are willing to pay a fat sum to own what is undoubtedly the most recognised superbike in India.





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PHOTOGRAPHY SHELDON MARTIS

FIRST REPORT

KTM 790 DUKE

KTM's big-capacity thriller enters our long-term fleet!

This was a decision made a few months ago, but the 790 Duke that my wife and I bought has only just arrived due to circumstances now known as the 'new normal'. Understandably, I've had no opportunity to ride it, and because the magazine deadline is about to slam into my face, this report will be restricted to why I picked this bike, and what the delivery was like.

Despite the pleasure of having ridden many, many big bikes over the years, this is the first one I've actually owned. One of the less spoken about downsides of my job is that since you get to ride everything, you also know the negatives of everything, and that makes it hard to decide what bike you'd actually like to own. I know, poor me.

But the truth is, one of the happiest motorcycling memories from 2019 is playing with the Scalpel on KTM's Chakan test track. And when you're sitting on the fence about a decision, that's the kind of emotion that can make all the difference.

Back then, there was no decision to be made. I'm of the opinion that sports bikes are wasted on our roads, and since my home in Mumbai is at least 1,251km from the nearest racetrack, I always assumed my first big bike would be an ADV. Still, there was no shaking the thought in the back of my head that every motorcyclist should own at least one sports bike at some point. So when news broke that the last few BS4 790 Dukes were going at a fantastic price, a decision had to be made, and fast. Memories from Chakan helped nail down our choice, and the bike was delivered to our house.

It's a strange experience, buying a bike in these times, and we did it all from the safety of our home. We had someone come over to our place for all the initial paperwork a few months back, and once the registration was completed, we had the choice of either picking it up from the showroom or paying extra for it to be delivered. Rs 1,200 later, one of those purpose-built flatbed mini-trucks was neatly winning the

bike down into our society parking area. Of course, everything must be sanitised these days; so much liquid was sprayed onto touch points like the bars, levers and grab rail. And along with the bike comes a nice folder that holds all the papers, manuals, tool kit and spare key.

Well, that's about it. The original plan was to ride the 790 to the track about twice or thrice a year to fully (and safely) scratch that itch that KTMs tend to create. That's definitely not happening anytime soon, so I now have to figure out how to properly enjoy this absolute hooligan of a machine, while keeping it sane on the public road. Good thing I've got 999km of engine run-in ahead of me.

RISHAAD MODY

TEST DATA

KTM 790 DUKE
Odometer 1km
Price Rs 8.63 lakh (ex-showroom, India)
Economy NA **Faults** None
Maintenance costs None

LOVE IT



SPECIAL ATTENTION

The papers, tool kit, manual, all come in a nice KTM folder.



KEY-P IT COVERED

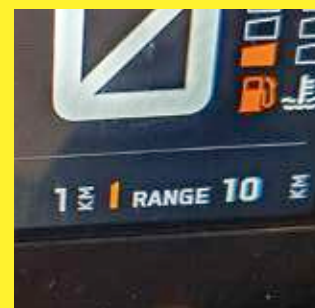
Plastic key cover looks nice, can be tethered to a keychain.

LOATHE IT



UNPOLISHED

Wish the handlebar bolts had a nicer finish.



RIDE IT ALREADY!

Only 1km has been clocked as of writing this!

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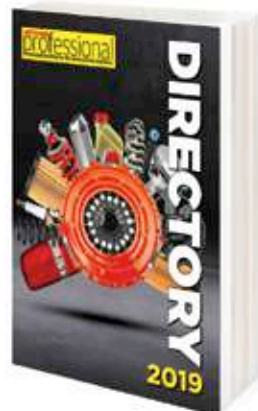
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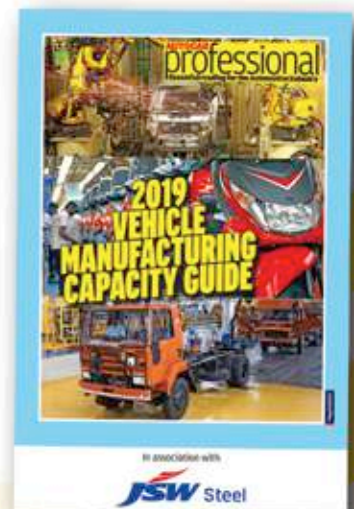
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MOTORSPORT



F1'S BACK

The stalled 2020 season will finally get underway at Austria's Red Bull Ring on July 5.



GREEN LIGHT FOR MOTOGP 2020

MotoGP has revealed a revised 13-race European calendar for this season.

Pg 128



LYNN REPLACES WEHRLEIN

Alex Lynn will drive for Mahindra Racing for the remainder of the 2019/20 Formula E season.

Pg 128



MMRT GEARS UP FOR RACING RETURN

MMRT is introducing new safety measures and track updates as it prepares for motorsport to resume.

Pg 129



MotoGP's revised 2020 calendar features 13 races in Europe.

2020 MotoGP season to kick off on July 19

MotoGP will resume action with 13 races in Europe; overseas rounds to be assessed later.

After a lengthy pause due to the COVID-19 pandemic, the 2020 MotoGP season will finally get underway with the Spanish GP on July 19.

For now, the revised calendar is limited to Europe as travel restrictions are still in place across the world. However, MotoGP's governing body, the FIM (Fédération Internationale de Motocyclisme), has revealed that rounds outside Europe will be assessed and confirmed before July 31. USA, Argentina, Thailand and Malaysia have so far been listed as potential destinations for overseas races.

Much like various sporting series around the world, for the time being, these races will be held without any spectators at the venue.

As per the revised calendar, the 2020 MotoGP season will now kick off with a double-header at the Jerez

Circuit on July 19 and 26. To compensate for the lack of eligible venues, multiple circuits like the Red Bull Ring in Austria and the Misano World Circuit in Italy will be hosting more than one race.

Additionally, FIM also confirmed that the 2020 season will not finish later

than December 13 and will comprise a maximum of 17 rounds. This figure already includes March's Qatar GP, since the Moto2 and Moto3 races went ahead as scheduled because the teams and riders were already in Qatar for the three-day official test.

REVISED 2020 MOTOGP CALENDAR

Date	Event	Circuit
March 8	Qatar (Moto2 and Moto3)	Losail
July 19	Spain	Jerez
July 26	Andalusia	Jerez
August 9	Czech Republic	Brno
August 16	Austria	Red Bull Ring
August 23	Styria	Red Bull Ring
September 13	San Marino	Misano
September 20	Emilia-Romagna	Misano
September 27	Catalunya	Barcelona
October 11	France	Le Mans
October 18	Aragon	Motorland Aragon
October 25	Teruel	Motorland Aragon
November 8	Europe	Ricardo Tormo
November 15	Valencia	Ricardo Tormo

Formula E to stage 6-race 2019/20 finale

FORMULA E'S ONGOING 2019/20 season will be resuming in August, and the all-electric racing series has come up with a rather novel solution to pandemic-related problems.

The remainder of the season has been condensed to six races that will be held over nine days, all at the Tempelhof Airport in Berlin.

The German airfield will be hosting three double-headers

on August 5-6, 8-9 and 12-13, and each pair of races will use a different track configuration.

Formula E had already completed five races prior to the season's suspension in March, and the trip to Berlin will take the total number of races held this season up to 11. These concluding rounds will be held behind closed doors, with only essential staff and competitors to the event.



All six races will be held in Berlin across nine days.

COWELL STEPS DOWN AS MERCEDES F1 ENGINE CHIEF

Andy Cowell, who has headed Mercedes-AMG High Performance Powertrains (HPP) department for the last seven years, will be leaving his role as managing director.

Cowell oversaw the production of Mercedes' V6 power units and after spending 16 years working at HPP, he stated he's made the decision to leave Mercedes to "seek a new engineering business challenge."

Cowell's responsibilities will be split between the existing senior leadership team. Hywel Thomas will be taking over as managing director, with direct responsibility for the F1 Power Unit.



LYNN REPLACES WEHRLEIN AT MAHINDRA RACING FORMULA E TEAM

Mahindra Racing has confirmed that 2014 GP3 champion Alex Lynn will be replacing Pascal Wehrlein for the remaining six rounds of the 2019/20 Formula E championship. Lynn already has a fair amount of experience in Formula E since he's previously raced for the DS Virgin Racing and Jaguar Racing teams in the all-electric racing series. Wehrlein was initially contracted with Mahindra Racing till the end of 2020/21 season, but he decided to part ways with the team with immediate effect. Reports suggest that this move makes way for him to switch to racing for the Porsche Formula E team instead.



MMRT preparing for racing to resume



MMRT will be introducing new safety measures and track updates.

WITH COVID-19 LOCKDOWN restrictions being eased across India, the Madras Motor Sports Club (MMSC) has announced plans to introduce a number of updates to the Madras Motor Race Track (MMRT), as it prepares for racing activity in the country to resume.

The MMRT recently opened its doors for paid practice sessions for car and bike competitors. The resumption of all this activity means some strict protocols have been introduced to ensure the safety of everyone present. MMSC president Ajit Thomas revealed that these measures include thermal temperature

checks and hand sanitisation, as per government requirements.

MMSC vice president, Vicky Chandhok, further explained the new safety rules, saying: "To start with, for the practice sessions, we will be restricting the number of persons attached to each vehicle to two in the case of cars and one for bikes. This will help us enforce social distancing with a gap of at least 10 feet between them."

The MMRT will also be receiving some important updates, including self-contained marshal posts, digital flags and a new grandstand. The digital flags

will significantly reduce the number of marshals required and will be operated from the Race Control room. Additionally, all 21 existing marshal posts will be replaced with new, self-contained locked enclosures that will protect the marshals from the elements.

Finally, the MMSC will also be addressing a long-felt need for a permanent grandstand along the start-finish straight, facing the eastern paddock and pits. This new grandstand is expected to be ready by September and it is planned to be a 600-seater structure with a provision for expansion.



New Dakar Rally rules target safety

ORGANISERS OF THE Dakar Rally have released the list of revised rules for its 2021 edition, which will be held between January 3-15.

The 2021 Dakar Rally will once again take place solely in Saudi Arabia, largely due to COVID-19-related travel restrictions. Overall, the new rules focus on making the gruelling event safer for competitors and also see the introduction of a new 'Dakar Classic' category.

FOCUS ON SAFETY

This year's Dakar Rally unfortunately saw the tragic deaths of two riders - Paulo Gonçalves and Edwin Straver. With that in mind, the event will be introducing some key measures to ensure the safety of competitors.

Airbag vests will be made mandatory for all bike and quad riders. These vests are already in use in MotoGP and have proven to reduce the severity of injury in a serious crash.

The roadbooks will now give all competitors aural warnings, around 100-200 metres before approaching level 2 and 3 difficulty zones. Moreover, the older paper-based roadbooks will be replaced by a digital version in certain categories. This should help the competitors focus on the road ahead instead of flipping through pages in the middle of a stage.

Additionally, especially tricky and hazardous sectors will be categorised as 'slow zones' where speed will be limited to 90kph.

NEW ROADBOOK RULES

This year, the Dakar Rally

tried handing out the roadbooks just minutes before select stages. This practice will now be made standard, with the roadbooks being handed out to competitors in all categories just 10 minutes before the start of each stage.

This will, in a way, level all the participants, regardless of how much rallying experience they have, since they won't be able to study and prepare the roadbook in advance.

PENALTIES AND LIMITED TYRES

From next year, competitors are going to have to have to be careful with just how hard they push their machines. No tyre changes will be allowed in the car category during the marathon stage - not even between competitors. Meanwhile, all the elite bike competitors will only be allowed a total of six rear tyres for the entire rally.

Also, from 2021, time penalties will be applied starting from the second piston change, even if the rest of the engine remains the same. Additionally, bikers will no longer be allowed to work on their bikes at refuelling stations.

DAKAR CLASSIC

Next year's Dakar Rally will also see the addition of a new 'Dakar Classic' category for vehicles that participated in the Dakar or other major rally-raid events before 2000, as a tribute to the event's roots. These vehicles will compete on a dedicated parallel course alongside the main rally.

Rast to replace Daniel Abt at Audi Formula E

TWO-TIME DTM (Deutsche Tourenwagen Masters) Champion René Rast will be replacing Daniel Abt at Audi's Formula E team for the remaining races of the 2019/20 championship.

Audi had decided to drop Abt after it emerged that he had cheated in the Formula E 'Race at Home Challenge' virtual race. The 2018 Mexico and Berlin E-Prix winner let professional eSports racer Lorenz Horzing take his place in the virtual championship's fifth round. He later explained that the incident was planned to "create a funny story" and he had intended to reveal that it was Horzing racing in his place all along.

Rast already has limited experience in Formula E

since he had competed in the 2016 Berlin E-Prix for Team Aguri. He'd qualified 13th

for the race, but ended up retiring after a collision with Bruno Senna.



Rast has won two DTM titles with Audi.

START YOUR ENGINES

After a four-month delay, the 2020 F1 season will finally get underway in Austria. The sport will have to embrace a new normal. But will Lewis Hamilton keep the status quo going with a seventh title? **Abhishek Takle** previews what's in store.

PICTURES FERRARI, MERCEDES-BENZ

Lewis Hamilton can finally head out in the pursuit of a record-equalling seventh Formula One world title, with the sport's coronavirus-delayed 2020 season set to flag off with the Austrian Grand Prix in the first weekend of July.

Like his rivals, the Briton last drove his Mercedes during February's winter testing, with F1, which abandoned its season-opening Australian Grand Prix in March just ahead of Friday practice, not having raced at all this year.

The race at the sylvan Red Bull Ring, the first of a whirlwind eight races in 10 weeks that have been

confirmed so far, will mark a return to action for the sport. But while that will come as welcome news to drivers, and teams and fans starved of their racing fix, it will also mark a step into a new normal for the globetrotting sport.

There will, for instance, be no cheering crowds, with races to be held behind closed doors for now. The drivers' parade, a traditional fixture of the weekend in which drivers tour the track on the back of a flatbed truck, won't take place. Grid procedures have been changed. Teams will be required to adhere to social distancing guidelines even as they work on the cars in the garage and during post-session debriefs as well. Even

the podium ceremony, with its customary spraying of champagne, has been scrapped.

The Red Bull Ring and England's Silverstone, meanwhile, will host two races each, making it the first time in history a circuit will have hosted two championship races in a season.

"The practises we have had in the past just can't be done," F1's motorsport managing director Ross Brawn told the sport's official website.

"There's plenty of ways we can engage without compromising health and safety.

"I'm 100 percent confident that we will make it an engaging and exciting product; it will just

be different."

How many races the season will ultimately have and where they will be held also remains in question. Formula One, originally set for a record 22-race calendar, is aiming to hold 15-18 races this year.

But the schedule beyond the eight confirmed races, all in Europe, starting with the event on July 5 at the Red Bull Ring remains a work in progress, with China, and Bahrain and Abu Dhabi in the Middle East,

as well as older European venues that have hosted F1 in the past all in the running.

Amid all the change, one thing Hamilton will want to keep constant is his Mercedes



Teams and drivers will have to follow strict health and safety guidelines as part of a 'new normal'.



Ferrari, Mercedes and a number of other teams have been doing shakedowns in old cars to limber up for the season ahead.

team's domination.

The Briton won 11 races and his sixth title last year. A seventh this year, which would be his fourth in a row, would see him equal the record set by the great Michael Schumacher in 2004.

From testing form back in February, he is undoubtedly the favourite, with his Mercedes team proving to be the quickest over the winter's running. The German marque also led the mileage charts with the silver cars logging the most laps, even though engine niggles hampered their programme.

Still, testing form is difficult to judge with different teams running different fuel loads and

“
The practices we have had in the past just can't be done. We will make it an engaging and exciting product, it will just be different.
 ”

different programmes. Hopes for a hard-fought battle, fuelled by the closely-contested second-half of the 2019 season, when five drivers from three different teams tasted success, are still very much alive.

But it's Red Bull rather than Ferrari who appear to be Mercedes' closest contenders. The former

champions have won in Austria for the last two years with Max Verstappen. A pair of wins for the Dutchman this year, usually cheered on by legions of his orange-clad fans, could well give him a crucial edge and momentum in the title battle, especially with 2020 set to feature fewer races.

Where Ferrari stand remains unclear, based on pre-season form; the team did not set any spectacular laps in testing this year, unlike the last few seasons.

They could find themselves managing a tricky driver dynamic with four-time champion Sebastian Vettel set to leave the team and possibly head into retirement at the end of the year, and his young teammate Charles Leclerc being very much the marque's future.

Hamilton's own future is still to be resolved, with the 35-year-old out of contract at the end of the season. He had been linked with a move to Ferrari but with McLaren's Carlos Sainz replacing Vettel, he is most likely to stay at Mercedes. **AI**

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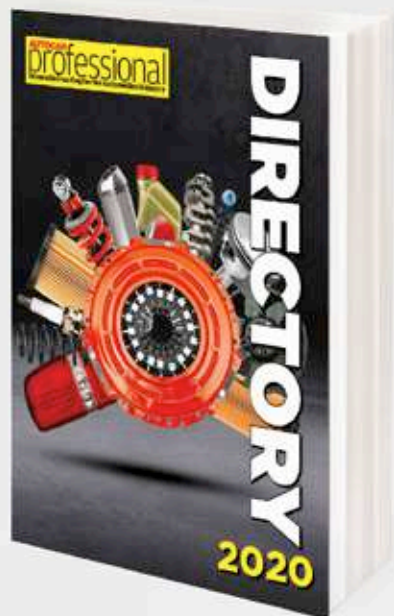
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MODEL DETAILS		PRICES IN LAKHS (ON-ROAD)					ENGINE & TRANSMISSION				PERFORMANCE				FEATURES													INFOTAINMENT			SAFETY																		
MODEL	IMAGE	DELHI	MUMBAI	KOLKATA	CHENNAI	BENGALURU	ENGINE DISPLACEMENT (CC)/NO. OF CYLINDERS	POWER (HP)/TORQUE (NM)	NO. OF GEARS (MANUAL/AUTOMATIC)	FUEL TYPE (P-PETROL, D-DIESEL, E-ELECTRIC, L-LPG)	0-100KPH (SECS)	TOP SPEED (KPH)	20-80KPH IN 3RD GEAR (SECS)	40-100KPH IN 4TH GEAR (SECS)	AC	STEERING WHEEL ADJUST (RAKE/REACH)	CENTRAL/REMOTE LOCKING	POWER WINDOWS (FRONT/REAR)	WHEEL COVERS/ALLOYS	LEATHER SEATS	FRONT SEATS HEIGHT ADJUST (DRIVER/PASSENGER)	PARKING SENSOR (FRONT/REAR)	PARKING CAMERA	SPLIT/FOLDING REAR SEATS	DOOR MIRROR (ADJUST/ELECTRIC RETRACT)	REAR CENTRE ARMREST	FOG LAMPS	DRLs (DAY TIME RUNNING LED)	REAR AC VENTS	BOOT RELEASE	REAR DEFOGGER	REAR WASH WIPE	C	U	A	B	T	N	ESP	ABS	AIRBAGS (NO.)	TRACTION CONTROL							
																																											CD/USB/AUX/BLUETOOTH/ TOUCHSCREEN/NAVIGATION						
ASTON MARTIN DB11		Prices are indicative only and vary from time to time.																						ASTON MARTIN DB11																									
		<p>DB11 Long, low and luxurious as it is, the DB11 is not just another GT from Aston Martin; it marks a revolution for the specialist carmaker. Just about everything on it - including the turbocharged V12 - is new and, on the whole, it feels sensational. Wish we had the roads to enjoy one.</p>					<p>FOR Styling, sumptuous cabin, V12. AGAINST Unusable rear seats, price. VERDICT The DB11 is a huge leap forward for Aston in terms of technology and engineering.</p>				<p>DIMENSIONS L/W/H 4739/1940/1279mm Wheelbase 2805mm Tyre size 255/40 R20(F), 295/35 R20(R) Turning circle dia NA Trunk volume NA Ground clearance NA Kerb weight 1770kg Fuel tank 78 litres SEAT DIMENSIONS Rear seat: Legroom min/max NA/NA Headroom NA Width NA</p>													<p>ECONOMY (kpl) City/Highway/Indian Driving Cycle*</p>																									
DB11		427.00**	NA	NA	NA	NA	5204/V12	608/700	8/A	P	-	-	-	-	A	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8	✓	✓	✓				
Rapide S																								Rapide S																									
		<p>RAPIDE S A soulful V12, four doors and four seats. It's been around for a while but the shape remains distinctive enough to set it apart. It's quite special to drive on the right roads too. That said, it isn't as complete a four-door sports sedan like a Porsche Panamera - the rear seats are pretty cramped.</p>					<p>FOR The V12's soulfulness, tight handling. AGAINST Cramped rear seats. VERDICT It's different.</p>				<p>DIMENSIONS L/W/H 5020/2140/1350mm Wheelbase 2989mm Tyre size 245/40 R20(F), 295/35 R20(R) Turning circle dia NA Trunk volume NA Ground clearance NA Kerb weight 1990kg Fuel tank 90.5 litres SEAT DIMENSIONS Rear seat: Legroom min/max NA/NA Headroom NA Width NA</p>													<p>ECONOMY (kpl) City/Highway/Indian Driving Cycle*</p>																									
Rapide S		350.00**	435.00**	NA	NA	NA	5935/V12	477/600	6/A	P	-	-	-	-	A	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8	✓	✓	✓				
Vantage																								Vantage																									
		<p>VANTAGE That the new Vantage is gorgeous to look at is incidental. What it is, is a rather serious two-seater that makes light work of the business of going fast. Firepower comes from a AMG-sourced 4.0-litre twin-turbo V8 with power solely channeled to the rear. And it's rather nice on the inside too.</p>					<p>FOR Engaging handling, exciting engine. AGAINST Expensive. VERDICT Exclusive, exciting, expensive.</p>				<p>DIMENSIONS L/W/H 4465/1942/1273mm Wheelbase 2704mm Tyre size 255/40/20, 295/35/20 Turning circle dia NA Trunk volume NA Ground clearance NA Kerb weight NA Fuel tank 73 litres SEAT DIMENSIONS Rear seat: Legroom min/max NA/NA Headroom NA Width NA</p>													<p>ECONOMY (kpl) City/Highway/Indian Driving Cycle*</p>																									
Vantage		295.00**	295.00**	295.00**	295.00**	295.00**	3998/V8	510/685	8/A	P	-	-	-	-	A	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8	✓	✓	✓				
AUDI A6																								AUDI A6																									
		<p>A6 You see the latest and best of Audi in the new A6. It's big on tech and pamper occupants, even if it's not the roomiest car in its class. Ride quality is a highlight, and that's without air suspension that the last-gen car got. It may not be a riveting drive, but the A6 is easy to steer and has poise at high speeds.</p>					<p>FOR Refinement, ride quality. AGAINST No diesel, V6 or AWD option. VERDICT Tech-laden sedan that should be on your radar.</p>				<p>DIMENSIONS L/W/H 4939/1886/1457mm Wheelbase 2924mm Tyre size 225/55 R18 Turning circle dia 11.9m Trunk volume 560 litres Ground clearance NA Kerb weight 1780kg Fuel tank 73 litres Warranty NA SEAT DIMENSIONS Rear seat: Legroom min/max NA Headroom NA Width NA</p>													<p>ECONOMY (kpl) City/Highway/Indian Driving Cycle* 45TFSI NA/NA/14.11</p>																									
45TFSI Premium Plus		64.48	66.72	61.53	67.14	69.71	1984/4	245/370	7/A	P	-	-	-	-	A	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8	✓	✓	✓				
45TFSI Technology		70.18	73.86	67.08	73.11	75.93	1984/4	245/370	7/A	P	-	-	-	-	A	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8	✓	✓	✓			
A8 L																								A8 L																									
		<p>A8 L The A8 L is the latest and best of Audi tech. It's near impossible to fault the back-seat comfort of the A8 L and the driving experience will come as a pleasant surprise. The sole 340hp mild-hybrid powertrain on offer does exactly what it needs to in almost any situation.</p>					<p>FOR Rear seat experience, ride quality. AGAINST Rivals are priced more competitively. VERDICT A very compelling luxury limo.</p>				<p>DIMENSIONS L/W/H 5302/1945/1485mm Wheelbase 3128mm Tyre size 225/45 R19 Turning circle dia NA Trunk volume 505 litres Ground clearance NA Kerb weight NA Fuel tank 82 litres Warranty NA SEAT DIMENSIONS Rear seat: Legroom min/max NA/NA Headroom NA Width NA</p>													<p>ECONOMY (kpl) City/Highway/Indian Driving Cycle*</p>																									
55TFSI		179.26	182.00	174.57	187.54	195.53	2995/V6	340/500	8/A	P	-	-	-	-	A	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8	✓	✓	✓			
Q8																								Q8																									
		<p>Q8 There's no question Audi's new flagship SUV is a stunner. It's got an incredibly well-executed interior, loads of space and it's well-kitted before options start. Ride quality is another highlight. Performance from the 340hp mild-hybrid V6 petrol mill is good but perhaps some zing is missing.</p>					<p>FOR Stunning looks, cabin is plush, tech-laden and spacious. AGAINST Expensive even before options. VERDICT The ride of choice for those who want to stand out.</p>				<p>DIMENSIONS L/W/H 4986/1995/1705mm Wheelbase 2995mm Tyre size 275/50 R20 Turning circle dia NA Trunk volume 605 litres Ground clearance NA Kerb weight 2115kg Fuel tank 85 litres Warranty NA SEAT DIMENSIONS Rear seat: Legroom min/max NA/NA Headroom NA Width NA</p>													<p>ECONOMY (kpl) City/Highway/Indian Driving Cycle*</p>																									
55TFSI		153.48	161.00	149.44	159.75	169.98	2995/V6	340/500	8/A	P/E	-	-	-	-	A	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8	✓	✓	✓				
BENTLEY Bentayga																								BENTLEY Bentayga																									
		<p>BENTAYGA A proper Bentley and a proper SUV, it feels bespoke and sumptuous, and gets massively powerful engines (the W12 is almost overkill). There's no doubt about its off-road abilities either. The well-rounded SUV costs the earth but you'll still have to get in line for one.</p>					<p>FOR Performance, luxury, ride quality. AGAINST Design may divide opinion, exorbitant options. VERDICT Everything you'd expect an SUV from Bentley to be.</p>				<p>DIMENSIONS L/W/H 5140/1998/1742mm Wheelbase 2995mm Tyre size 285/40 R22 Turning circle dia NA Trunk volume 431-1774 litres Ground clearance NA Kerb weight 2440kg Fuel tank 85 litres SEAT DIMENSIONS Rear seat: Legroom min/max NA/NA Headroom NA Width NA</p>													<p>ECONOMY (kpl) City/Highway/Indian Driving Cycle*</p>																									
Bentayga W12		402.32**	402.32**	NA	NA	NA	5950/W12	608/900	8/A	P	-	-	-	-	A	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8	✓	✓	✓			
Bentayga V8		378.00**	378.00**	378.00**	378.00**	378.00**	3996/V8	550/770	8/A	P	-	-	-	-	A	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8	✓	✓	✓		
Bentayga Diesel		416.00**	424.00**	416.00**	416.00**	416.00**	3956/V8	435/900	8/A	D	-	-	-	-	A	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8	✓	✓	✓		
Continental GT																								Continental GT																									
		<p>CONTINENTAL GT Simply put, the Conti is one of the finest GTs you can buy. And the gorgeous design and opulent cabin are just part of the equation. Better with a mighty W12 engine up front and clever air suspension and active anti-roll bars, the latest GT has become somewhat of a driver's car too.</p>					<p>FOR Glorious engine, opulent cabin AGAINST Price, limited rear seat space VERDICT One of the finest GTs around.</p>				<p>DIMENSIONS L/W/H 4850/1954/1405mm Wheelbase 2851mm Tyre size 265/40 ZR21, 305/35 ZR21 Turning circle dia NA Trunk volume NA Ground clearance NA Kerb weight 2244kg/2276kg/2411kg Fuel tank NA SEAT DIMENSIONS Rear seat: Legroom min/max NA/NA Headroom NA Width NA</p>													<p>ECONOMY (kpl) City/Highway/Indian Driving Cycle*</p>																									
GT W12		360.00**	360.00**	360.00**	360.00**	360.00**	5950/W12	635/900	8/A	P	-	-	-	-	A	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8	✓	✓	✓		
GT V8		NA	NA	NA	NA	NA	3996/V8	550/770	8/A	P	-	-	-	-	A	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8	✓	✓	✓	
GT V8 Convertible		NA	NA	NA	NA	NA	3996/V8	550/770	8/A	P	-	-	-	-	A	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8	✓	✓	✓

✓ = Standard, ✗ = Not available, ○ = Optional, M = Manual, A = Automatic, F = Front, R = Rear, In = Internal, Ex = External, El = Electric, Re = Remote, NA = Not Available, T = Turbocharged, H = Horizontally-opposed, S = Supercharged. **Ex-showroom prices.

Main table containing car specifications for models like GURKHA, ECOSPORT, ENDEAVOUR, FIGO, and ASPIRE. Columns include Model Details, Prices in Lakhs (On-Road) for Delhi, Mumbai, Kolkata, Chennai, Bengaluru, Engine & Transmission, Performance, Features, Infotainment, and Safety. Each model section includes a brief description, key specifications (Dimensions, Tyre size, etc.), and a grid of feature availability (Standard, Not available, etc.).







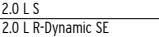

✓ = Standard, ✗ = Not available, ○ = Optional, M = Manual, A = Automatic, F = Front, R = Rear, In = Internal, Ex = External, El = Electric, Re = Remote, NA = Not Available, T = Turbocharged, H = Horizontally-opposed, S = Supercharged. **Ex-showroom prices.

MODEL DETAILS	PRICES IN LAKHS (ON-ROAD)					ENGINE & TRANSMISSION				PERFORMANCE				FEATURES										INFOTAINMENT					SAFETY																							
	DELHI	MUMBAI	KOLKATA	CHENNAI	BENGALURU	ENGINE DISPLACEMENT (CC)/NO. OF CYLINDERS	POWER (HP)/TORQUE (NM)	NO. OF GEARS (MANUAL/AUTOMATIC)	FUEL TYPE (P-PETROL, D-DIESEL, E-ELECTRIC, L-LPG)	0-100KPH (SECS)	TOP SPEED (KPH)	20-80KPH IN 3RD GEAR (SECS)	40-100KPH IN 4TH GEAR (SECS)	AC	STEERING WHEEL ADJUST (RAKE/REACH)	CENTRAL/REMOTE LOCKING	POWER WINDOWS (FRONT/REAR)	WHEEL COVERS/ALLOYS	LEATHER SEATS	FRONT SEATS HEIGHT ADJUST (DRIVER/PASSENGER)	PARKING SENSOR (FRONT/REAR)	PARKING CAMERA	SPLIT/FOLDING REAR SEATS	DOOR MIRROR (ADJUST/ELECTRIC RETRACT)	REAR CENTRE ARMREST	FOG LAMPS	DR/Ls (DAY TIME RUNNING LED)	REAR AC VENTS	BOOT RELEASE	REAR DEFOGGER	REAR WASH WIPE	C	U	A	B	T	N	ESP	ABS	AIRBAGS (NO.)	TRACTION CONTROL											
Jazz	Prices are indicative only and vary from time to time.																																																			
	JAZZ Honda has given the Jazz a mild refresh and rejigged the line-up. There's finally a top-spec petrol-auto but the flexible 'magic' rear seats are gone. Still, it remains a car that aces on practicality with its spacious, well thought-out cabin. The petrol auto gets paddle-shifters as standard and is the pick of the lot.					FOR Spacious cabin, smooth auto gearbox. AGAINST No diesel engine, top versions pricey. VERDICT The Jazz is Mr Practical.				DIMENSIONS L/W/H 3955/1694/1544mm Wheelbase 2530mm Tyre size 175/65 R15, 175/70 R14 Turning circle dia 10.2m Trunk volume 354 litres Ground clearance 165mm Kerb weight 1007-1155kg Fuel tank 40 litres Warranty 2 years/40,000km SEAT DIMENSIONS Rear seat: Legroom min/max 71/94cm Headroom NA Width NA										ECONOMY (kpl) City/Highway/ Indian Driving Cycle* 1.2 M/T Petrol 12.3/16.9/18.7 1.2 A/T Petrol 11.4/16.1/19.0																																
1.2 i-VTEC V	8.39	8.86	8.65	8.67	9.08	1199/4	90/110	5/M	P	14.20	172	14.96	21.25	A	✓/X	✓/✓	✓/✓	X/X	M/X	R	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	2	X										
1.2 i-VTEC VX	8.87	9.36	9.14	9.16	9.59	1199/4	90/110	5/M	P	14.20	172	14.96	21.25	A	✓/X	✓/✓	✓/✓	X/X	M/X	R	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	2	X								
1.2 i-VTEC V CVT	9.70	10.23	9.98	10.01	10.48	1199/4	90/110	CVT	P	14.89	165	9.86	12.20	A	✓/X	✓/✓	✓/✓	X/X	M/X	R	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	2	X							
1.2 i-VTEC VX CVT	10.18	10.73	10.48	10.51	11.00	1199/4	90/110	CVT	P	14.89	165	9.86	12.20	A	✓/X	✓/✓	✓/✓	X/X	M/X	R	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	2	X							
WR-V																																																				
	WR-V The WR-V is more than just a jacked-up Jazz. Bespoke styling, a re-tuned suspension and additional features give it a distinct persona. The good thing is it remains as practical and likeable as the Jazz. The diesel engine is frugal but noisy and the petrol engine lacks punch. Pricing is also on the higher side.					FOR Spacious cabin, equipment. AGAINST Pricey, no automatic option. VERDICT One of the better cross-hatchbacks on sale today.				DIMENSIONS L/W/H 3999/1734/1601mm Wheelbase 2555mm Tyre size 195/60 R16 Turning circle dia 10.6m Trunk volume 363 litres Ground clearance 188mm Kerb weight 1087-1204kg Fuel tank 40 litres Warranty 3 years/unlimited mileage SEAT DIMENSIONS Rear seat: Legroom min/max NA/NA Headroom NA Width NA										ECONOMY (kpl) City/Highway/ Indian Driving Cycle* 1.2 M/T Petrol 12.3/16.9/18.7 1.2 A/T Petrol 11.4/16.1/19.0																																
1.2 i-VTEC S	9.16	9.65	9.54	9.48	9.93	1199/4	90/100	5/M	P	-	-	-	-	M	✓/✓	✓/✓	✓/✓	X/X	M/X	R	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	2	X								
1.2 i-VTEC VX	10.37	10.90	10.79	10.70	11.21	1199/4	90/100	5/M	P	-	-	-	-	M	✓/✓	✓/✓	✓/✓	X/X	M/X	R	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	2	X							
1.5 i-DTEC S	10.53	11.10	10.79	10.71	11.22	1498/4	100/200	5/M	D	-	-	-	-	M	✓/✓	✓/✓	✓/✓	X/X	M/X	R	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	2	X						
HYUNDAI																																																				
Aura																																																				
	AURA The Aura takes over from where the Xcent left off, and improves on it on nearly every aspect. The standard petrol and diesel engines are refined and frugal, while the turbo-petrol makes it fun-to-drive. It's also got a feature-rich and comfortable, if not very spacious, cabin.					FOR Refined engines, light controls. AGAINST AMT variants miss out on some kit. VERDICT A competent and well-rounded compact sedan.				DIMENSIONS L/W/H 3995/1680/1520mm Wheelbase 2450mm Tyre size 165/70 R14, 175/60 R15 Turning circle dia NA Trunk volume 402 litres Ground clearance NA Kerb weight NA Fuel tank 37 litres Warranty 2 years/unlimited mileage SEAT DIMENSIONS Rear seat: Legroom min/max NA/NA Headroom NA Width NA										ECONOMY (kpl) City/Highway/ Indian Driving Cycle* 1.2 M/T Petrol 12.3/16.9/18.7 1.2 A/T Petrol 11.4/16.1/19.0																																
1.2 Kappa E	6.59	7.01	6.51	6.75	7.16	1197/4	83/114	5/M	P	-	-	-	-	M	X/X	X/X	X/X	X/X	M/X	R	X	X/X	In/X	X	X	X	X	In	X	X	X	X	X	X	X	X	X	X	X	X	X	2	X									
1.2 Kappa S	7.61	7.89	7.34	7.81	8.07	1197/4	83/114	5/M	P	-	-	-	-	M	✓/X	✓/✓	✓/✓	X/X	M/X	R	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	2	X						
1.2 Kappa S A/T	8.16	8.48	7.89	8.18	8.47	1197/4	83/114	5/A	P	-	-	-	-	M	✓/X	✓/✓	✓/✓	X/X	M/X	R	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	2	X						
1.2 Kappa SX	8.43	8.75	8.15	8.45	8.96	1197/4	83/114	5/M	P	-	-	-	-	M	✓/X	✓/✓	✓/✓	X/X	M/X	R	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	2	X					
1.2 Kappa SX (O)	9.04	9.39	8.72	9.09	9.63	1197/4	83/114	5/M	P	-	-	-	-	M	✓/X	✓/✓	✓/✓	X/X	M/X	R	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	2	X					
1.2 Kappa SX+ A/T	9.00	9.62	8.91	9.30	9.65	1197/4	83/114	5/A	P	-	-	-	-	A	✓/X	✓/✓	✓/✓	X/X	M/X	R	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	2	X				
1.2 Kappa S CNG	8.41	8.46	8.14	8.40	8.96	1197/4	83/114	5/M	P/C	-	-	-	-	M	✓/X	✓/✓	✓/✓	X/X	M/X	R	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	2	X				
1.0 Kappa SX+	9.25	10.12	9.49	9.85	10.25	998/3	100/172	5/M	P	-	-	-	-	A	✓/X	✓/✓	✓/✓	X/X	M/X	R	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	2	X			
1.2 U2 CRDI S	9.05	9.42	8.63	8.95	9.48	1186/3	75/190	5/M	D	-	-	-	-	M	✓/X	✓/✓	✓/✓	X/X	M/X	R	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	2	X			
1.2 U2 CRDI S A/T	9.61	10.01	9.20	9.51	10.08	1186/3	75/190	5/A	D	-	-	-	-	M	✓/X	✓/✓	✓/✓	X/X	M/X	R	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	2	X			
1.2 U2 CRDI SX (O)	10.51	10.94	10.08	10.42	11.04	1186/3	75/190	5/M	D	-	-	-	-	A	✓/X	✓/✓	✓/✓	X/X	M/X	R	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	2	X		
1.2 U2 CRDI SX+ A/T	10.72	11.18	10.28	10.64	11.27	1186/3	75/190	5/A	D	-	-	-	-	A	✓/X	✓/✓	✓/✓	X/X	M/X	R	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	2	X	
Creta																																																				
	CRETA While its bold design may not be to everyone's taste, the all-new Creta's cabin is definitely a nice place to be in. It's feature-rich across the board and has five engine-gearbox options. The 1.5 petrol is suitable for most, the refined 1.5 diesel excels on the highway, while the 1.4 turbo-petrol is the enthusiast's pick.					FOR Wide range of powertrain options, feature-rich. AGAINST Polarising design, pricey top-spec versions. VERDICT The midsize SUV you can't ignore.				DIMENSIONS L/W/H 4300/1790/1635mm Wheelbase 2610mm Tyre size 205/65 R16, 215/60 R17 Turning circle dia NA Trunk volume NA Ground clearance NA Kerb weight 1350kg Fuel tank 50 litres Warranty 3 years/unlimited mileage SEAT DIMENSIONS Rear seat: Legroom min/max NA Headroom NA Width NA										ECONOMY (kpl) City/Highway/ Indian Driving Cycle* 1.2 M/T Petrol 12.3/16.9/18.7 1.2 A/T Petrol 11.4/16.1/19.0																																
1.5 EX	9.99**	11.89	9.99**	11.50	12.06	1497/4	115/144	6/M	P	-	-	-	-	M	✓/X	✓/✓	✓/✓	X/X	M/X	R	X	X/X	In/X	X	X	X	X	In	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	2	X							
1.5 S	11.72**	14.10	11.72**	14.14	14.60	1497/4	115/144	6/M	P	-	-	-	-	A	✓/X	✓/✓	✓/✓	X/X	M/X	R	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	2	X	
1.5 SX	13.47**	16.14	13.47**	16.21	16.74	1497/4	115/144	6/M	P	-	-	-	-	A	✓/X	✓/✓	✓/✓	X/X	M/X	R	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	2	X
1.5 SX A/T	14.94**	17.88	14.94**	17.97	18.57																																															

MODEL DETAILS	PRICES IN LAKHS (ON-ROAD)					ENGINE & TRANSMISSION				PERFORMANCE				FEATURES												INFOTAINMENT					SAFETY								
	DELHI	MUMBAI	KOLKATA	CHENNAI	BENGALURU	ENGINE DISPLACEMENT (CC)/NO. OF CYLINDERS	POWER (HP)/TORQUE (NM)	NO. OF GEARS (MANUAL/AUTOMATIC)	FUEL TYPE (P-PETROL, D-DIESEL, E-ELECTRIC, L-LPG)	0-100KPH (SECS)	TOP SPEED (KPH)	20-80KPH IN 3RD GEAR (SECS)	40-100KPH IN 4TH GEAR (SECS)	AC	STEERING WHEEL ADJUST (RAKE/REACH)	CENTRAL/REMOTE LOCKING	POWER WINDOWS (FRONT/REAR)	WHEEL COVERS/ALLOYS	LEATHER SEATS	FRONT SEATS HEIGHT ADJUST (DRIVER/PASSENGER)	PARKING SENSOR (FRONT/REAR)	PARKING CAMERA	SPLIT/FOLDING REAR SEATS	DOOR MIRROR (ADJUST/ELECTRIC RETRACT)	REAR CENTRE ARMREST	FOG LAMPS	DRLS (DAY TIME RUNNING LED)	REAR AC VENTS	BOOT RELEASE	REAR DEFOGGER	REAR WASH WIPE	C	U	A	B	T	N	ESP	AIRBAGS (NO.)
<p>Prices are indicative only and vary from time to time.</p>					<p>Grand i10 Nios</p> <p>FOR Value, roomy interior. AGAINST Unexciting to drive, automatic variants miss out on some features. VERDICT A significant improvement but still short of its main rival.</p> <p>DIMENSIONS L/W/H 3805/1680/1520mm Wheelbase 2450mm Tyre size 165/70 R14, 175/60 R15 Turning circle dia NA Trunk volume 260 litres Ground clearance NA Kerb weight NA Fuel tank 37 litres SEAT DIMENSIONS Front seat: Legroom min/max NA/NA Headroom NA Width NA</p> <p>ECONOMY (kpl) City/Highway/Indian Driving Cycle* 1.2 Kappa M/T 13/16.21/20.7 1.2 Kappa AMT 13.76/16.61/20.5 1.2 U2 CRDi M/T 14.90/19.64/26.2 1.2 U2 CRDi AMT 14.87/19.36/26.2</p>																																		
<p>Grand i10 Nios</p> <p>The Nios improves on the Grand i10 on nearly every metric. It's loaded with more features, there's a diesel-automatic option available and its bigger and more premium both inside and out. The torque converter automatic has been given a miss in favour of a cost-effective AMT, which is on offer with both engines.</p>					<p>FOR Cabin space, equipment, premium looks. AGAINST Lacks driver appeal, top-end versions pricey. VERDICT Feels every bit a premium hatch.</p> <p>DIMENSIONS L/W/H 3985-3995/1734-1760/1505-1555mm Wheelbase 2570mm Tyre size 185/70 R14, 195/55 R16 Turning circle dia 10.4m Trunk volume 285 litres Ground clearance 170-190mm Kerb weight 1080-1200kg Fuel tank 45 litres Warranty 2 years/unlimited mileage SEAT DIMENSIONS Rear seat: Legroom min/max 64/84cm Headroom 95cm Width 130cm</p> <p>ECONOMY (kpl) City/Highway/Indian Driving Cycle* 1.2 Petrol 11.5/15.2/NA</p>																																		
<p>Grand i10 Nios</p> <p>Stylish design, a well appointed cabin and long features list, the i20 is popular with the hatchback buyer. Even the updated i20 is not for engaging driving but for average use it works just fine. The 1.2 petrol engine won't get your pulse racing but is refined and efficient.</p>					<p>FOR Peppy performance, range. AGAINST Pricey for its size, lack of charging infrastructure. VERDICT The first EV in India that alleviates range anxiety.</p> <p>DIMENSIONS L/W/H 4180/1800/1570mm Wheelbase 2600mm Tyre size 215/55 R17 Turning circle dia 10.6m Trunk volume 332 litres Ground clearance 172mm Kerb weight 1535kg Battery 39.2kWh Warranty 3 years/unlimited km SEAT DIMENSIONS Rear seat: Legroom min/max NA/NA Headroom NA Width NA</p> <p>ECONOMY (kpl) City/Highway/Indian Driving Cycle* Electric Premium NA/NA/452km on full charge</p>																																		
<p>Grand i10 Nios</p> <p>The new Santro embodies the same core values as its namesake, namely space and comfort. Cost cutting measures like the older 1.1 engine aside, the hatchback comes with quite a few segment first features. AMT and CNG variants are on offer too.</p>					<p>FOR Segment-first features, spacious cabin. AGAINST Cost-cutting evident. VERDICT A near-premium hatchback at an attractive price tag.</p> <p>DIMENSIONS L/W/H 3610/1645/1560mm Wheelbase 2400mm Tyre size 155/80 R13, 165/70 R14 Turning circle dia NA Trunk volume 235 litres Ground clearance NA Kerb weight NA Fuel tank 35 litres Warranty 3 years SEAT DIMENSIONS Rear seat: Legroom min/max NA/NA Headroom NA Width NA</p> <p>ECONOMY (kpl) City/Highway/Indian Driving Cycle* 1.1 MT & AMT NA/NA/20.3 1.1 CNG NA/NA/30.5km/kg</p>																																		
<p>Grand i10 Nios</p> <p>The attractive Tucson slots above the Creta in Hyundai's line-up. While sold only as a five-seater, it offers a good degree of luxury and is well equipped too. It's fairly nice to drive but we'd recommend the strong diesel engine. It's not a hardcore off-roader but all-wheel drive does add versatility.</p>					<p>FOR Roomy cabin, equipment, strong diesel engine. AGAINST Petrol engine isn't great. VERDICT The right SUV at the right price.</p> <p>DIMENSIONS L/W/H 4475/1850/1660mm Wheelbase 2670mm Tyre size 225/60 R17, 225/55 R18 Turning circle dia NA Trunk volume 513 litres Ground clearance 172mm Kerb weight NA Fuel tank 62 litres Warranty 3 year/unlimited mileage SEAT DIMENSIONS Rear seat: Legroom min/max 60.2/72.5cm Headroom 97.4cm Width 141cm</p> <p>ECONOMY (kpl) City/Highway/Indian Driving Cycle* 2.0 2WD petrol 7/11.8/NA 2.0 2WD diesel 10.35/12.7/NA</p>																																		
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*In kick-down mode for automatics. Note: Performance and fuel economy figures are constantly updated and hence may differ from figures in earlier road tests. *Indian Driving Cycle figures are as per ARAI standards. *** Ex-Maharashtra prices.







MODEL DETAILS	PRICES IN LAKHS (ON-ROAD)					ENGINE & TRANSMISSION				PERFORMANCE				FEATURES											INFOTAINMENT					SAFETY																								
	DELHI	MUMBAI	KOLKATA	CHENNAI	BENGALURU	ENGINE DISPLACEMENT (CC)/NO. OF CYLINDERS	POWER (HP)/TORQUE (NM)	NO. OF GEARS (MANUAL/AUTOMATIC)	FUEL TYPE (P-PETROL, D-DIESEL, E-ELECTRIC, L-LPG)	0-100KPH (SECS)	TOP SPEED (KPH)	20-80KPH IN 3RD GEAR (SECS)	40-100KPH IN 4TH GEAR (SECS)	AC	STEERING WHEEL ADJUST (RAKE/REACH)	CENTRAL/REMOTE LOCKING	POWER WINDOWS (FRONT/REAR)	WHEEL COVERS/ALLOYS	LEATHER SEATS	FRONT SEATS HEIGHT ADJUST (DRIVER/PASSENGER)	PARKING SENSOR (FRONT/REAR)	PARKING CAMERA	SPLIT/FOLDING REAR SEATS	DOOR MIRROR (ADJUST/ELECTRIC RETRACT)	REAR CENTRE ARMREST	FOG LAMPS	DRLS (DAY TIME RUNNING LED)	REAR AC VENTS	BOOT RELEASE	REAR DEFOGGER	REAR WASH WIPE	C	U	A	B	T	N	ESP	ABS	AIRBAGS (NO.)	TRACTION CONTROL													
																																										Prices are indicative only and vary from time to time.					CD/USB/AUX/BLUETOOTH/ TOUCHSCREEN/NAVIGATION	ESP	ABS	AIRBAGS (NO.)	TRACTION CONTROL			
VENUE	VENUE This compact SUV is more than a scaled down Creta. It may lack a bit of presence but it's a fine choice for urban buyers. The 1.2 petrol and 1.5 diesel are adequate, if unexciting. The star of the range is the 1.0 turbo-petrol; it's smooth, pleasant and works well with the dual-clutch auto. Higher variants are quite well-equipped for their price too.					FOR High quality interiors, keen pricing. AGAINST Limited rear legroom, top-spec auto missing some features. VERDICT A user-friendly compact SUV that's hard not to like.				DIMENSIONS L/W/H 3995/1770/1605mm Wheelbase 2500mm Tyre size 195/65 R15, 215/60 R16 Turning circle dia 10.2m Trunk volume 350 litres Ground clearance 195mm Kerb weight NA Fuel tank 45 litres Warranty 3 years/unlimited km SEAT DIMENSIONS Rear seat: Legroom min/max NA/NA Headroom NA Width NA											ECONOMY (kpl) City/Highway/ Indian Driving Cycle* 1.2 petrol M/T NA/NA/17.33 1.0 petrol M/T NA/NA/18.1 1.0 petrol A/T NA/NA/18 1.5 diesel M/T NA/NA/23.3					VENUE																												
1.2 E	7.73	8.04	7.27	7.77	8.30	1197/4	83/115	5/M	P	-	-	-	-	M	X/X	X/X	X/X	X/X	X/X	R	X	X/X	X/X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	2	X			
1.2 S	8.50	8.85	8.04	8.57	9.14	1197/4	83/115	5/M	P	-	-	-	-	M	X/X	X/X	X/X	X/X	X/X	R	X	X/X	El/X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	2	X
1.0 Turbo GDI S	9.56	10.02	9.11	9.70	10.34	998/3	120/172	6/M	P	-	-	-	-	M	X/X	X/X	X/X	X/X	X/X	R	X	X/X	El/X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	2	X
1.0 Turbo GDI S DCT	10.83	11.34	10.36	10.99	11.71	998/3	120/172	7/A	P	-	-	-	-	M	X/X	X/X	X/X	X/X	X/X	R	X	X/X	El/X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	2	X	
1.0 Turbo GDI SX	11.03	11.56	10.56	11.21	11.94	998/3	120/172	6/M	P	-	-	-	-	A	X/X	X/X	X/X	X/X	M/X	R	X	X/X	El/X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	2	X		
1.0 Turbo GDI SX Dual Tone	11.19	11.73	10.73	11.38	12.11	998/3	120/172	6/M	P	-	-	-	-	A	X/X	X/X	X/X	X/X	M/X	R	X	X/X	El/X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	2	X		
1.0 Turbo GDI SX(O)	12.63	12.97	11.82	13.03	13.65	998/3	120/172	6/M	P	-	-	-	-	A	X/X	X/X	X/X	X/X	M/X	R	X	X/X	El/X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	6	X		
1.0 Turbo GDI SX+ DCT	13.05	13.57	12.38	13.63	14.46	998/3	120/172	7/A	P	-	-	-	-	A	X/X	X/X	X/X	X/X	M/X	R	X	X/X	El/X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	2	X		
1.5 CRDi E	9.27	9.84	8.64	9.36	9.99	1493/4	100/240	6/M	D	-	-	-	-	M	X/X	X/X	X/X	X/X	X/X	R	X	X/X	X/X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	2	X		
1.5 CRDi S	10.05	10.91	9.43	10.39	11.08	1493/4	100/240	6/M	D	-	-	-	-	M	X/X	X/X	X/X	X/X	X/X	R	X	X/X	El/X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	2	X	
1.5 CRDi SX	11.55	12.07	10.88	11.51	12.27	1493/4	100/240	6/M	D	-	-	-	-	A	X/X	X/X	X/X	X/X	M/X	R	X	X/X	El/X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	2	X		
1.5 CRDi SX Dual Tone	11.72	12.58	11.05	12.42	13.02	1493/4	100/240	6/M	D	-	-	-	-	A	X/X	X/X	X/X	X/X	M/X	R	X	X/X	El/X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	2	X		
1.5 CRDi SX(O)	13.26	13.92	12.15	13.75	14.41	1493/4	100/240	6/M	D	-	-	-	-	A	X/X	X/X	X/X	X/X	M/X	R	X	X/X	El/X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	6	X		
Xcent	Xcent The refreshed Xcent's styling may divide opinion but under the skin, the car remains a well thought-out and well put-together compact sedan. It's got a large boot and the cabin offers good space for four. The petrol engine is pleasant while the peppy new diesel addresses the original Xcent's major weakness. The suspension is better too.					FOR Smart interiors, fit and finish. AGAINST Lower versions lack some safety essentials. VERDICT An easy-to-like and easy-to-live with compact sedan.				DIMENSIONS L/W/H 3995/1660/1520mm Wheelbase 2425mm Tyre size 165/65 R14, 175/60 R15 Turning circle dia NA Trunk volume 407 litres Ground clearance NA Kerb weight NA Fuel tank 43 litres Warranty 2 years/unlimited km SEAT DIMENSIONS Rear seat: Legroom min/max 67/89cm Headroom 92cm Width 127cm											ECONOMY (kpl) City/Highway/ Indian Driving Cycle* 1.2 petrol M/T NA/NA/18.1 1.0 petrol A/T NA/NA/18 1.5 diesel M/T NA/NA/23.3					Xcent																												
1.2 Kappa E	6.68	7.09	6.16	6.91	7.04	1197/4	114	5/M	P	14.23	172	13.67	22.17	M	X/X	X/X	X/X	X/X	X/X	R	X	X/X	El/X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	2	X		
1.2 Kappa S	7.55	7.82	7.18	7.63	7.87	1197/4	83/114	5/M	P	14.23	172	13.67	22.17	M	X/X	X/X	X/X	X/X	X/X	R	X	X/X	El/X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	2	X	
1.2 Kappa S A/T	8.55	8.88	8.08	8.67	8.95	1197/4	83/114	4/A	P	-	-	-	-	M	X/X	X/X	X/X	X/X	X/X	R	X	X/X	El/X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	2	X	
1.2 Kappa SX	8.23	8.54	7.68	8.34	8.61	1197/4	83/114	5/M	P	14.23	172	13.67	22.17	M	X/X	X/X	X/X	X/X	X/X	R	X	X/X	El/X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	2	X	
1.2 Kappa SX(O)	9.08	9.43	8.55	9.22	9.53	1197/4	83/114	5/M	P	14.23	172	13.67	22.17	A	X/X	X/X	X/X	X/X	M/X	R	X	X/X	El/X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	2	X		
1.2 UZ CRDi E	8.00	8.31	8.87	7.76	8.14	1186/3	75/190	5/M	D	-	-	-	-	M	X/X	X/X	X/X	X/X	X/X	R	X	X/X	In/X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	2	X			
1.2 UZ CRDi S	8.77	9.13	8.24	8.76	9.05	1186/3	75/190	5/M	D	-	-	-	-	M	X/X	X/X	X/X	X/X	X/X	R	X	X/X	El/X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	2	X		
1.2 UZ CRDi SX	9.41	9.79	8.74	9.41	9.73	1186/3	75/190	5/M	D	-	-	-	-	M	X/X	X/X	X/X	X/X	M/X	R	X	X/X	El/X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	2	X		
1.2 UZ CRDi SX(O)	10.27	10.70	9.61	10.14	10.65	1186/3	75/190	5/M	D	-	-	-	-	A	X/X	X/X	X/X	X/X	M/X	R	X	X/X	El/X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	2	X		
Prime CNG T	6.66	7.44	NA	NA	NA	1197/4	83/114	5/M	P/C	-	-	-	-	M	X/X	X/X	X/X	X/X	X/X	R	X	X/X	In/X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	2	X		
Prime CNG +	6.70	7.47	NA	NA	NA	1197/4	83/114	5/M	P/C	-	-	-	-	M	X/X	X/X	X/X	X/X	X/X	R	X	X/X	In/X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	2	X			
ISUZU																										ISUZU																												
D-Max V-Cross	D-MAX V-CROSS The rugged pick-up brings some sophistication to the niche segment. The cabin is neat, kit is good and it's decent to drive. It isn't great in town but cargo-hauling and off-roading are this Isuzu's forte.					FOR Torquey engine, load carrying ability. AGAINST Cumbersome to drive in town. VERDICT An interesting option for lifestyle buyers.				DIMENSIONS L/W/H 5295/1860/1840mm Wheelbase 3095mm Tyre size 245/70 R16 Turning circle dia NA Trunk volume NA Ground clearance 225mm Kerb weight 1905kg Fuel tank 76 litres Warranty NA SEAT DIMENSIONS Rear seat: Legroom min/max NA/NA Headroom NA Width NA											ECONOMY (kpl) City/Highway/ Indian Driving Cycle* D-Max V-Cross																																	
4x4 M/T	14.32	14.29	15.45	17.19	20.88	2499/4	134/320	5/M	D	-	-	-	-	A	X/X	X/X	X/X	X/X	X/X	R	X	X/X	El/X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	2	X		
High 4x4 M/T	15.82	15.79	16.80	18.99	22.76	2499/4	134/320	5/M	D	-	-	-	-	A	X/X	X/X	X/X	X/X	X/X	R	X	X/X	El/X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	2	X		
High+ Z Prestige	19.99	19.95	NA	19.92	25.14	1898/4	150/350	6/A	D	-	-	-	-	A	X/X	X/X	X/X	X/X	X/X	R	X	X/X	El/X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	6	X		
MU-X	MU-X The flagship SUV is a step up from its predecessor. Big, and biggy, it is well kitted, spacious, well put-together and available with 4WD. Only offered with an auto box, it is cheaper than most rivals but falls short of class standards on many counts.					FOR Spacious cabin, low-speed ride. AGAINST Engine refinement, heavy steering. VERDICT An SUV with the essentials but not a match for established rivals.				DIMENSIONS L/W/H 4470/1923/1308-1311mm Wheelbase 2622mm Tyre size 255/65 R17 Turning circle dia 11.6m Trunk volume 235-1830 litres Ground clearance 220mm Kerb weight NA Fuel tank 65 litres Warranty 3 years/1,00,000km SEAT DIMENSIONS Rear seat: Legroom min/max NA/NA Headroom NA Width NA											ECONOMY (kpl) City/Highway/ Indian Driving Cycle* 4x2 A/T NA/NA/13.8					MU-X																												
4x2 A/T	26.34	26.29	27.31	33.57	34.35	2999/4	177/390	5/A	D	-	-	-	-	A	X/X	X/X	X/X	X/X	X/X	R	X	X/X	El/X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	2	X		
4x4 A/T	28.31	28.25	29.28	35.93	36.79	2999/4	177/390	5/A	D	-	-	-	-	A	X/X	X/X	X/X	X/X	X/X	R	X	X/X	El/X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	2	X		
JAGUAR																										JAGUAR																												
F-Type	F-TYPE With the recent facelift, the F-Type looks even more eye-catching than before. Base versions get a decent four-pot motor but for the full experience, it's the full blown V8s you should be interested in. AWD derides some of the inherent naughtiness, but also helps put power down cleaner. Pity the V8 F-Types cost as much as they do.					FOR Mental exhaust note (V8), comfort. AGAINST Expensive. VERDICT Feels like an old-school brute and that's what makes it special.				DIMENSIONS L/W/H 4470/1923/1308-1311mm Wheelbase 2622mm Tyre size 245/40 R19, 255/35 R20, 275/35 R19, 295/30 R20 Turning circle dia 10.63m Trunk volume 200 litres Ground clearance 100mm Warranty NA Kerb weight 1520-1763kg Fuel tank 72 litres SEAT DIMENSIONS Rear seat: Legroom min/max NA/NA Headroom NA Width NA											ECONOMY (kpl) City/Highway/ Indian Driving Cycle*					F-Type																												
2.0 Coupe	95.12	95.12	95.12	95.12	95.12	1997/4	300/400	8/A	P	-	-	-	-	A	X/X	X/X	X/X	X/X	X/X	R	X	X/X																																

MODEL DETAILS	PRICES IN LAKHS (ON-ROAD)					ENGINE & TRANSMISSION				PERFORMANCE				FEATURES														INFOTAINMENT		SAFETY													
	DELHI	MUMBAI	KOLKATA	CHENNAI	BENGALURU	ENGINE DISPLACEMENT (CC)/NO. OF CYLINDERS	POWER (HP)/TORQUE (NM)	NO. OF GEARS (MANUAL/AUTOMATIC)	FUEL TYPE (P-PETROL, D-DIESEL, E-ELECTRIC, L-LPG)	0-100KPH (SECS)	TOP SPEED (KPH)	20-80KPH IN 3RD GEAR (SECS)	40-100KPH IN 4TH GEAR (SECS)	AC	STEERING WHEEL ADJUST (RAKE/REACH)	CENTRAL/REMOTE LOCKING	POWER WINDOWS (FRONT/REAR)	WHEEL COVERS/ALLOYS	LEATHER SEATS	FRONT SEATS HEIGHT ADJUST (DRIVER/PASSENGER)	PARKING SENSOR (FRONT/REAR)	PARKING CAMERA	SPLIT/FOLDING REAR SEATS	DOOR MIRROR (ADJUST/ELECTRIC RETRACT)	REAR CENTRE ARMREST	FOG LAMPS	DRLs (DAY TIME RUNNING LED)	REAR AC VENTS	BOOT RELEASE	REAR DEFROGGER	REAR WASH WIPE	C	U	A	B	T	N	ESP	ABS	AIRBAGS (NO.)	TRACTION CONTROL		
<p>Prices are indicative only and vary from time to time.</p>					<p>SETOS Kia's first model for India has hit the nail on the head. The midsize SUV is quite attractive, the interior is well-finished and equipment on offer is class-leading. The trio of engines (each available with manual and auto gearboxes) also impress. The 1.5 petrol is pleasant and best when paired with the CVT, the 1.5 diesel is frugal and refined while the 1.4 turbo-petrol is good fun.</p>				<p>FOR Excellent quality, refinement. AGAINST No paddleshifters on 1.4 DCT. VERDICT All that you could want in a midsize SUV.</p>				<p>DIMENSIONS L/W/H 4315/1800/1635mm Wheelbase 2610mm Tyre size 205/65 R16, 215/60 R17 Turning circle dia NA Ground clearance 190mm Kerb weight NA Fuel tank 50 litres SEAT DIMENSIONS Front seat: Legroom min/max NA/NA Headroom NA Width NA</p>														<p>ECONOMY (kpl) City/Highway/Indian Driving Cycle* 1.5 petrol-MT NA/NA/16.5 1.5 petrol-CVT NA/NA/16.8 1.5 diesel-MT NA/NA/21 1.5 diesel-AT NA/NA/18 1.4 petrol-MT NA/NA/16.1 1.4 petrol-DCT NA/NA/16.5</p>		<p>SETOS</p>														
					1.5 HTE	11.05	11.70	10.78	11.32	11.87	1497/4	115/144	6/M	P	-	-	-	-	M	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	2	X
<p>LAMBORGHINI</p>					<p>Aventador A V12 Lamborghini has to be a hairy old beast. The Aventador is just that with a lot of new tech and a bit more manners. The new Aventador S' four-wheel steering adds an agility the old car lacked and, believe it or not, the V12 now makes even more power. Still, it's a car only for the brave.</p>				<p>FOR Epic engine, is a riot to drive. AGAINST Unyielding ride, wildly expensive. VERDICT Tremendously exciting but hugely impractical.</p>				<p>DIMENSIONS L/W/H 4797/2030/1136mm Wheelbase 2700mm Tyre size 255/30 R20, 355/25 R21 Turning circle dia 12.5m Ground clearance NA Kerb weight 1575kg Fuel tank 90 litres SEAT DIMENSIONS Front seat: Legroom min/max 67/81cm Headroom 92cm Width 138cm</p>														<p>ECONOMY (kpl) City/Highway/Indian Driving Cycle* S Coupe 3.6/8.8/NA</p>		<p>Aventador</p>														
					S Coupe	589.00	600.00	584.00	595.00	605.00	6498/112	770/689	7/A	P	-	-	-	-	A	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	6	X	
					<p>HURACAN EVO Even more dramatic to look at both inside and outside, still loaded with new technology and very usable, the Huracán Evo is essentially a facelift for Lamborghini's V10 supercar. The 5.2-litre engine is even more powerful now, making the supercar even quicker. You'd still pay a hefty price for it.</p>				<p>FOR Performance, surprisingly usable. AGAINST Steering could have been more feeble. VERDICT Friendly when you need it to be, exhilarating in general.</p>				<p>DIMENSIONS L/W/H 4459/1924/1165mm Wheelbase 2620mm Tyre size 245/35 R19, 305/30 R20 Turning circle dia 11.5m Ground clearance NA Kerb weight 1389-1542kg Fuel tank NA SEAT DIMENSIONS Front seat: Legroom min/max NA/NA Headroom NA Width NA</p>														<p>ECONOMY (kpl) City/Highway/Indian Driving Cycle*</p>		<p>Huracan Evo</p>														
					<p>URUS The Urus promises every bit of the drama and performance of Lamborghini supercars, just in an SUV body. It is blisteringly quick - 0-100kph takes 3.6sec - yet has all the ground clearance you'd want, and even offers usable rear seats. In fact, we'd even call it well priced for what it is. Did someone say 'super SUV'?</p>				<p>FOR Performance, handling, performance of Lamborghini supercars for India. AGAINST Expensive options. VERDICT The perfect Lambo for India.</p>				<p>DIMENSIONS L/W/H 5112/2016/1638mm Wheelbase 3003mm Tyre size 285/45 ZR21, 315/40 ZR21 Turning circle dia NA Ground clearance NA Kerb weight 2200kg Fuel tank 85 litres SEAT DIMENSIONS Front seat: Legroom min/max NA/NA Headroom NA Width NA</p>														<p>ECONOMY (kpl) City/Highway/Indian Driving Cycle*</p>		<p>Urus</p>														
<p>LAND ROVER</p>					<p>Discovery The new Discovery differentiates itself from rivals with genuine go-anywhere ability. The plush cabin is spacious and there's practicality built into every aspect. The engine range has been trimmed and there's only a punchy but thirsty 300hp 2.0 petrol now.</p>				<p>FOR Practicality, all-round ability. AGAINST No diesel versions, thirsty petrol engine. VERDICT A 7-seat SUV for the adventurer.</p>				<p>DIMENSIONS L/W/H 4988/2220/1888mm Wheelbase 2922mm Tyre size 235/70 R19 Turning circle dia 12.3m Trunk volume 280-2558 litres Warranty NA Ground clearance 284mm Kerb weight NA Fuel tank 89 litres SEAT DIMENSIONS Rear seat: Legroom min/max NA/NA Headroom NA Width NA</p>														<p>ECONOMY (kpl) City/Highway/Indian Driving Cycle*</p>		<p>Discovery</p>														
					3.0 L Petrol S	75.59	75.59	75.59	75.59	75.59	1997/4	300/450	8/A	P	-	-	-	-	A	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	8	X	
					<p>DISCOVERY SPORT Revised design and more kit make the likeable Discovery Sport easier to recommend still. It's the most outdoorsy midsize luxury SUV and is the only one with three rows of seats, limited as the space may be. The petrol and diesel engines are pleasant but not world-beating.</p>				<p>FOR 7-seat flexibility, tough build. AGAINST Engines could be quieter. VERDICT Capable SUV with a personality very distinct from its rivals.</p>				<p>DIMENSIONS L/W/H 4600/1894/1724mm Wheelbase 2741mm Tyre size NA Turning circle dia 11.6m Trunk volume 65 litres Ground clearance 212mm Kerb weight 2000kg Fuel tank NA Warranty 3 years/1,00,000km SEAT DIMENSIONS Rear seat: Legroom min/max NA/NA Headroom NA Width NA</p>														<p>ECONOMY (kpl) City/Highway/Indian Driving Cycle*</p>		<p>Discovery Sport</p>														
					2.0 L S	69.71	57.06	57.06	57.06	57.06	1999/4	180/430	9/A	D	-	-	-	-	A	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	7	X	
					2.0 L R-Dynamic SE	74.18	60.89	60.89	60.89	60.89	1999/4	180/430	9/A	D	-	-	-	-	A	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	7	X	








✓ = Standard, ✗ = Not available, ○ = Optional, M = Manual, A = Automatic, F = Front, R = Rear, In = Internal, Ex = External, EI = Electric, Re = Remote, NA = Not Available, T = Turbocharged, H = Horizontally-opposed, S = Supercharged. **Ex-showroom prices.

MODEL DETAILS	PRICES IN LAKHS (ON-ROAD)					ENGINE & TRANSMISSION				PERFORMANCE				FEATURES												INFOTAINMENT					SAFETY												
	DELHI	MUMBAI	KOLKATA	CHENNAI	BENGALURU	ENGINE DISPLACEMENT (CC)/NO. OF CYLINDERS	POWER (HP)/TORQUE (NM)	NO. OF GEARS (MANUAL/AUTOMATIC)	FUEL TYPE (P-PETROL, D-DIESEL, E-ELECTRIC, L-LPG)	0-100KPH (SECS)	TOP SPEED (KPH)	20-80KPH IN 3RD GEAR (SECS)	40-100KPH IN 4TH GEAR (SECS)	AC	STEERING WHEEL ADJUST (RAKE/REACH)	CENTRAL/REMOTE LOCKING	POWER WINDOWS (FRONT/REAR)	WHEEL COVERS/ALLOYS	LEATHER SEATS	FRONT SEATS HEIGHT ADJUST (DRIVER/PASSENGER)	PARKING SENSOR (FRONT/REAR)	PARKING CAMERA	SPLIT/FOLDING REAR SEATS	DOOR MIRROR (ADJUST/ELECTRIC RETRACT)	REAR CENTRE ARMREST	FOG LAMPS	DRLS (DAY TIME RUNNING LED)	REAR AC VENTS	BOOT RELEASE	REAR DEFOGGER	REAR WASH WIPE	C	U	A	B	T	N	ESP	AIRBAGS (NO.)	TRACTION CONTROL			
<p>2.0 I S</p> <p>Range Rover</p>  <p>PRICE indicative only and vary from time to time.</p> <p>FOR Waftability, go-anywhere ability, proper luxury.</p> <p>AGAINST Exorbitant price.</p> <p>VERDICT Everything that a Range Rover stands for, only better.</p> <p>DIMENSIONS L/W/H 4999-5199/2034/1835mm Wheelbase 2922-3120mm Tyre size NA Turning circle dia 12.3-13m Trunk volume 535 litres Ground clearance 225-275mm Kerb weight 2687-2717kg Fuel tank NA Warranty 2 years/unlimited mileage SEAT DIMENSIONS Rear seat: Legroom min/max NA/NA Headroom NA Width NA</p>	59.98	59.98	59.98	59.98	59.98	1997/4	249/365	8/A	P	-	-	-	-	A	✓	✓	✓	✓	X	✓	EI/EI	F/R	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7	✓	✓	
<p>2.0 I R-Dynamic SE</p> <p>Range Rover Evoque</p>  <p>FOR Stylish looks, go-anywhere ability.</p> <p>AGAINST 9-speed gearbox could be smoother.</p> <p>VERDICT Stylish SUV that's as much at home in mud as it is in Madrid.</p> <p>DIMENSIONS L/W/H 4371/1996/1649mm Wheelbase 2681mm Tyre size 235/60 R18 Turning circle dia 11.6m Trunk volume 591 litres Ground clearance NA Kerb weight 11915-2350kg Fuel tank 66 litres Warranty NA SEAT DIMENSIONS Rear seat: Legroom min/max NA/NA Headroom NA Width NA</p>	63.32	63.32	63.32	63.32	63.32	1997/4	249/365	8/A	P	-	-	-	-	A	✓	✓	✓	✓	X	✓	EI/EI	F/R	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7	✓	✓
<p>3.0 I Vogue</p> <p>3.0 I LWB Vogue</p> <p>3.0 I Vogue SE</p> <p>3.0 I LWB Vogue SE</p> <p>3.0 I Autobiography</p> <p>3.0 I LWB Autobiography</p> <p>3.0 I LWB SV Autobiography</p> <p>Range Rover Evoque</p>  <p>FOR Go anywhere ability, full of character.</p> <p>AGAINST Expensive, no diesels (at the moment).</p> <p>VERDICT The king of off-roaders is back.</p> <p>DIMENSIONS L/W/H 4323-4758/2008/1967-1974mm Wheelbase 2587-3022mm Tyre size NA Turning circle dia 11.3-12.84m Trunk volume 297-857 litres Ground clearance 216-291mm Kerb weight NA Fuel tank NA SEAT DIMENSIONS Rear seat: Legroom min/max NA/NA Headroom NA Width NA</p>	196.74	196.74	196.74	196.74	196.74	2996/6	400/550	8/A	P	-	-	-	-	A	✓	✓	✓	✓	X	✓	EI/EI	F/R	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8	✓	✓
<p>2.0 I Diesel S</p> <p>2.0 I Diesel R-Dynamic SE</p> <p>2.0 I S</p> <p>2.0 I R-Dynamic SE</p> <p>Defender</p>  <p>FOR Superb build, comfort.</p> <p>AGAINST Not as sporty to drive as you expect it to be, price.</p> <p>VERDICT A significantly cheaper alternative to the big Range Rover.</p> <p>DIMENSIONS L/W/H 4850-4856/1983-2073/1780mm Wheelbase 2923mm Tyre size 235/70 R19, 275/45 R21 Turning circle dia NA Trunk volume 280-2558 litres Ground clearance 227mm Kerb weight 2335-2675kg Fuel tank NA Warranty NA SEAT DIMENSIONS Rear seat: Legroom min/max NA/NA Headroom NA Width NA</p>	67.30	54.94	54.94	69.60	69.12	1999/4	179/430	9/A	D	-	-	-	-	A	✓	✓	✓	✓	X	✓	EI/EI	F/R	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7	✓	✓	
<p>2.0 I 90</p> <p>2.0 I 90 SE</p> <p>2.0 I 90 HSE</p> <p>2.0 I 90 First Edition</p> <p>2.0 I 110</p> <p>2.0 I 110 S</p> <p>2.0 I 110 SE</p> <p>2.0 I 110 HSE</p> <p>2.0 I 110 First Edition</p> <p>Range Rover Sport</p>  <p>FOR Style, well-appointed cabin.</p> <p>AGAINST On the pricier side.</p> <p>VERDICT An SUV that will lure you for the way it looks.</p> <p>DIMENSIONS L/W/H 4797/2032/1665mm Wheelbase 2874mm Tyre size NA Turning circle dia 11.6m Trunk volume NA Ground clearance NA Kerb weight 1857kg Fuel tank NA Warranty NA SEAT DIMENSIONS Rear seat: Legroom min/max NA/NA Headroom NA Width NA</p>	69.99	69.99	69.99	69.99	69.99	1997/4	300/400	8/A	P	-	-	-	-	A	✓	✓	✓	✓	X	X	EI/EI	F/R	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8	✓	✓
<p>2.0 L Petrol S</p> <p>2.0 L Petrol SE</p> <p>2.0 L Petrol HSE</p> <p>Range Rover Velar</p>  <p>FOR Green image, spacious cabin.</p> <p>AGAINST Pricy for what it is.</p> <p>VERDICT Soothing, serene and very Japanese.</p> <p>DIMENSIONS L/W/H 4975/1865/1445mm Wheelbase 2870mm Tyre size NA Turning circle dia 11.8m Trunk volume 454 litres Ground clearance 150mm Kerb weight 1740kg Fuel tank 65 litres Warranty 3 year/1,00,000km SEAT DIMENSIONS Rear seat: Legroom min/max NA/NA Headroom NA Width NA</p>	104.35	112.19	96.48	86.71	109.03	1997/4	240/340	8/A	P	-	-	-	-	A	✓	✓	✓	✓	X	✓	EI/EI	F/R	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8	✓	✓
<p>2.0 I Petrol R-Dynamic S</p> <p>LEXUS ES</p>  <p>FOR Jaw-dropping design, superb cabin.</p> <p>AGAINST Lacks the visceral pleasure of the V8 option.</p> <p>VERDICT The greenest sports car you can buy in India.</p> <p>DIMENSIONS L/W/H 4770/1920/1345mm Wheelbase 2870mm Tyre size NA Turning circle dia NA Trunk volume NA Ground clearance NA Kerb weight 1985kg Fuel tank 82 litres Warranty NA SEAT DIMENSIONS Rear seat: Legroom min/max NA/NA Headroom NA Width NA</p>	107.99	114.28	82.80	90.83	91.00	1997/4	184/365	8/A	P	-	-	-	-	A	✓	✓	✓	✓	X	✓	EI/EI	F/R	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6	✓	✓	
<p>ES 300h Exquisite</p> <p>ES 300h Luxury</p> <p>LC</p>  <p>FOR Green image, spacious cabin.</p> <p>AGAINST Pricy for what it is.</p> <p>VERDICT Soothing, serene and very Japanese.</p> <p>DIMENSIONS L/W/H 4975/1865/1445mm Wheelbase 2870mm Tyre size NA Turning circle dia 11.8m Trunk volume 454 litres Ground clearance 150mm Kerb weight 1740kg Fuel tank 65 litres Warranty 3 year/1,00,000km SEAT DIMENSIONS Rear seat: Legroom min/max NA/NA Headroom NA Width NA</p>	51.90	51.90	51.90	51.90	51.90	2487/4	218/221	CVT	P/E	-	-	-	-	A	✓	✓	✓	✓	X	✓	EI/EI	F/R	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	10	✓	✓
<p>LC500h</p> <p>LEXUS LC</p>  <p>FOR Jaw-dropping design, superb cabin.</p> <p>AGAINST Lacks the visceral pleasure of the V8 option.</p> <p>VERDICT The greenest sports car you can buy in India.</p> <p>DIMENSIONS L/W/H 4770/1920/1345mm Wheelbase 2870mm Tyre size NA Turning circle dia NA Trunk volume NA Ground clearance NA Kerb weight 1985kg Fuel tank 82 litres Warranty NA SEAT DIMENSIONS Rear seat: Legroom min/max NA/NA Headroom NA Width NA</p>	196.00	196.00	196.00	196.00	196.00	3456/V6	354/348	CVT	P/E	-	-	-	-	A	✓	✓	✓	✓	X	✓	EI/EI	F/R	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8	✓	✓	










*In kick-down mode for automatics. Note: Performance and fuel economy figures are constantly updated and hence may differ from figures in earlier road tests. **Indian Driving Cycle figures are as per ARAI standards. *** Ex-Maharashtra prices.

MODEL DETAILS	PRICES IN LAKHS (ON-ROAD)					ENGINE & TRANSMISSION				PERFORMANCE				FEATURES											INFOTAINMENT					SAFETY									
	DELHI	MUMBAI	KOLKATA	CHENNAI	BENGALURU	ENGINE DISPLACEMENT (CC)/NO. OF CYLINDERS	POWER (HP)/TORQUE (NM)	NO. OF GEARS (MANUAL/AUTOMATIC)	FUEL TYPE (P-PETROL, D-DIESEL, E-ELECTRIC, L-LPG)	0-100KPH (SECS)	TOP SPEED (KPH)	20-80KPH IN 3RD GEAR (SECS)	40-100KPH IN 4TH GEAR (SECS)	AC	STEERING WHEEL ADJUST (RAKE/REACH)	CENTRAL/REMOTE LOCKING	POWER WINDOWS (FRONT/REAR)	WHEEL COVERS/ALLOYS	LEATHER SEATS	FRONT SEATS HEIGHT ADJUST (DRIVER/PASSENGER)	PARKING SENSOR (FRONT/REAR)	SPLIT/FOLDING REAR SEATS	DOOR MIRROR (ADJUST/ELECTRIC RETRACT)	REAR CENTRE ARMREST	FOG LAMPS	DRLS (DAY TIME RUNNING LED)	REAR AC VENTS	BOOT RELEASE	REAR DEFOGGER	REAR WASH WIPE	C	U	A	B	T	N	ESP	ABS	AIRBAGS (NO.)
Eeco  <p>Eeco Its USP is that it is one of the cheapest way to transport more than five people and their luggage. It is cheap to buy, cheap to run and is reasonably spacious too. But don't expect much more of the utilitarian Eeco.</p>	<p>Prices are indicative only and vary from time to time.</p>					<p>FOR Spacious cabin, price. AGAINST Poor equipment levels, no diesel option. VERDICT The cheapest A-to-B transport for the large family.</p>				<p>DIMENSIONS L/W/H 3675/1475/1800mm Wheelbase 2350mm Tyre size 155 R13 Turning circle dia 9.0m Trunk volume NA Ground clearance 160mm Kerb weight 908-928kg Fuel tank 40 litres Warranty 2 years/40,000km SEAT DIMENSIONS Rear seat: Legroom min/max NA/NA Headroom NA Width NA</p>											<p>ECONOMY (kpl) City/Highway/Indian Driving Cycle* Petrol NA/NA/15.10 CNG NA/NA/20.00km/kg</p>					<p>Eeco</p>													
Ertiga  <p>ERTIGA Bigger and better, the new Ertiga sticks to the original's formula. It's not too big outside yet offers acceptable seating for seven. With the 1.5 diesel engine gone for now, the 1.5 mild-hybrid petrol is the only engine on offer. It is pleasant and also comes with the option of a nice auto gearbox.</p>	<p>FOR Flexible cabin, easy to drive. AGAINST Dull petrol engine. VERDICT The Maruti for large families.</p>					<p>DIMENSIONS L/W/H 4395/1735/1690mm Wheelbase 2740mm Tyre size 185/65 R15 Turning circle dia 10.4m Trunk volume 209-803 litres Ground clearance 180mm Kerb weight 1135-1245kg Fuel tank 45 litres Warranty 2 years/40,000km SEAT DIMENSIONS Rear seat: Legroom min/max NA/NA Headroom NA Width NA</p>											<p>ECONOMY (kpl) City/Highway/Indian Driving Cycle* Petrol 9.5/16.8/9.34 Petrol AT 7/15/18.69</p>					<p>Ertiga</p>																	
Ignis  <p>IGNIS The Ignis is Maruti's hatchback for the youth; it still looks distinctive and polarising, which gives it a very different vibe. At its core, the Ignis still feels like a Maruti. Unsurprisingly, it's efficient, but surprisingly also spacious for its small footprint. However, the hatch is pricey for what you get.</p>	<p>FOR Frugal yet sporty engine, equipment. AGAINST Pricey, AMT gearbox slow to shift. VERDICT Funky, easy-to-drive hatch with plenty of character.</p>					<p>DIMENSIONS L/W/H 3700/1690/1595mm Wheelbase 2435mm Tyre size 175/65 R15 Turning circle dia 9.4m Trunk volume 260 litres Ground clearance 180mm Kerb weight 825-960kg Fuel tank 32 litres Warranty 2 years/40,000km SEAT DIMENSIONS Rear seat: Legroom min/max NA/NA Headroom NA Width NA</p>											<p>ECONOMY (kpl) City/Highway/Indian Driving Cycle* Petrol NA/NA/20.89</p>					<p>Ignis</p>																	
S-Presso  <p>S-PRESSO Due to its gawky, high-riding proportions, Maruti's 'mini-SUV' won't help it win any beauty contests. Still the shape liberates plenty of cabin room and the top-spec versions are quite well-kitted. A highlight of the S-Presso is the BS6-spec 1.0 engine that's peppy, refined and frugal.</p>	<p>FOR Airy cabin, peppy engine. AGAINST Looks not to all tastes, light build. VERDICT An excellent budget hatchback but definitely not an SUV.</p>					<p>DIMENSIONS L/W/H 3565/1520/1549-1564mm Wheelbase 2380mm Tyre size 145/80 R13, 165/70 R14 Turning circle dia 4.5m Trunk volume 240 litres Ground clearance 180mm Kerb weight 726-767kg Fuel tank 27 litres Warranty NA SEAT DIMENSIONS Rear seat: Legroom min/max NA/NA Headroom NA Width NA</p>											<p>ECONOMY (kpl) City/Highway/Indian Driving Cycle* Petrol NA/NA/21.4-21.7 Petrol A/T NA/NA/21.7</p>					<p>S-Presso</p>																	
Swift  <p>SWIFT The third-gen Swift builds on a successful formula - a chic design, neat cabin and efficient petrol engine. This Swift also happens to be more practical and better equipped. Fairly nice AMTs also bring a newfound convenience. If only this one had the original Swift's nippy dynamics too.</p>	<p>FOR Styling, efficiency. AGAINST Dull steering, top versions are pricey. VERDICT Prepare to join a long, long queue for this Swift.</p>					<p>DIMENSIONS L/W/H 3840/1735/1530mm Wheelbase 2450mm Tyre size 165/80 R14, 185/65 R15 Turning circle dia 9.6m Trunk volume 268 litres Ground clearance 163mm Kerb weight 855-985kg Fuel tank 37 litres Warranty NA SEAT DIMENSIONS Rear seat: Legroom min/max NA/NA Headroom NA Width NA</p>											<p>ECONOMY (kpl) City/Highway/Indian Driving Cycle* Petrol NA/NA/22.0 Petrol A/T NA/NA/22.0</p>					<p>Swift</p>																	
Vitara Brezza  <p>VITARA BREZZA Maruti's compact SUV sales champ has made the dramatic shift from diesel-only to petrol-only. The 1.5-litre engine is likeable but lacks the punch of rival's turbocharged units. 4-speed auto-equipped versions bundle in hybrid tech but are on the pricier side. Mild tweaks help freshen the look while the cabin remains practical as before.</p>	<p>FOR Impressive efficiency, practical cabin. AGAINST On the pricier side, no diesel engine. VERDICT Not revolutionary in any way but ticks the boxes that matter.</p>					<p>DIMENSIONS L/W/H 3995/1790/1640mm Wheelbase 2500mm Tyre size 215/60 R16 Turning circle dia 10.4m Trunk volume 328 litres Ground clearance 198mm Kerb weight 1130-40kg Fuel tank 48 litres Warranty 2 years/40,000km SEAT DIMENSIONS Rear seat: Legroom min/max 68/91cm Headroom 99cm Width 135cm</p>											<p>ECONOMY (kpl) City/Highway/Indian Driving Cycle* Petrol MT NA/NA/17.03 Petrol AT NA/NA/18.76</p>					<p>Vitara Brezza</p>																	







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MODEL DETAILS	PRICES IN LAKHS (ON-ROAD)					ENGINE & TRANSMISSION				PERFORMANCE				FEATURES												INFOTAINMENT		SAFETY												
	DELHI	MUMBAI	KOLKATA	CHENNAI	BENGALURU	ENGINE DISPLACEMENT (CC)/NO. OF CYLINDERS	POWER (HP)/TORQUE (NM)	NO. OF GEARS (MANUAL/AUTOMATIC)	FUEL TYPE (P-PETROL, D-DIESEL, E-ELECTRIC, L-LPG)	0-100KPH (SECS)	TOP SPEED (KPH)	20-80KPH IN 3RD GEAR (SECS)	40-100KPH IN 4TH GEAR (SECS)	AC	STEERING WHEEL ADJUST (RAKE/REACH)	CENTRAL/REMOTE LOCKING	POWER WINDOWS (FRONT/REAR)	WHEEL COVERS/ALLOYS	LEATHER SEATS	FRONT SEATS HEIGHT ADJUST (DRIVER/PASSENGER)	PARKING SENSOR (FRONT/REAR)	PARKING CAMERA	SPLIT/FOLDING REAR SEATS	DOOR MIRROR (ADJUST/ELECTRIC RETRACT)	REAR CENTRE ARMREST	FOG LAMPS	DRLs (DAY TIME RUNNING LED)	REAR AC VENTS	BOOT RELEASE	REAR DEFOGGER	REAR WASH WIPE	C	U	A	B	T	N	ESP	AIRBAGS (NO.)	TRACTION CONTROL
MINI																															MINI									
Mini	Prices are indicative only and vary from time to time.					FOR Go-kart-like handling, sizzling performance (Cooper S, JCW). AGAINST Expensive options, not very practical. VERDICT Expensive but extremely desirable and fun to drive.				DIMENSIONS L/W/H 3850/1727/1415mm Wheelbase 2495mm Tyre size 195/55 R16 Turning circle dia 10.8m Trunk volume 211 litres Ground clearance NA Kerb weight 1150-1295kg Fuel tank 44 litres Warranty 2 years/unlimited km SEAT DIMENSIONS Rear seat: Legroom min/max 50/72cm Headroom 94cm Width 118cm												ECONOMY (kpl) City/Highway/Indian Driving Cycle*																		
	34.50	33.20	33.20	33.20	33.20	1998/4	192/300	6/A	P	6.44	250	4.5	4.93	A	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	M/M	F/R	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6	✓
Cooper D 3-Door	29.90	29.70	29.70	29.70	29.70	1496/3	114/270	6/A	D	9.94	204	6.13	7.75	A	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	M/M	F/R	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6	✓
Cooper D 5-Door	36.00	35.00	35.00	35.00	35.00	1496/3	114/270	6/A	D	9.94	204	6.13	7.75	A	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	M/M	F/R	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6	✓
Cooper S Convertible	38.90	37.10	37.10	37.10	37.10	1998/4	192/280	6/A	P	-	-	-	-	A	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	M/M	F/R	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6	✓
John Cooper Works	43.50	43.50	43.50	43.50	43.50	1998/4	231/320	6/A	P	-	-	-	-	A	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	M/M	F/R	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6	✓
Mini Clubman																															Mini Clubman									
						FOR Added space and practicality, unique. AGAINST Expensive, pricey options VERDICT The most unique of the modern Minis.				DIMENSIONS L/W/H 4253/1800/1441mm Wheelbase 2670mm Tyre size 225/45 R17 Turning circle dia NA Trunk volume 360-1250 litres Ground clearance NA Kerb weight 1435kg Fuel tank 48 litres Warranty NA SEAT DIMENSIONS Rear seat: Legroom min/max NA/NA Headroom NA Width NA												ECONOMY (kpl) City/Highway/Indian Driving Cycle*																		
S Clubman	41.20	40.30	NA	NA	NA	1998/4	192/280	8/A	P	-	220	-	-	A	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	M/M	R	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	✓		
Mini Countryman																															Mini Countryman									
						FOR Funky cabin, exciting petrol engine. AGAINST Stiff low-speed ride, no diesel engine. VERDICT More SUV in look, more Mini in character.				DIMENSIONS L/W/H 4299/2005/1557mm Wheelbase 2673mm Tyre size 225/55 R17 Turning circle dia NA Trunk volume 450-1390 litres Ground clearance NA Kerb weight NA Fuel tank 50 litres Warranty 2 years/unlimited km SEAT DIMENSIONS Rear seat: Legroom min/max NA/NA Headroom NA Width NA												ECONOMY (kpl) City/Highway/Indian Driving Cycle*																		
Cooper S	38.50	34.90	34.90	34.90	34.90	1998/4	192/280	8/A	P	-	-	-	-	A	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	EI/EI	F/R	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6	✓		
Cooper SD	37.40	37.40	37.40	37.40	37.40	1995/4	190/400	8/A	D	-	-	-	-	A	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	EI/EI	F/R	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6	✓	
Cooper S JCW	42.40	41.40	41.40	41.40	41.40	1998/4	192/280	8/A	P	-	-	-	-	A	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	EI/EI	F/R	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6	✓	
NISSAN																															NISSAN									
Kicks																															Kicks									
						FOR Feels rugged, performance (1.3). AGAINST No diesel option, not as roomy as rivals. VERDICT A powerful, funky and unique midsize SUV.				DIMENSIONS L/W/H 4384/1813/1669mm Wheelbase 2673mm Tyre size 215/65 R16, 215/60 R17 Turning circle dia 10.4m Trunk volume 400 litres Ground clearance 210mm Kerb weight 1295-1387kg Fuel tank 50 litres Warranty NA SEAT DIMENSIONS Rear seat: Legroom min/max NA/NA Headroom NA Width NA												ECONOMY (kpl) City/Highway/Indian Driving Cycle*		1.5 Petrol NA/NA/13.9 1.3 Petrol M/T NA/NA/15.8																
1.5 XL	10.91	9.49	9.49	9.49	9.49	1498/4	106/142	5/M	P	-	-	-	-	A	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	M/X	R	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	✓			
1.5 XV	11.47	9.99	9.99	9.99	9.99	1498/4	106/142	5/M	P	-	-	-	-	A	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	M/X	R	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	✓		
1.3 XV	13.98	11.85	11.85	11.85	11.85	1330/4	156/254	6/M	P	-	-	-	-	A	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	M/X	R	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	✓		
1.3 XV Premium	14.90	12.64	12.64	12.64	12.64	1330/4	156/254	6/M	P	-	-	-	-	A	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	M/X	R	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	4	✓		
1.3 XV Premium (O)	16.10	13.69	13.69	13.69	13.69	1330/4	156/254	6/M	P	-	-	-	-	A	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	M/X	R	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	4	✓		
1.3 XV Premium (O) DT	16.34	13.89	13.89	13.89	13.89	1330/4	156/254	6/M	P	-	-	-	-	A	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	M/X	R	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	4	✓		
1.3 XV AT	15.82	13.45	13.45	13.45	13.45	1330/4	156/254	CVT	P	-	-	-	-	A	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	M/X	R	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	✓		
1.3 XV Premium AT	16.62	14.15	14.15	14.15	14.15	1330/4	156/254	CVT	P	-	-	-	-	A	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	M/X	R	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	✓		
PORSCHE																															PORSCHE									
718 Boxster																															718 Boxster									
						FOR Mind-blowing to drive. AGAINST New 4-cyl motors lack emotion. VERDICT A sublime driving experience but it will take time to get used to the four-cylinder engines.				DIMENSIONS L/W/H 4379/1801/1280-1281mm Wheelbase 2475mm Tyre size 235/45 R18 (Front), 265/45 R18 (Rear), 235/40 R19 (Front), 265/40 R19 (Rear) Turning circle dia 11.0m Trunk volume 150 litres Ground clearance NA Kerb weight 1365-1385kg Fuel tank 54-64 litres SEAT DIMENSIONS Rear seat: Legroom min/max NA/NA Headroom NA Width NA												ECONOMY (kpl) City/Highway/Indian Driving Cycle*																		
Boxster	85.53	NA	NA	NA	113.05	1988/4	300/380	7/A	P	-	-	-	-	A	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	EI/EI	R	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6	✓			
718 Cayman																															718 Cayman									
						FOR Handling, grip, performance. AGAINST Four-cylinder engines don't sound special enough. VERDICT One of the best handling sports cars around.				DIMENSIONS L/W/H 4379/1801/1295mm Wheelbase 2475mm Tyre size 235/45 R18 (Front), 265/45 R18 (Rear), 235/40 R19 (Front), 265/40 R19 (Rear) Turning circle dia 11.0m Trunk volume 150 litres Ground clearance NA Kerb weight 1365-1385kg Fuel Tank 54-64 litres SEAT DIMENSIONS Rear seat: Legroom min/max NA/NA Headroom NA Width NA												ECONOMY (kpl) City/Highway/Indian Driving Cycle*																		
Cayman	81.63	NA	NA	NA	108.06	1988/4	300/380	7/A	P	-	-	-	-	A	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	EI/EI	R	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6	✓			
911																															911									
						FOR Dynamics, ride comfort, usability. AGAINST Expensive, odd spare wheel positioning. VERDICT A sports car you can use every day.				DIMENSIONS L/W/H 4499-4507/1808-1880/1289-1297mm Wheelbase 2450mm Tyre size 235/40 R19 (Front), 295/35 R19 (Rear), 245/35 R20 (Front), 305/30 R20 (Rear) Turning circle dia 10.6-11.2m Trunk volume 115-145 litres Ground clearance NA Kerb weight 1450-1670kg Fuel tank 64 litres SEAT DIMENSIONS Rear seat: Legroom min/max NA/NA Headroom NA Width NA												ECONOMY (kpl) City/Highway/Indian Driving Cycle*																		
992 Carrera S	209.00	212.00	207.00	211.00	229.14	2981/6	450/530	8/A	P	-	-	-	-	A	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	EI/EI	R	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6	✓			
992 Carrera S Convertible	228.00	232.00	226.00	230.00	234.00	2981/6	450/530	8/A	P	-	-	-	-	A	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	EI/EI	R	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6	✓		
992 Turbo S	308.00	308.00	308.00	308.00	308.00	2981/6	650/800	8/A	P	-	-	-	-	A	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	EI/EI	R	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6	✓		
Carrera Cabriolet	155.75	152.88	160.01	NA	209.76	2981/6	370/450	7/A	P	-	-	-	-	A	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	EI/EI	R	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6	✓			
Carrera S Cabriolet	176.39	173.14	181.21	NA	249.92	2981/6	420/500	7/A	P	-	-	-	-	A	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	EI/EI	R	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6	✓			
911 Turbo	225.92	221.76	232.10	NA	304.93	3800/6	540/710	7/A	P	-	-	-	-	A	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	EI/EI	F/R	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6	✓			
Turbo Cabriolet	239.34	234.93	245.88	NA	322.74	3800/6	540/710	7/A	P	-	-	-	-	A	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	EI/EI	F/R	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6	✓			
Turbo S Cabriolet	281.64	276.46	289.35	NA	376.01	3800/6	580/750	7/A	P	-	-	-	-	A	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	EI/EI	F/R	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6	✓			
911 GT3 RS	275.00	275.00	275.00	275.00	297.79	3996/6	520/460	7/A	P	-	-	-	-	A	✓/✓	✓/✓	✓/✓	✓/✓	✓/✓	EI/EI	F/R	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6	✓			

*In kick-down mode for automatics. Note: Performance and fuel economy figures are constantly updated and hence may differ from figures in earlier road tests. *Indian Driving Cycle figures are as per ARAI standards. *** Ex-Maharashtra prices.

MODEL DETAILS	PRICES IN LAKHS (ON-ROAD)					ENGINE & TRANSMISSION			PERFORMANCE				FEATURES													INFOTAINMENT					SAFETY														
	DELHI	MUMBAI	KOLKATA	CHENNAI	BENGALURU	ENGINE DISPLACEMENT (CC)/NO. OF CYLINDERS	POWER (HP)/TORQUE (NM)	NO. OF GEARS (MANUAL/AUTOMATIC)	FUEL TYPE (P-PETROL, D-DIESEL, E-ELECTRIC, L-LPG)	0-100KPH (SECS)	TOP SPEED (KPH)	20-80KPH IN 3RD GEAR (SECS)	40-100KPH IN 4TH GEAR (SECS)	AC	STEERING WHEEL ADJUST (RAKE/REACH)	CENTRAL/REMOTE LOCKING	POWER WINDOWS (FRONT/REAR)	WHEEL COVERS/ALLOYS	LEATHER SEATS	FRONT SEATS HEIGHT ADJUST (DRIVER/PASSENGER)	PARKING SENSOR (FRONT/REAR)	SPLIT/FOLDING REAR SEATS	DOOR MIRROR (ADJUST/ELECTRIC RETRACT)	REAR CENTRE ARMREST	FOG LAMPS	DRLS (DAY TIME RUNNING LED)	REAR AC VENTS	BOOT RELEASE	REAR DEFOGGER	REAR WASH WIPE	C	U	A	B	T	N	ESP	ABS	AIRBAGS (NO.)	TRACTION CONTROL					
<p>ROLLS-ROYCE</p> <p>Dawn</p>  <p>DAWN Rolls-Royce's latest convertible takes open top motoring to another level. As luxurious as other Rolls and just as refined with the roof up, it's claimed to be the quietest drop-top on sale today. A 6.6-litre V12 allows it to waft at an incredible clip too.</p> <p>FOR Power, grace. AGAINST Price. VERDICT For when the sky is the limit. Literally.</p> <p>DIMENSIONS L/W/H 5285/1947/1502mm Wheelbase 3112mm Tyre size NA Turning circle dia NA Trunk volume NA Ground clearance NA Kerb weight 2560kg Fuel tank NA SEAT DIMENSIONS Rear seat: Legroom min/max NA/NA Headroom NA Width NA</p>	6.51	6.42	7.06	6.67	6.95	999/3	72/96	5/M	P	-	-	-	-	M	✓/X	✓/X	✓/X	✓/X	X	X	R	X	✓/✓	In/X	✓	X	X	X	In	X	X	X	X	X	X	X	X	2	X	X	X				
	7.23	6.99	7.63	7.24	7.55	999/3	72/96	5/M	P	-	-	-	-	M	✓/X	✓/X	✓/X	✓/X	X	X	R	X	✓/✓	El/X	✓	X	X	X	In	X	X	X	X	X	X	X	X	X	2	X	X	X			
	7.82	7.57	8.25	7.69	8.20	999/3	72/96	5/M	P	-	-	-	-	M	✓/X	✓/X	✓/X	✓/X	X	X	R	X	✓/✓	El/X	✓	X	X	X	In	X	X	X	X	X	X	X	X	X	4	X	X	X			
	6.18	6.18	7.52	6.18	6.18	999/3	72/96	5/A	P	-	-	-	-	M	✓/X	✓/X	✓/X	✓/X	X	X	R	X	✓/✓	In/X	✓	X	X	X	In	X	X	X	X	X	X	X	X	X	2	X	X	X			
	6.68	6.68	8.09	6.68	6.68	999/3	72/96	5/A	P	-	-	-	-	M	✓/X	✓/X	✓/X	✓/X	X	X	R	X	✓/✓	El/X	✓	X	X	X	In	X	X	X	X	X	X	X	X	X	2	X	X	X			
	7.22	7.22	8.71	7.22	7.22	999/3	72/96	5/A	P	-	-	-	-	M	✓/X	✓/X	✓/X	✓/X	X	X	R	X	✓/✓	El/X	✓	X	X	X	In	X	X	X	X	X	X	X	X	X	4	X	X	X			
<p>ROLLS-ROYCE</p> <p>Dawn</p>  <p>DAWN Rolls-Royce's latest convertible takes open top motoring to another level. As luxurious as other Rolls and just as refined with the roof up, it's claimed to be the quietest drop-top on sale today. A 6.6-litre V12 allows it to waft at an incredible clip too.</p> <p>FOR Power, grace. AGAINST Price. VERDICT For when the sky is the limit. Literally.</p> <p>DIMENSIONS L/W/H 5285/1947/1502mm Wheelbase 3112mm Tyre size NA Turning circle dia NA Trunk volume NA Ground clearance NA Kerb weight 2560kg Fuel tank NA SEAT DIMENSIONS Rear seat: Legroom min/max NA/NA Headroom NA Width NA</p>	625.00	625.00	NA	NA	NA	6592/V12	632/820	8/A	P	-	-	-	-	A	✓/✓	✓/✓	✓/✓	✓/✓	X/✓	El/El	F/R	X/✓	El/✓	✓	✓	✓	✓	Re	✓	✓	✓	✓	✓	✓	✓	✓	✓	8	✓	✓	✓				
	<p>ROLLS-ROYCE</p> <p>Cullinan</p>  <p>CULLINAN Rolls-Royce's first SUV combines the opulence the luxury brand is known for with the off-road ability of SUVs in this class. Like the Phantom flagship sedan, the Cullinan is silent yet powerful, uber luxurious yet surprisingly capable and is extensively customisable.</p> <p>FOR Luxury, performance. AGAINST Exorbitant price. VERDICT The ideal Rolls-Royce for India.</p> <p>DIMENSIONS L/W/H 5341/2000/1835mm Wheelbase 3295mm Tyre size NA Turning circle dia NA Trunk volume 560-1930 litres Ground clearance NA Kerb weight 2660kg Fuel tank NA SEAT DIMENSIONS Rear seat: Legroom min/max NA/NA Headroom NA Width NA</p>	695.00	695.00	695.00	695.00	695.00	6749/V12	571/850	8/A	P	-	-	-	-	A	✓/✓	✓/✓	✓/✓	✓/✓	X/✓	El/El	F/R	X/✓	El/✓	✓	✓	✓	✓	Re	✓	✓	✓	✓	✓	✓	✓	✓	✓	8	✓	✓	✓			
		<p>ROLLS-ROYCE</p> <p>Ghost</p>  <p>GHOST An incredibly silent cabin, a purring V12 and an unbelievably good ride mixed with plenty of old-world charm are what make the Ghost what it is. It is a last-gen BMW 7-series under the skin, but BMW has made sure that you know you're in a Rolls-Royce the minute you step into it.</p> <p>FOR Incredible luxury, waffability like few others. AGAINST Price. VERDICT The baby of the family, but every bit a Rolls-Royce.</p> <p>DIMENSIONS L/W/H 5399-5569/1948/1550mm Wheelbase 3295-3465mm Tyre size 255/50 R19 Turning circle dia 13.4-14.0m Trunk volume 490 litres Ground clearance NA Kerb weight 2360-2420kg Fuel tank 82.5 litres SEAT DIMENSIONS Rear seat: Legroom min/max NA/NA Headroom NA Width NA</p>	430.00	450.00	NA	NA	NA	6592/V12	570/780	8/A	P	4.7	-	-	-	A	✓/✓	✓/✓	✓/✓	✓/✓	X/✓	El/El	F/R	X/✓	El/✓	✓	✓	✓	✓	Re	✓	✓	✓	✓	✓	✓	✓	✓	✓	8	✓	✓	✓		
			490.00	493.00	NA	NA	NA	6592/V12	570/780	8/A	P	5	-	-	-	A	✓/✓	✓/✓	✓/✓	✓/✓	X/✓	El/El	F/R	X/✓	El/✓	✓	✓	✓	✓	Re	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8	✓	✓	✓	
			<p>ROLLS-ROYCE</p> <p>Wraith</p>  <p>WRAITH The four-seat Wraith coupé is the closest to a sports car Rolls-Royce has ever made. It's as refined and luxurious as its stablemates but more exciting and dramatic. The fastback shape gives it a distinction. Not to forget the 6.6-litre V12 which helps propel the coupé to 100kph in just 4.4 seconds.</p> <p>FOR Luxury, effortless performance. AGAINST Price. VERDICT Everything that a dynamic Rolls-Royce should be.</p> <p>DIMENSIONS L/W/H 5269/1947/1507mm Wheelbase 3112mm Tyre size 255/45 R20, 285/40 R20 Turning circle dia 12.7m Trunk volume 470 litres Ground clearance NA Kerb weight 2360kg Fuel tank 83 litres SEAT DIMENSIONS Rear seat: Legroom min/max NA/NA Headroom NA Width NA</p>	460.00	470.00	NA	NA	NA	6592/V12	632/800	8/A	P	-	-	-	-	A	✓/✓	✓/✓	✓/✓	✓/✓	X/✓	El/El	F/R	X/✓	El/✓	✓	✓	✓	✓	Re	✓	✓	✓	✓	✓	✓	✓	✓	✓	8	✓	✓	✓	
				<p>ROLLS-ROYCE</p> <p>Phantom</p>  <p>PHANTOM Eight generations in, the Phantom continues to bethe ultimate automobile. The latest model sticks to the script by cocooning its occupants in the best of luxury, whilst delivering the most regal of motoring experiences. There's nothing to fault it for its intended purpose. As for the price? If you need to ask.</p> <p>FOR Unparalleled comfort. AGAINST You'll need a king's ransom to buy one. VERDICT A Phantom is a Phantom is a Phantom.</p> <p>DIMENSIONS L/W/H 5762-5982/2018/1646-1656mm Wheelbase 3552-3772mm Tyre size NA Turning circle dia 13.8m Trunk volume NA Ground clearance NA Kerb weight 2610kg Fuel tank NA SEAT DIMENSIONS Rear seat: Legroom min/max NA/NA Headroom NA Width NA</p>	950.00	950.00	950.00	950.00	950.00	6749/V12	571/900	8/A	P	-	-	-	-	A	✓/✓	✓/✓	✓/✓	✓/✓	X/✓	El/El	F/R	X/✓	El/✓	✓	✓	✓	✓	Re	✓	✓	✓	✓	✓	✓	✓	✓	✓	8	✓	✓	✓
1135.00					1135.00	1135.00	1135.00	1135.00	6749/V12	571/900	8/A	P	-	-	-	-	A	✓/✓	✓/✓	✓/✓	✓/✓	X/✓	El/El	F/R	X/✓	El/✓	✓	✓	✓	✓	Re	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8	✓	✓	✓
<p>SKODA</p> <p>Skoda Karoq</p>  <p>KAROQ The lack of a diesel option and limited rear seat space should have made the Compass-sized Karoq hard to recommend. However, spend some time with one and you'll fall for its charms. The Karoq is built tough and richly finished like all modern Skodas, while the punchy petrol engine and excellent ride make it great to drive. A pity it's so expensive.</p> <p>FOR Excellent cabin quality, involving drive experience. AGAINST No diesel option, expensive. VERDICT A scaled down Kodiaq.</p> <p>DIMENSIONS L/W/H 4382/1841/1624mm Wheelbase 2638mm Tyre size 215/55 R17 Turning circle dia 10.2m Trunk volume 521-1630 litres Ground clearance NA Kerb weight 1320kg Fuel tank 50 litres SEAT DIMENSIONS Rear seat: Legroom min/max NA/NA Headroom NA Width NA</p>	28.95				31.48	27.75	30.17	31.33	1498/4	150/250	7/A	P	-	-	-	-	A	✓/✓	✓/✓	✓/✓	✓/✓	X/✓	El/X	F/R	✓/✓	El/✓	✓	✓	✓	✓	Re	✓	✓	✓	✓	✓	✓	✓	✓	✓	6	✓	✓	✓	
	<p>SKODA</p> <p>Rapid</p>  <p>RAPID Gone are the Rapid's 1.5 diesel and 1.6 petrol engines, and in comes the new-age 1.0 turbo-petrol. The new engine has transformed the Rapid into a fairly entertaining drive. Where the Rapid feels its age is on the inside. The Skoda trails rivals on frills but the base Rider is a steal for the money.</p> <p>FOR Strong build, entertaining to drive. AGAINST Cabin looks dated. VERDICT Competent Rapid gets a fresh lease of life.</p> <p>DIMENSIONS L/W/H 4413/1699/1466mm Wheelbase 2552mm Tyre size 185/60 R15-195/55 R16 Turning circle dia 10.6m Trunk volume 460 litres Ground clearance 163mm Kerb weight 1112-1138 kg Fuel tank 55 litres Warranty 4 year/1,00,000km SEAT DIMENSIONS Rear seat: Legroom min/max NA/NA Headroom NA Width NA</p>	11.82			12.17	11.12	12.05	12.09	999/3	110/175	6/M	P	-	-	-	-	A	✓/✓	✓/✓	✓/✓	✓/✓	X/✓	M/X	R	X	X/✓	El/X	✓	✓	✓	✓	Re	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	X	X	X
		13.78			13.97	12.53	14.28	14.44	999/3	110/175	6/M	P	-	-	-	-	A	✓/✓	✓/✓	✓/✓	✓/✓	X/✓	M/X	R	X	X/✓	El/✓	✓	✓	✓	✓	Re	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	X	X	X
		13.56	13.73		12.42	14.04	14.33	999/3	110/175	6/M	P	-	-	-	-	A	✓/✓	✓/✓	✓/✓	✓/✓	X/✓	M/X	R	X	X/✓	El/✓	✓	✓	✓	✓	Re	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	X	X	X	
		15.02	15.22	13.74	15.57	15.77	999/3	110/175	6/M	P	-	-	-	-	A	✓/✓	✓/✓	✓/✓	✓/✓	X/✓	M/X	R	X	X/✓	El/✓	✓	✓	✓	✓	Re	✓	✓	✓	✓	✓	✓	✓	✓	✓	4	X	X	X		
		13.84	14.01	12.71	14.30	14.70	999/3	110/175	6/M	P	-	-	-	-	A	✓/✓	✓/✓	✓/✓	✓/✓	X/✓	M/X	R	X	X/✓	El/✓	✓	✓	✓	✓	Re	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	X	X	X		
<p>SKODA</p> <p>Superb</p>  <p>SUPERB Now a petrol-only model, the Superb gets an engine upgrade with an all-new 190hp, 2.0 unit. Performance and refinement are really impressive. Cosmetic tweaks outside and in keep the car looking fresh and Skoda's added more features too. The Sportline trim gets sporty details while the L&K is the more luxurious of the two trims.</p> <p>FOR Luxurious cabin, comfortable ride, performance. AGAINST No diesel option. VERDICT New model carries the Superb legacy with élan.</p> <p>DIMENSIONS L/W/H 4861/1864/1483mm Wheelbase 2841mm Tyre size 215/55 R17 Turning circle dia 11.1m Trunk volume 625-1760 litres Ground clearance 149-164mm Kerb weight 1494-1565kg Fuel tank 66 litres Warranty 2 years/1,00,000 km SEAT DIMENSIONS Rear seat: Legroom min/max 70/95cm Headroom 90cm Width 141cm</p>		34.57	35.84	32.45	36.32	37.86	1798/4	180/250	7/A	P	8.52	-	4.55	5.96	A	✓/✓	✓/✓	✓/✓	✓/✓	X/✓	El/M	F/R	✓/✓	El/✓	✓	✓	✓	✓	Re	✓	✓	✓	✓	✓	✓	✓	✓	✓	8	✓	✓	✓			
	36.85	39.35	34.68	39.92	41.57	1798/4	180/250	7/A	P	8.52	-	4.55	5.96	A	✓/✓	✓/✓	✓/✓	✓/✓	X/✓	El/El	F/R	✓/✓	El/✓	✓	✓	✓	✓	Re	✓	✓	✓	✓	✓	✓	✓	✓	✓	8	✓	✓	✓				

*In kick-down mode for automatics. Note: Performance and fuel economy figures are constantly updated and hence may differ from figures in earlier road tests. *Indian Driving Cycle figures are as per ARAI standards. *** Ex-Maharashtra prices.

MODEL DETAILS	PRICES IN LAKHS (ON-ROAD)					ENGINE & TRANSMISSION				PERFORMANCE				FEATURES											INFOTAINMENT					SAFETY													
	DELHI	MUMBAI	KOLKATA	CHENNAI	BENGALURU	ENGINE DISPLACEMENT (CC)/NO. OF CYLINDERS	POWER (HP)/TORQUE (NM)	NO. OF GEARS (MANUAL/AUTOMATIC)	FUEL TYPE (P-PETROL, D-DIESEL, E-ELECTRIC, L-LPG)	0-100KPH (SECS)	TOP SPEED (KPH)	20-80KPH IN 3RD GEAR (SECS)	40-100KPH IN 4TH GEAR (SECS)	AC	STEERING WHEEL ADJUST (RAKE/REACH)	CENTRAL/REMOTE LOCKING	POWER WINDOWS (FRONT/REAR)	WHEEL COVERS/ALLOYS	LEATHER SEATS	FRONT SEATS HEIGHT ADJUST (DRIVER/PASSENGER)	PARKING SENSOR (FRONT/REAR)	PARKING CAMERA	SPLIT/FOLDING REAR SEATS	DOOR MIRROR (ADJUST/ELECTRIC RETRACT)	REAR CENTRE ARMREST	FOG LAMPS	DRLs (DAY TIME RUNNING LED)	REAR AC VENTS	BOOT RELEASE	REAR DEFOGGER	REAR WASH WIPE	C	U	A	B	T	N	ESP	ABS	AIRBAGS (NO.)	TRACTION CONTROL		
TIAGO	17.22	17.22	14.99*	15.89	16.68	Electric mtr	129/245	1/A	E	-	-	-	-	A	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	✓
	18.35	18.40	15.99*	16.94	17.81	Electric mtr	129/245	1/A	E	-	-	-	-	A	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	✓
	TIAGO The Tiago is an impressive car. It's fresh from a facelift and even more attractive, comes with plenty of kit and has a cabin and a ride/handling package that belong to a segment above. The lacklustre petrol engine takes away from what is a well-rounded, well-priced product. The AMT is not best of its kind but is a viable option for urban buyers.					FOR Design, spacious cabin, well priced. AGAINST Unimpressive engine, relatively poor mileage. VERDICT Competent hatchback that scores big on value.							DIMENSIONS L/W/H 3765/1677/1535mm Wheelbase 2400mm Tyre size 155/18 R13, 175/65 R14 Turning circle dia NA Trunk volume 242 litres Ground clearance 165-170mm Kerb weight 935-1080kg Fuel tank 35 litres Warranty NA SEAT DIMENSIONS Rear seat: Legroom min/max NA/NA Headroom NA Width NA											ECONOMY (kpl) City/Highway/Indian Driving Cycle*																			
Revotron XE	5.12	5.55	5.18	5.34	5.67	1199/3	86/113	5/M	P	-	-	-	-	M	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	✓		
Revotron XT	5.76	6.24	5.86	6.02	6.43	1199/3	86/113	5/M	P	-	-	-	-	M	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	✓	
Revotron XZ	6.29	6.81	6.40	6.59	7.03	1199/3	86/113	5/M	P	-	-	-	-	M	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	✓	
Revotron XZA	7.00	7.38	6.95	7.23	7.63	1199/3	86/113	5/A	P	-	-	-	-	M	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	✓	
Revotron XZ+	6.59	7.14	6.72	6.92	7.38	1199/3	86/113	5/M	P	-	-	-	-	M	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	✓	
Revotron XZA+	7.34	7.72	7.27	7.56	7.97	1199/3	86/113	5/A	P	-	-	-	-	M	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	✓	
Revotron XZ+ (DT)	6.89	7.27	6.84	7.11	7.51	1199/3	86/113	5/M	P	-	-	-	-	M	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	✓	
Revotron XZA+ (DT)	7.44	7.84	7.39	7.61	8.10	1199/3	86/113	5/A	P	-	-	-	-	M	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	✓	
TIgor																																										TIgor	
	TIgor The compact sedan derivative of the Tiago balances style and practicality; the sleek tail is home to a class-leading 420-litre boot. The recent facelift adds a dose of freshness. It's got a nice cabin with ample space and is well-equipped. Ride and handling are also impressive but the engine doesn't excite. As an overall package, the Tigor is great value.					FOR Value, ride quality. AGAINST Unexciting engine. VERDICT Stylish compact sedan that also plays the value card.							DIMENSIONS L/W/H 3993/1677/1532mm Wheelbase 2450mm Tyre size 155/80 R13, 175/65 R14, 175/60 R15 Turning circle dia 10.2m Trunk volume 419 litres Ground clearance 135mm Kerb weight 992-1130kg Fuel tank 35 litres SEAT DIMENSIONS Rear seat: Legroom min/max NA/NA Headroom NA Width NA											ECONOMY (kpl) City/Highway/Indian Driving Cycle*																			
Revotron XE	6.38	6.87	6.46	6.65	7.09	1199/3	86/113	5/M	P	-	-	-	-	M	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	✓	
Revotron XM	6.94	7.27	6.84	7.05	7.51	1199/3	86/113	5/M	P	-	-	-	-	M	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	✓
Revotron XMA	7.48	7.84	7.39	8.00	8.10	1199/3	86/113	5/A	P	-	-	-	-	M	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	✓
Revotron XZ	7.38	7.73	7.28	7.50	7.98	1199/3	86/113	5/M	P	-	-	-	-	M	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	✓
Revotron XZ+	7.91	8.29	7.81	8.06	8.57	1199/3	86/113	5/M	P	-	-	-	-	A	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	✓	
Revotron XZA+	8.46	8.87	8.36	8.96	9.16	1199/3	86/113	5/A	P	-	-	-	-	A	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	✓	
TIgor EV																																									TIgor EV		
	TIgor EV There's little to differentiate between the Tigor EV and standard counterpart both inside and outside. While it does have bragging rights in terms of its green credentials, the 41hp electric motor doesn't give it the oomph it needs, limiting use to the city.					FOR Green image, no emissions. AGAINST Expensive, performance. VERDICT Not yet a proper electric alternative to a combustion car.							DIMENSIONS L/W/H 3992/1677/1537mm Wheelbase 2450mm Tyre size 175/65 R14 Turning circle dia 10.2m Trunk volume 255 litres Ground clearance 176mm Kerb weight 1590kg Battery 21.5kWh SEAT DIMENSIONS Rear seat: Legroom min/max NA/NA Headroom NA Width NA											ECONOMY (kpl) City/Highway/Indian Driving Cycle*																			
EV XE+	10.56	11.92	11.08	11.65	11.69	Elctrc mtr	41/105	1/A	E	-	-	-	-	A	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	1	✓	
EV XM+	10.74	12.10	11.25	11.82	11.87	Elctrc mtr	41/105	1/A	E	-	-	-	-	A	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	✓
EV XT+	10.90	12.26	11.40	10.97	12.04	Elctrc mtr	41/105	1/A	E	-	-	-	-	A	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	✓
TOYOTA																																									TOYOTA		
Camry																																									Camry		
	CAMRY If the back seat is where you spend most of your time, the Camry is for you. Sure, the seating position could be a bit better but you can recline the backrest and there's lots of space to spread out after a hard day at the office. Unfortunately, the popular hybrid version has become expensive after the implementation of GST.					FOR Back-seat, hybrid is cheap to run, refinement. AGAINST Average infotainment, expensive. VERDICT Comfortable, sensible large sedan.							DIMENSIONS L/W/H 4885/1840/1455mm Wheelbase 2825mm Tyre size 235/45 R18 Turning circle dia 11.6m Trunk volume 597 litres Ground clearance NA Kerb weight 1665kg Fuel tank 50 litres Warranty 3 years/100,000km SEAT DIMENSIONS Rear seat: Legroom min/max NA/NA Headroom NA Width NA											ECONOMY (kpl) City/Highway/Indian Driving Cycle* Hybrid NA/NA/23.27																			
Hybrid	43.93	47.46	41.31	45.47	47.27	2487/4	218/221	CVT	P/E	-	-	-	-	A	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	9	✓		
Fortuner																																									Fortuner		
	FORTUNER The new Fortuner successfully takes the mantle from the popular original. Styling is modern, the interior is comfier and more luxurious, and it's better to drive. There's a petrol engine on offer but the diesels will prove more efficient. The new Fortuner is quite expensive but you do get bulletproof reliability as part of the deal.					FOR Reliability, comfort for seven. AGAINST Lacks some features, pricier than rivals. VERDICT More desirable now, but dependable as ever.							DIMENSIONS L/W/H 4795/1855/1835mm Wheelbase 2745mm Tyre size 265/65 R17, 265/60 R18 Turning circle dia 11.6m Trunk volume NA Ground clearance 225mm Kerb weight NA Fuel tank 80 litres Warranty NA SEAT DIMENSIONS Rear seat: Legroom min/max NA/NA Headroom NA Width NA											ECONOMY (kpl) City/Highway/Indian Driving Cycle*																			
2.7 4X2 M/T	33.02	35.70	29.62	34.64	35.58	2649/4	166/245	5/M	P	-	-	-	-	A	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7	✓			
2.7 4X2 A/T	34.84	37.64	31.46	36.53	37.57	2649/4	166/245	6/A	P	-	-	-	-	A	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7	✓	
2.8 4X2 M/T	36.38	38.78	31.36	37.03	38.22	2755/4	177/420	6/M	D	-	-	-	-	A	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7	✓	
2.8 4X2 A/T	38.57	41.07	33.89	39.25	40.55	2755/4	177/450	6/A	D	-	-	-	-	A	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7	✓		
2.8 4X4 M/T	38.70	41.39	34.01	39.38	40.68	2755/4	177/420	6/M	D	-	-	-	-	A	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7	✓		
2.8 4X4 A/T	40.81	43.61	35.93	41.51	42.92	2755/4	177/450	6/A	D	12.02	-	7.49	0.06	A	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7	✓		
Glanza																																								Glanza			
	GLANZA Essentially a rebadged Maruti Baleno, there's very little to differentiate between them. The Glanza gets the same peppery 1.2 petrol and efficient 1.2 petrol-hybrid engine options as the Baleno and has the same manual and CVT gearbox options. Keener pricing for the hybrid and Toyota's longer warranty are reasons to consider one over a Baleno.					FOR Peppy engines, spacious interiors. AGAINST Too similar to the Baleno, Average cabin quality. VERDICT A Baleno with a Toyota badge.							DIMENSIONS L/W/H 3995/1745/1510mm Wheelbase 2520mm Tyre size 195/65 R16 Turning circle dia 9.8m Trunk volume 339 litres Ground clearance 170mm Kerb weight 890-935kg Fuel tank 37 litres Warranty 3 years/1,00,000km SEAT DIMENSIONS Rear seat: Legroom min/max NA/NA Headroom NA Width NA											ECONOMY (kpl) City/Highway/Indian Driving Cycle* 1.2 P-E M/T NA/NA/23.87 1.2 P M/T NA/NA/21.01 1.2 P CVT NA/NA/19.56																			
G MT	8.13	8.86	7.87	8.55	8.47	1197/4	83/113	5/M	P	-	-	-	-	A	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	✓		
G MT	8.13	9.15	8.13	8.82	8.87	1197/4	90/113	5/M	P/E	-	-	-																															

MODEL DETAILS	PRICES IN 1000S (ON-ROAD)		TECHNICAL SPECIFICATIONS									
	DELHI	MUMBAI	ENGINE DISPLACEMENT (CC) NO. OF CYLINDERS	MAXIMUM* POWER (HP)	MAXIMUM* TORQUE (NM)	NO. OF GEARS/VARIATOR (V)	START (KICK/ELECTRIC)	SEAT HEIGHT (MM)	WHEELBASE (MM)	GROUND CLEARANCE (MM)	KERB WEIGHT (KG)	FUEL TANK CAPACITY (LITRE)
APRILIA												
Storm 125	101.2	NA	124/1	9.5	9.9	V	E	775	1365	155	NA	6.5
SR 125	110.1	NA	124/1	9.5	9.9	V	E	775	1365	155	NA	6.5
SR 150	120.9	NA	154.8/1	10.4	11.4	V	E	780	1365	155	122	6.5
SR 150 Race	131.1	NA	154.8/1	10.4	11.4	V	E	780	1365	155	122	6.5
Shiver 900	NA	NA	896/2	95.2	90.0	6	E	810	NA	NA	NA	15.0
Dorsoduro 900	NA	NA	896/2	95.2	90.0	6	E	870	NA	NA	NA	12.0
ATHER												
340	NA	110.0^	NA	4.4kW	20.0	NA	E	765	1278	160	118	NA
450	NA	125.0^	NA	5.4kW	20.5	NA	E	765	1278	160	118	NA
AVANTURA CHOPPERS												
Pravega	NA	214.0#	2025/2	NA	140	6	E	600	2000	150	347	21.0
Rudra	NA	239.0#	2025/2	NA	140	6	E	600	2180	150	347	17.0
BAJAJ AUTO												
CT 100 Spoke	33.3#	NA	99.27/1	8.2	8.05	4	K	NA	1235	169	109	10.5
CT 100 Alloy	40.7#	NA	102/1	7.9	8.3	4	K	NA	1235	169	114	10.5
CT 100B	38.0	46.1	99.27/1	8.2	8.05	4	K	NA	1235	169	109	10.5
CT 100 ES Alloy	48.4#	NA	102/1	7.9	8.3	4	E	NA	1235	169	115	10.5
Platina 100 KS	47.2#	NA	102/1	8.2	8.6	4	E	807	1255	200	111	11.5
Platina 110	50.9#	NA	115/1	8.6	9.8	4	E	807	1255	200	111	11.5
Platina 110 H-Gear Drum	53.3#	NA	115/1	8.6	9.8	5	E	807	1255	200	111	11.5
Platina 110 H-Gear Disc	59.2#	NA	115/1	8.6	9.8	5	E	807	1255	200	111	11.5
Discover 110	53.2#	NA	115/1	8.4	9.8	4	E	800	1305	165	NA	8.0
Discover 125 Drum	59.0	71.6	124.6/1	11.0	10.8	5	K/E	800	1305	165	120.5	8.0
Discover 125 Disc	60.5	74.2	124.6/1	11.0	10.8	5	K/E	800	1305	165	120.5	8.0
V12 Drum	64.0	74.2	124.5/1	10.7	10.9	5	E	780	1315	165	133	13.0
V12 Disc	66.4	71.0	124.5/1	10.7	10.9	5	E	780	1315	165	133	13.0
V15	72.0	82.4	149.5/1	12.0	12.7	5	E	780	1315	165	137	13.0
Pulsar 125 Neon Drum	NA	NA	124.4/1	12.0	11.0	5	E	NA	1320	165	140	15.0
Pulsar 125 Neon Disc	66.6#	66.6#	124.4/1	12.0	11.0	5	E	NA	1320	165	140	15.0
Pulsar 135LS	NA	NA	134.66/1	13.6	11.4	5	E	NA	1325	165	121	8.0
Pulsar 150 Neon	75.2#	75.2#	149/1	14.0	13.4	5	E	NA	1320	165	144	15.0
Pulsar 150	94.9#	85.0#	149/1	14.0	13.4	5	E	NA	1320	165	144	15.0
Pulsar 150 Twin Disc	98.8#	89.8#	149/1	14.0	13.4	5	E	NA	1320	165	144	15.0
Pulsar 180	91.0	105.4	178.6/1	17.0	14.22	5	E	NA	1345	165	145	15.0
Pulsar 180F	96.3#	96.3#	178.6/1	17.0	14.22	5	E	NA	1345	165	145	15.0
Pulsar 220F	108.0#	108.0#	220/1	20.9	18.55	5	E	NA	1350	165	150	15.0
Pulsar NS 160	94.1#	94.1#	160.3/1	15.5	14.6	5	E	805	1363	170	142	12.0
Pulsar RS 200	NA	NA	199.5/1	24.5	18.6	6	E	NA	1355	157	165	13.0
Pulsar RS 200 ABS	141.9#	141.9#	199.5/1	24.5	18.6	6	E	NA	1355	157	165	13.0
Avenger Street 160	83.2#	83.2#	160.4/1	15.0	13.5	5	E	NA	1480	177	150	13.0
Avenger Street 220	105.0#	105.0#	220/1	19.0	15.5	5	E	NA	1490	169	155	13.0
Avenger Cruise 220	105.0#	105.0#	220/1	19.0	15.5	5	E	NA	1490	169	155	13.0
Dominar 250	160.0#	NA	248.7/1	27.0	23.5	6	E	NA	1453	157	180	13.0
Dominar 400	190.0#	190.0#	373.3/1	39.9	35.0	6	E	NA	1453	157	182	13.0
BENELLI												
Imperiale 400	179.0#	179.0#	374/1	21.0	29.0	5	E	780	1440	NA	205	12.0
Leoncino 250	250.0#	250.0#	249/1	25.8	21.0	6	E	810	1380	170	NA	12.5
TNT 300	299.0#	NA	300/2	38.8	26.5	6	E	NA	1410	160	196	16.0
302R	310.0#	NA	300/2	38.8	26.5	6	E	NA	NA	150	198	14.0
Leoncino 500	479.0#	NA	500/2	47.5	46.0	6	E	NA	1460	145	NA	12.7
TRK 502	510.0#	NA	500/2	47.5	46.0	6	E	NA	1505	190	235	20.0
TRK 502X	550.0#	NA	500/2	47.5	46.0	6	E	NA	1505	220	235	20.0
TNT 600i	620.0#	NA	600/4	85.0	54.6	6	E	NA	1480	150	231	15.0
BMW MOTORRAD												
G 310 R	299.0#	299.0#	312.2/1	34.0	28.0	6	E	785	1380	NA	158.5	11.0

*In kick-down mode for automatics. Note: Performance and fuel economy figures are constantly updated and hence may differ from figures in earlier road tests. *Indian Driving Cycle figures are as per ARAI standards. *** Ex-Maharashtra prices.

MODEL DETAILS	PRICES IN 1000S (ON-ROAD)		TECHNICAL SPECIFICATIONS									
	DELHI	MUMBAI	ENGINE DISPLACEMENT (CC) NO. OF CYLINDERS	MAXIMUM* POWER (HP)	MAXIMUM* TORQUE (NM)	NO. OF GEARS/VARIATOR (V)	START (KICK/ELECTRIC)	SEAT HEIGHT (MM)	WHEELBASE (MM)	GROUND CLEARANCE (MM)	KEBB WEIGHT (KG)	FUEL TANK CAPACITY (LITRE)
G 310 GS	349.0#	349.0#	312.2/1	34.0	28.0	6	E	835	1420	NA	169.5	11.0
F 750 GS	1195.0#	1195.0#	853/2	77.0	83.0	6	E	815	1559	NA	224	15.0
F 750 GS Pro Low Suspension	1320.0#	1320.0#	853/2	77.0	83.0	6	E	NA	NA	NA	NA	15.0
F 750 GS Pro	1340.0#	1340.0#	853/2	77.0	83.0	6	E	NA	NA	NA	NA	15.0
F 850 GS	1295.0#	1295.0#	853/2	90.0	86.0	6	E	860	1593	NA	229	15.0
F 850 GS Pro Low Suspension	1420.0#	1420.0#	853/2	90.0	86.0	6	E	NA	NA	NA	NA	15.0
F 850 GS Pro	1440.0#	1440.0#	853/2	90.0	86.0	6	E	NA	NA	NA	NA	15.0
F 850 GS Pro Adventure	1540.0#	NA	853/2	90.0	86.0	6	E	875	NA	NA	NA	23.0
R 1200 R Standard	1740.1	1898.4	1170/2	125	125	6	E	760-820	1515	NA	232	18.0
R 1200 R Exclusive	1796.6	1960.5	1170/2	125	125	6	E	760-820	1515	NA	232	18.0
R 1200 R Style	1807.7	1972.9	1170/2	125	125	6	E	760-820	1515	NA	232	18.0
R 1200 RS Dynamic Plus	1915.5	2146.5	1170/2	125	125	6	E	760-840	1527	NA	236	18.0
R 1200 RS Standard	1800.5	2022.5	1170/2	125	125	6	E	760-840	1527	NA	236	18.0
R 1250 R	1595.0#	1595.0#	1254/2	136	143	6	E	760-840	1515	NA	239	18.0
R 1250 RT Pro	2250.0#	2250.0#	1254/2	136	143	6	E	760-850	1485	NA	279	25.0
R 1200 GS Dynamic Plus	2407.0	2407.0	1170/2	125	125	6	E	850-870	1507	NA	244	20.0
R 1200 GS Pro	2193.8	2469.0	1170/2	125	125	6	E	850-870	1507	NA	244	20.0
R 1200 GS Standard	1833.9	1858.1	1170/2	125	125	6	E	850-870	1507	NA	244	20.0
R 1200 GS Adventure Dynamic Plus	2351.8	2464.0	1170/2	125	125	6	E	890-910	1510	NA	263	30.0
R 1200 GS Adventure Pro	2408.1	2840.0	1170/2	125	125	6	E	890-910	1510	NA	263	30.0
R 1200 GS Adventure Standard	1990.9	2071.1	1170/2	125	125	6	E	890-910	1510	NA	263	30.0
R nineT Scrambler	1796.8	2076.8	1170/2	110	116	6	E	820	1522	NA	220	17.0
R nineT Racer	1921.4	2316.1	1170/2	110	116	6	E	805	1491	NA	220	17.0
R nineT	2011.3	2327.0	1170/2	110	116	6	E	805	1487	NA	222	18.0
S 1000 R Standard	1898.6	2201.0	999/4	165	114	6	E	814	1439	NA	202	17.5
S 1000 R Sport	2000.4	2327.0	999/4	165	114	6	E	814	1439	NA	202	17.5
S 1000 R Pro	2102.3	2452.0	999/4	165	114	6	E	814	1439	NA	202	17.5
S 1000 XR (Pro)	2308.2	2734.0	999/4	165	114	6	E	840	1548	NA	216	20.0
R 1200 RT Standard	2113.7	2294.1	1170/2	125	125	6	E	805-825	1485	NA	276	25.0
R 1200 RT Pro	2485.9	2840.0	1170/2	125	125	6	E	805-825	1485	NA	276	25.0
S 1000 RR Standard	1850.0#	NA	999/4	207	113	6	E	824	1441	NA	197	16.5
S 1000 RR Pro	2095.0#	NA	999/4	207	113	6	E	824	1441	NA	197	16.5
S 1000 RR Pro M Sport	2295.0#	NA	999/4	207	113	6	E	824	1441	NA	193.5	16.5
K 1600 GTL Standard	3275.3	2962.9	1649/6	160	175	6	E	750	1618	NA	350	26.5
K 1600 GTL Pro	3250.9	3678.0	1649/6	160	175	6	E	750	1618	NA	350	26.5
K 1600 B	3228.8	3678.5	1649/6	160	175	6	E	750-780	1618	NA	336	26.5
HP4 RACE	8500.0#	8500.0#	999/4	215	120	6	E	NA	NA	NA	171	17.5
CFMOTO												
300NK	229.0#	NA	292.2/1	34.0	20.5	6	E	795	1360	150	151	12.5
650NK	399.0#	NA	649/2	61.0	56.0	6	E	815	1415	150	206	17.0
650MT	499.0#	NA	649/2	71.0	62.0	6	E	840	1425	128	218	18.0
650GT	549.0#	NA	649/2	62.5	58.5	6	E	795	1415	150	226	19.0
CLEVELAND												
Ace Deluxe	224.0#	NA	229/1	15.4	16.0	5	E	760	1350	150	133	14.0
Misfit	249.0#	NA	229/1	15.4	16.0	5	E	770	1400	150	144	15.0
DUCATI												
Scrambler Icon	789.0#	NA	803/2	73.0	67.0	6	E	770-810	1445	NA	186	13.5
Scrambler Classic	955.3	1091.7	803/2	73.0	67.0	6	E	790	1445	NA	192.5	13.5
Scrambler Full Throttle	892.0#	NA	803/2	73.0	67.0	6	E	790	1445	NA	186	13.5
Scrambler Desert Sled	993.0#	NA	803/2	73.0	67.0	6	E	840-860	1505	238	207	13.5
Scrambler Cafe Racer	978.0#	NA	803/2	73.0	67.0	6	E	790	1445	NA	186	13.5
Scrambler Mach 2.0	962.0	1106.0	803/2	73.0	67.0	6	E	790	1445	NA	186	14.0
Scrambler 1100	109.1#	109.1#	1079/2	86.0	88.0	6	E	810	NA	NA	206	NA
Monster 797 Plus	917.6	1027.4	803/2	73.0	67.0	6	E	805	1435	NA	193	16.5
Monster 821	1080.0	1233.0	821/2	109	86.0	6	E	785-810	1480	NA	206	16.5
Monster 1200	2372.9	2746.0	1198/2	147	124	6	E	795-820	1485	NA	213	16.5
Monster 1200 S	2899.9	3400.0	1198/2	147	124	6	E	795-820	1485	NA	211	16.5

MODEL DETAILS	PRICES IN 1000S (ON-ROAD)		TECHNICAL SPECIFICATIONS									
	DELHI	MUMBAI	ENGINE DISPLACEMENT (CC) NO. OF CYLINDERS	MAXIMUM* POWER (HP)	MAXIMUM* TORQUE (NM)	NO. OF GEARS/VARIATOR (V)	START (KICK/ELECTRIC)	SEAT HEIGHT (MM)	WHEELBASE (MM)	GROUND CLEARANCE (MM)	KERB WEIGHT (KG)	FUEL TANK CAPACITY (LITRE)
Hypermotard 950	1199.0 [#]	NA	937/2	114	96.0	6	E	870	1493	NA	200	16.0
Hyperstrada 939	1334.5	1512.3	937/2	110	95.0	6	E	810	1485	NA	210	16.0
SuperSport	1338.3	1507.4	937/2	110	93.0	6	E	810	1478	NA	210	16.0
SuperSport S	1518.0	1710.0	937/2	110	93.0	6	E	810	1478	NA	210	16.0
Multistrada 950	1624.5	1627.0	937/2	113	96.0	6	E	840	1594	NA	229	20.0
Multistrada 1260	1599.0 [#]	1599.0 [#]	1262/2	158	129.5	6	E	795-820	1585	NA	232	20.0
Multistrada 1260 S	1806.0 [#]	1806.0 [#]	1262/2	158	129.5	6	E	825-845	1585	NA	235	20.0
Multistrada 1260 Pikes Peak	2142.0 [#]	2142.0 [#]	1262/2	158	129.5	6	E	825-845	1585	NA	229	20.0
Multistrada 1260 Enduro	1999.0 [#]	NA	1262/2	158	128	6	E	840-880	1592	NA	254	30.0
XDiavel	1782.8	2218.1	1262/2	152	126	6	E	755	1615	NA	247	18.0
XDiavel S	2162.4	2483.1	1262/2	152	126	6	E	755	1615	NA	247	18.0
Diavel 1260	1770.0 [#]	NA	1262/2	159	129	6	E	780	1600	NA	244	17.0
Diavel 1260 S	1925.0 [#]	NA	1262/2	159	129	6	E	780	1600	NA	244	17.0
Panigale V4	2476.0	2583.0	1103/4	214	124	6	E	830	1469	NA	198	16.0
Panigale V4S	2980.0	3176.0	1103/4	214	124	6	E	830	1469	NA	195	16.0
Panigale V4 R	5187.0 [#]	NA	998/4	221	112	6	E	NA	NA	NA	193	NA
959 Panigale	1570.3	1840.0	955/2	150	102	6	E	810	1431	NA	200	17.0
959 Panigale Corse	1520.0 [#]	1520.0 [#]	955/2	150	102	6	E	810	1431	NA	200	17.0
1299 Panigale R Final Edition	5472.8	6300.0	1285/2	209.4	142	6	E	830	1443	NA	190	17.0
FB MONDIAL												
HPS 300	337.0 [#]	337.0 [#]	249/1	25.0	22.0	6	E	785	1370	155	NA	9.0
HARLEY-DAVIDSON												
Street 750	578.7	625.9	749/2	NA	59.0	6	E	720	1520	145	233	13.1
Street Rod	678.4	747.8	749/2	NA	62.0	6	E	765	1510	205	238	13.1
Iron 883	938.6	1006.6	883/2	NA	70.0	6	E	760	1515	140	256	12.5
Forty-Eight	1113.6	1196.4	1202/2	NA	96.0	5	E	710	1495	110	252	7.9
Forty-Eight Special	1098.0 [#]	NA	1202/2	NA	97.0	5	E	710	1495	110	252	7.9
1200 Custom	1089.2	1161.4	1202/2	NA	96.0	5	E	725	1530	105	268	17.0
Roadster	1147.1	1220.5	1202/2	NA	96.0	5	E	785	1505	150	259	12.5
Street Bob	1242.0	1349.3	1585/2	NA	118	6	E	675	1625	110	304	17.8
Fat Bob	1520.3	1640.1	1585/2	NA	121	6	E	690	1620	125	321	18.9
Fat Boy	1910.3	2037.8	1690/2	NA	125	6	E	670	1665	130	322	19.1
Fat Boy 114	2300.2	2323.3	1868/2	NA	161.3	6	E	670	1665	130	322	19.1
Low Rider	1580.0	1585.3	1745/2	NA	144	6	E	680	1630	130	305	19.1
Deluxe	2096.0	2218.1	1745/2	NA	144	6	E	675	1635	115	318	11.1
Heritage Softail Classic	2076.8	2210.9	1690/2	NA	124	6	E	690	1635	131	347	18.9
Road King	3160.8	3568.7	1745/2	NA	150	6	E	705	1625	135	379	22.7
Street Glide Special	3053.0 [#]	NA	1745/2	NA	150	6	E	685	1625	125	376	22.7
Road Glide Special	4003.4	4395.2	1745/2	NA	150	6	E	685	1625	120	388	22.7
CVO Limited	5986.9	6678.2	1868/2	NA	165	6	E	760	1625	125	431	22.7
HERO												
Pleasure	53.9	63.1	102/1	7.0	8.1	V	E	NA	1240	125	101	5.0
Pleasure (Alloy)	55.6	63.8	102/1	7.0	8.1	V	E	NA	1240	125	101	5.0
Pleasure Plus (Steel wheels)	54.8 [#]	NA	110.9/1	8.2	8.7	V	E	NA	1238	155	101	4.8
Pleasure Plus (Alloy)	56.8 [#]	NA	110.9/1	8.2	8.7	V	E	NA	1238	155	101	4.8
Maestro Edge	58.6	65.9	110.9/1	8.2	8.7	V	E	NA	1261	155	110	NA
Maestro Edge (Dual-tone)	59.7	67.5	110.9/1	8.2	8.7	V	E	NA	1261	155	110	NA
Duet LX	53.9	58.1	110.9/1	8.2	8.7	V	E	NA	1245	155	116	NA
Duet VX	57.6	66.8	110.9/1	8.2	8.7	V	E	NA	1245	155	116	NA
Destini 125 LX	54.6 [#]	NA	124.6/1	8.7	10.2	V	E	NA	1245	155	111.5	NA
Destini 125 VX	57.5 [#]	NA	124.6/1	8.7	10.2	V	E	NA	1245	155	111.5	NA
Maestro Edge 125 Carb (Drum)	58.5 [#]	NA	124.6/1	8.8	10.2	V	E	NA	1261	155	109	5.5
Maestro Edge 125 Carb (Drum)	60.0 [#]	NA	124.6/1	8.8	10.2	V	E	NA	1261	155	110	5.5
Maestro Edge 125 FI	62.7 [#]	NA	124.6/1	9.2	10.2	V	E	NA	1261	155	110	5.0
HF Dawn	NA	NA	97.2/1	8.4	8.1	4	K	NA	1235	165	105	9.5
HF Deluxe (Kick-Spoke)	47.9	52.0	97.2/1	8.4	8.1	4	K	805	1235	165	107	9.5
HF Deluxe (Kick-Alloy)	53.1	53.2	97.2/1	8.4	8.1	4	K	805	1235	165	107	9.5

MODEL DETAILS	PRICES IN 1000S (ON-ROAD)		TECHNICAL SPECIFICATIONS									
	DELHI	MUMBAI	ENGINE DISPLACEMENT (CC) NO. OF CYLINDERS	MAXIMUM* POWER (HP)	MAXIMUM* TORQUE (NM)	NO. OF GEARS/VARIATOR (V)	START (KICK/ELECTRIC)	SEAT HEIGHT (MM)	WHEELBASE (MM)	GROUND CLEARANCE (MM)	KERB WEIGHT (KG)	FUEL TANK CAPACITY (LITRE)
HF Deluxe (Self start-Spoke)	50.9	61.2	97.2/1	8.4	8.1	4	E	805	1235	165	110	9.5
HF Deluxe (Self start-Alloy)	54.0	62.6	97.2/1	8.4	8.1	4	E	805	1235	165	110	9.5
HF Deluxe ECO	52.2	62.6	97.2/1	8.4	8.1	4	K/E	805	1235	165	112	10.5
Splendor+ (Kick-Spoke)	58.1	66.1	97.2/1	8.4	8.1	4	K	785	1230	159	109	11.0
Splendor+ (Kick-Alloy)	57.5	67.4	97.2/1	8.4	8.1	4	K	785	1230	159	109	11.0
Splendor+ (Self start-Alloy)	58.6	67.4	97.2/1	8.4	8.1	4	E	785	1230	159	112	11.0
Splendor Pro (Kick)	55.7	58.2	97.2/1	8.4	8.1	4	K	785	1230	159	NA	11.0
Splendor Pro (Self start)	57.0	60.3	97.2/1	8.4	8.1	4	E	785	1230	159	112	11.0
Passion Pro i3s (Drum-Spoke)	57.9	62.7	97.2/1	8.4	8.1	4	E	795	1235	165	115	12.5
Passion Pro i3s (Drum-Alloy)	57.9	68.6	97.2/1	8.4	8.1	4	E	795	1235	165	115	12.5
Passion Pro i3s (Disc-Alloy)	60.0	70.8	97.2/1	8.4	8.1	4	E	795	1235	165	116	12.5
Passion xPro (Drum)	60.2	71.2	109.1/1	9.5	9.0	4	E	790	1245	165	117	9.2
Passion xPro (Disc)	64.4	73.4	109.1/1	9.5	9.0	4	E	790	1245	165	117	9.2
Splendor iSmart 110	61.2	67.0	109.1/1	9.5	9.0	4	E	NA	1245	165	115	8.5
Splendor iSmart 110 BS6	64.9 [#]	64.9 [#]	113.2/1	9.1	9.8	4	E	799	1270	180	116	9.5
Super Splendor	62.1	67.2	124.7/1	9.1	10.4	4	E	NA	1265	150	121	13.0
Super Splendor (New)	65.9	70.0	124.7/1	11.5	11.0	4	E	785	1265	150	125	13.0
Glamour (Drum)	62.4	77.7	124.7/1	9.1	10.4	4	E	790	1265	150	129	13.6
Glamour (Disc)	64.6	80.0	124.7/1	9.1	10.4	4	E	790	1265	150	129	13.6
Glamour Programmed Fi	78.8	84.3	124.7/1	11.7	11.0	4	E	NA	1262	159	127	10.0
New Glamour (Drum)	67.6	73.1	124.7/1	11.6	11.0	4	E	NA	1262	159	126	11.0
New Glamour (Disc)	70.9	75.2	124.7/1	11.6	11.0	4	E	NA	1262	159	127	11.0
Achiever 150 (Drum)	73.3	83.4	149.1/1	13.6	12.8	5	E	NA	1290	160	139	13.0
Achiever 150 (Disc)	73.7	85.7	149.1/1	13.6	12.8	5	E	NA	1290	160	139	13.0
Xtreme Sports (Disc)	86.5	95.5	149.2/1	15.8	13.5	5	E	800	1325	163	146	12.1
Xtreme Sports (Double disc)	89.9	97.7	149.2/1	15.8	13.5	5	E	800	1325	163	147	12.1
Xtreme 200R	89.9 [#]	NA	199.6/1	18.4	17.1	5	E	795	1338	165	148	12.5
Xtreme 200S	98.5 [#]	NA	199.6/1	18.4	17.1	5	E	795	1337	165	149	12.5
XPulse 200T	94.0 [#]	NA	199.6/1	18.4	17.1	5	E	795	1393	178	150	13.0
XPulse 200	97.0 [#]	NA	199.6/1	18.4	17.1	5	E	825	1410	220	154	13.0
XPulse 200 FI	105.0 [#]	NA	199.6/1	18.4	17.1	5	E	825	1410	220	154	13.0
HONDA												
Navi	47.1 [#]	NA	109.1/1	8.0	8.9	V	E	765	1286	156	101	3.8
CLIQ Standard	46.7	58.2	109.1/1	8.0	8.9	V	E	743	1241	154	102	3.5
CLIQ with Graphics	47.2	58.8	109.1/1	8.0	8.9	V	E	743	1241	154	102	3.5
Dio Standard	59.9 [#]	64.1 [#]	109.5/1	7.79	9	V	E	NA	1260	158	105	5.3
Dio Deluxe	63.3 [#]	67.4 [#]	109.5/1	7.79	9	V	E	NA	1260	158	105	5.3
Activa 4G	56.0	61.0	109.1/1	8.0	9.0	V	E	765	1238	153	108	5.3
Activa i	50.0 [#]	64.6	109.2/1	8.0	9.0	V	E	765	1238	165	103	5.3
Activa 5G STD	58.3	68.6	109.2/1	8.0	9.0	V	E	765	1238	153	108	5.3
Activa 5G DLX	60.3	70.7	109.2/1	8.0	9.0	V	E	765	1238	153	109	5.3
Activa 125 FI STD	67.5 [#]	NA	124/1	8.1	10.3	V	E	712	1260	169	111	5.3
Activa 125 FI STD (Alloy)	71.0 [#]	NA	124/1	8.1	10.3	V	E	712	1260	169	111	5.3
Activa 125 FI DLX	74.5 [#]	NA	124/1	8.1	10.3	V	E	712	1260	169	111	5.3
Aviator (Drum)	55.1 [#]	70.4	109.2/1	8.0	8.9	V	E	790	1256	145	105	6.0
Aviator (Drum Alloy)	57.0 [#]	72.3	109.2/1	8.0	8.9	V	E	790	1256	145	105	6.0
Aviator (Disc)	59.5 [#]	72.6	109.2/1	8.0	8.9	V	E	790	1256	145	105	6.0
Grazia Standard	63.2	75.4	124.9cc/1	8.5	10.5	V	E	766	1260	155	NA	5.3
Grazia Alloy	65.3	77.6	124.9cc/1	8.5	10.5	V	E	766	1260	155	NA	5.3
Grazia Deluxe	69.2	80.4	124.9cc/1	8.5	10.5	V	E	766	1260	155	107	5.3
CD110 Dream (Self start-Grab rail)	48.6 [#]	63.1	109.2/1	8.4	9.1	4	E	NA	1285	179	NA	8.0
CD110 Dream (Self start-Carrier)	48.9 [#]	63.5	109.2/1	8.4	9.1	4	E	NA	1285	179	109	8.0
Dream Neo	54.4	65.6	109.2/1	8.4	9.1	4	E	NA	1285	179	NA	8.0
Dream Neo (Carrier)	55.4	66.0	109.2/1	8.4	9.1	4	E	NA	1285	179	109	8.0
Dream Yuga	56.4	68.7	109.2/1	8.4	9.1	4	E	NA	1285	179	109	8.0
Livo (Drum)	58.6	72.3	109.2/1	8.4	9.1	4	E	NA	1285	180	NA	8.5
Livo (Disc)	59.8	75.0	109.2/1	8.4	9.1	4	E	NA	1285	180	111	8.5

MODEL DETAILS	PRICES IN 1000S (ON-ROAD)		TECHNICAL SPECIFICATIONS									
	DELHI	MUMBAI	ENGINE DISPLACEMENT (CC) NO. OF CYLINDERS	MAXIMUM* POWER (HP)	MAXIMUM* TORQUE (NM)	NO. OF GEARS/VARIATOR (V)	START (KICK/ELECTRIC)	SEAT HEIGHT (MM)	WHEELBASE (MM)	GROUND CLEARANCE (MM)	KERB WEIGHT (KG)	FUEL TANK CAPACITY (LITRE)
CB Shine (Drum)	60.8	73.0	124.73/1	10.3	10.3	4	E	NA	1266	157	NA	10.5
CB Shine (Disc)	68.8	78.9	124.73/1	10.3	10.3	4	E	NA	1266	157	123	10.5
CB Shine 125 SP	72.9 [#]	72.9 [#]	124.73/1	10.8	10.9	5	E	790	1285	160	118	11.0
CB Unicorn 150	78.8 [#]	NA	149.2/1	12.9	12.8	5	E	NA	1336	179	145	13.0
CB Unicorn 160 STD	80.6	95.5	162.71/1	14.0	13.9	5	E	NA	1324	150	134	12.0
CB Unicorn 160 CBS	84.2	98.3	162.71/1	14.0	13.9	5	E	NA	1324	150	136	12.0
CB Hornet 160R STD	94.9	107.5	162.71/1	15.3	14.8	5	E	NA	1346	164	138	12.0
CB Hornet 160R CBS	99.8	112.6	162.71/1	15.3	14.8	5	E	NA	1346	164	140	12.0
CB Hornet 160R ABS STD	100.9	113.7	162.71/1	15.3	14.8	5	E	NA	1346	164	138	12.0
CB Hornet 160R ABS DLX	103.6	116.6	162.71/1	15.3	14.8	5	E	NA	1346	164	138	12.0
X Blade	90.9	100.5	162.71/1	13.9	13.9	5	E	NA	1347	160	140	12.0
X Blade ABS	87.7 [#]	NA	162.71/1	13.9	13.9	5	E	NA	1347	160	140	12.0
CBR250R	219.2	230.2	249.6/1	26.5	22.9	6	E	784	1369	145	167	13.0
CB300R	241.0 [#]	NA	286/1	30.4	27.4	6	E	800	1344	151	147	10.0
CBR650R	770.0 [#]	NA	649/4	88.4	60.1	6	E	NA	NA	NA	210	NA
CB1000R+	1446.0 [#]	NA	998/4	143	104.6	6	E	830	NA	NA	212	16.0
CBR1000RR	1643.0 [#]	NA	999/4	191.7	114	6	E	832	1405	130	196	16.0
CBR1000RR SP	1928.0 [#]	NA	999/4	191.7	114	6	E	834	1405	129	195	16.0
Gold Wing DCT	2933.4	3295.3	1833/6	127	170	V	E	745	1695	130	364	21.1
Africa Twin DCT	1472.0	1527.0	999.11/2	88.4	91.9	6	E	820-840	1574	250	245	18.8
HUSQVARNA												
Vitpilen 250	180.0 [#]	NA	248.7/1	30.0	24.0	6	E	835	NA	145	153	9.5
Svartpilen 250	180.0 [#]	NA	248.7/1	30.0	24.0	6	E	835	NA	145	154	9.5
HYOSUNG												
GT250R	339.0 [#]	339.0 [#]	249/2	28.0	22.0	5	E	NA	NA	160	188	17.0
Aquila Pro 650	555.0 [#]	555.0 [#]	647/2	75.0	62.0	5	E	NA	NA	160	240	16.0
INDIAN MOTORCYCLE												
Scout Bobber	1517.0	1650.0	1130.71/2	94.0	97.0	6	E	649	1562	123	255	12.5
Scout	1506.1	1807.4	1130.71/2	94.0	97.0	6	E	635	1562	135	244/255 ^{**}	12.5
Scout Sixty	1392.6	1577.5	999.61/2	79.1	88.8	5	E	643	1562	135	242/252 ^{**}	12.5
FTR 1200 S	1499.0 [#]	1499.0 [#]	1203/2	120	115	6	E	840	1524	183	235	12.9
Chief Dark Horse	2440.6	2925.8	1811/2	NA	150	6	E	660	1730	140	341/356 ^{**}	20.8
Chief Classic	2523.8	3049.8	1811/2	NA	150	6	E	660	1730	140	341/357 ^{**}	20.8
Chief Vintage	3221.1	3800.1	1811/2	NA	150	6	E	660	1730	140	374/388 ^{**}	20.8
Springfield	3938.9	3875.7	1811/2	NA	150	6	E	660	1701	142	376/391 ^{**}	20.8
Chieftain	4052.5	4302.3	1811/2	NA	150	6	E	660	1668	142	376/391 ^{**}	20.8
Chieftain Dark Horse	3316.8	3988.7	1811/2	NA	150	6	E	660	1668	142	362/377 ^{**}	20.8
Roadmaster	4476.7	4757.6	1811/2	NA	150	6	E	673	1668	140	414/428 ^{**}	20.8
Roadmaster Classic	4476.3	4757.6	1811/2	NA	150	6	E	673	1668	140	392/406 ^{**}	20.8
Roadmaster Elite	5455.2	5937.7	1811/2	NA	150	6	E	673	1668	140	433	20.8
JAWA												
Jawa	173.0 [#]	NA	293/1	27.0	28.0	6	E	765	1369	NA	170	14.0
Forty Two	164.0 [#]	NA	293/1	27.0	28.0	6	E	765	1369	NA	170	14.0
KAWASAKI												
Ninja 300	298.0 [#]	298.0 [#]	296/2	39.0	27.0	6	E	785	1405	140	179	17.0
Ninja 400	520.2	576.0	399/2	49.0	38.0	6	E	785	1370	NA	173	NA
Ninja 650	549.0 [#]	549.0 [#]	649/2	68.0	65.7	6	E	790	1410	130	196	15.0
Ninja 650 KRT	569.0 [#]	569.0 [#]	649/2	68.0	65.7	6	E	790	1410	130	196	15.0
Z250	351.9	378.3	249/2	32.0	21.0	6	E	785	1400	145	168	17.0
Z650	563.2	613.3	649/2	68.0	65.7	6	E	790	1410	130	208	15.0
W800 Street	799.0 [#]	NA	773/2	47.5	62.9	5	E	770	1465	130	221	15.0
Z900	859.3	1017.0	948/4	125	98.6	6	E	795	1450	130	208	17.0
Z900RS	1707.0	1967.3	948/4	111	98.5	6	E	835	1470	130	215	17.0
Z1000	1733.0	1953.0	1043/4	142	111	6	E	815	1435	125	221	17.0
Z1000R	1789.5	2079.0	1043/4	142	111	6	E	815	1435	125	221	17.0
Ninja 1000	999.0 [#]	999.0 [#]	1043/4	142	111	6	E	815	1440	130	239	19.0
Ninja ZX-10R	1399.0 [#]	NA	998/4	203	113.5	6	E	835	1440	145	204/206	17.0

MODEL DETAILS	PRICES IN 1000S (ON-ROAD)		TECHNICAL SPECIFICATIONS									
	DELHI	MUMBAI	ENGINE DISPLACEMENT (CC) NO. OF CYLINDERS	MAXIMUM* POWER (HP)	MAXIMUM* TORQUE (NM)	NO. OF GEARS/VARIATOR (V)	START (KICK/ELECTRIC)	SEAT HEIGHT (MM)	WHEELBASE (MM)	GROUND CLEARANCE (MM)	KERB WEIGHT (KG)	FUEL TANK CAPACITY (LITRE)
Ninja ZX-10RR	1610.0#	1610.0#	998/4	200	113.5	6	E	835	1440	145	206	17.0
Ninja ZX-14R	2183.3	2529.0	1441/4	200	158.2	6	E	800	1480	125	269	22.0
Ninja H2 SX	2180.0#	2781.0	998/4	200	137.3	6	E	835	1450	130	256	19.0
Ninja H2 SX SE	2680.0#	3420.0	998/4	200	137.3	6	E	835	1450	130	260	19.0
Ninja H2	3700.3	4223.1	998/4	200	133.5	6	E	825	1455	130	238	17.0
Ninja H2 Carbon	3990.0	5034.8	998/4	200	133.5	6	E	825	1455	130	238	17.0
Ninja H2R	6990.0	7049.8	998/4	310	165	6	E	NA	NA	NA	NA	17.0
Vulcan S	620.0	663.3	649/2	61.0	63.0	6	E	705	1575	130	235	14.0
Versys-X 300	520.0	576.0	296/2	40.0	25.7	6	E	815	1450	180	184	17.0
Versys 650	729.3	810.0	649/2	69.0	64.0	6	E	840	1415	170	216	21.0
Versys 1000	1069.0#	NA	1043/4	120	102	6	E	840	1520	150	250	21.0
KX 100	487.8#	487.8#	99/1	NA	NA	6	K	870	1310	330	77	NA
KX 250	743.0#	743.0#	249/1	NA	NA	5	K	940	1475	320	104.5	6.4
KX 450	779.0#	779.0#	449/1	NA	NA	5	E	955	1485	340	110	6.2
KLX 110	299.5#	299.5#	112/1	7.3	8.0	4	K/E	680	1075	215	76	3.8
KLX 140G	406.6#	406.6#	144/1	NA	NA	5	K/E	860	1330	315	99	5.8
KLX 450R	849.0#	849.0#	449/1	NA	NA	5	K/E	935	1480	315	126	8.0
KTM												
125 Duke	138.0#	NA	124.7/1	14.5	12.0	6	E	818	NA	NA	148	10.5
200 Duke	172.7#	NA	199.5/1	25.0	19.2	6	E	810	1367	178	128**	10.5
250 Duke	200.5#	NA	248.8/1	30.0	24.0	6	E	830	1357	185	147**	13.4
390 Duke	252.9#	NA	373.2/1	43.5	37.0	6	E	830	1357	185	149**	13.4
790 Duke	864.0#	864.0#	799/2	105.0	86.0	6	E	825	NA	186	169**	14.0
RC125	155.2#	NA	124.7/1	14.5	12.0	6	E	NA	1341	157	160.4	9.5
RC200	196.0#	NA	199.5/1	25.8	19.0	6	E	820	1340	178.5	137.5**	10.0
RC390	248.0#	NA	373.2/1	43.5	37.0	6	E	820	1340	178.5	147**	10.0
MAHINDRA 2 WHEELERS												
Gusto 110 DX CBS	50.9#	NA	109/1	8.0	9.0	V	E	770	1275	165	NA	6.0
Gusto 110 VX CBS	55.6#	NA	109/1	8.0	9.0	V	E	735-770	1275	165	NA	6.0
Gusto 125 CBS	58.1#	NA	124.6/1	8.5	10.0	V	E	770	1275	165	NA	6.0
Mojo UT 300	168.5	178.5	295/1	23.1	25.2	6	E	818	1460	165	163.5**	21.0
Mojo XT 300	201.8	211.7	295/1	27.2	30.0	6	E	814.5	1465	173.5	165**	21.0
MOTO GUZZI												
V9 Bobber	NA	1680.9	853/2	55.0	62.0	6	E	780	1465	NA	199	15.0
V9 Roamer	NA	1684.9	853/2	55.0	62.0	6	E	780	1465	NA	199	15.0
California 1400	NA	2821.1	1380/2	96.0	121	6	E	740	1685	165	346	20.5
Audace	NA	2746.3	1380/2	96.0	121	6	E	720-740	1695	165	299	20.5
Eldorado	NA	2801.4	1380/2	96.0	121	6	E	720-740	1695	165	314	20.5
MGX-21	NA	3532.1	1380/2	96.0	121	6	E	740	1700	NA	341	20.5
MV AGUSTA												
Brutale 800	1559.0#	1559.0#	798/3	109	83.0	6	E	830	1400	135	NA	16.5
Brutale 800 RR	1899.0#	1899.0#	798/3	140	87.0	6	E	NA	NA	NA	NA	16.5
Dragster 800 RR	1873.0#	1873.0#	798/3	140	87.0	6	E	NA	NA	NA	NA	16.5
Turismo Veloce 800	1899.0#	NA	798/3	110	80.0	6	E	NA	NA	140	NA	21.5
F3 800	1799.0#	NA	798/3	148	88.0	6	E	805	1380	125	NA	16.5
F3 800 RC	2199.0#	NA	798/3	153	88.0	6	E	805	1380	125	NA	16.5
OKINAWA												
Ridge	48.0	52.0	NA	0.8kW	NA	NA	E	NA	NA	NA	NA	NA
Praise	75.0	84.5	NA	1kW	NA	NA	E	774	1838	170	NA	NA
PraisePro	72.0#	NA	NA	1kW	NA	NA	E	800	NA	175	NA	NA
i-Praise	115.0#	NA	NA	2.9kW	NA	NA	E	800	NA	175	NA	NA
PIAGGIO												
Vespa Urban Club 125	108	NA	125/1	10.1	10.6	V	E	770	1290	155	114	NA
Vespa Notte 125	108	NA	125/1	10.1	10.6	V	E	770	1290	155	114	NA
Vespa VXL 125	127.1	NA	125/1	10.1	10.6	V	E	770	1290	155	114	NA
Vespa SXL 125	130.6	NA	125/1	10.1	10.6	V	E	770	1290	155	114	NA
Vespa SXL 125 (Red/Yellow)	131.0	NA	125/1	10.1	10.6	V	E	770	1290	155	114	NA

MODEL DETAILS	PRICES IN 1000S (ON-ROAD)		TECHNICAL SPECIFICATIONS									
	DELHI	MUMBAI	ENGINE DISPLACEMENT (CC) NO. OF CYLINDERS	MAXIMUM* POWER (HP)	MAXIMUM* TORQUE (NM)	NO. OF GEARS/VARIATOR (V)	START (KICK/ELECTRIC)	SEAT HEIGHT (MM)	WHEELBASE (MM)	GROUND CLEARANCE (MM)	KERB WEIGHT (KG)	FUEL TANK CAPACITY (LITRE)
Vespa VXL 150	140.6	NA	150/1	11.6	11.5	V	E	770	1290	155	114	NA
Vespa SXL 150	145.1	NA	150/1	11.6	11.5	V	E	770	1290	155	114	NA
Vespa Elegante 150	152.0	NA	150/1	11.6	11.5	V	E	770	1290	155	114	NA
REVOLT												
RV 300	3.0 ⁺	3.0 ⁺	NA	1.5kW	NA	NA	E	826	1320	225	101	NA
RV 400 (Standard)	3.5 ⁺	3.5 ⁺	NA	3kW	50.0	NA	E	814	1350	215	108	NA
RV 400	4.0 ⁺	4.0 ⁺	NA	3kw	50.0	NA	E	814	1350	215	108	NA
ROYAL ENFIELD												
Bullet 350	114.0 [#]	NA	346/1	20.1	28.0	5	K	NA	1370	135	183	13.5
Bullet ES	130.0 [#]	NA	346/1	20.1	28.0	5	K/E	NA	1370	135	187	13.5
Bullet 500	188.0 [#]	NA	499/1	27.6	41.3	5	K/E	NA	1360	135	194	13.5
Bullet Trials 350	162.0 [#]	NA	346/1	20.1	28.0	5	K/E	NA	1370	135	192	13.5
Bullet Trials 500	207.0 [#]	NA	499/1	27.6	41.3	5	K/E	NA	1360	135	192	13.5
Thunderbird 500	216.5	232.3	499/1	27.6	41.3	5	K/E	NA	1350	135	197	20.0
Thunderbird 350X	163.0 [#]	NA	346/1	20.1	28.0	5	K/E	NA	1350	135	195	20.0
Thunderbird 500X	213.0 [#]	NA	499/1	27.6	41.3	5	K/E	NA	1360	135	197	20.0
Classic 350 S	145.0 [#]	NA	346/1	20.1	28.0	5	K/E	NA	1370	135	192	13.5
Classic 350	153.0 [#]	NA	346/1	20.1	28.0	5	K/E	NA	1370	135	192	13.5
Classic 350 Redditch ABS	174.4	NA	346/1	20.1	28.0	5	K/E	NA	1370	135	192	13.5
Classic Signals 350	NA	190.6	346/1	20.1	28.0	5	K/E	NA	1370	135	192	13.5
Classic 500	NA	199.0 [#]	499/1	27.6	41.3	5	K/E	NA	1360	135	194	13.5
Classic Desert Storm	205.9	228.9	499/1	27.6	41.3	5	K/E	NA	1360	135	194	13.5
Classic Squadron Blue	199.6	228.9	499/1	27.6	41.3	5	K/E	NA	1360	135	194	13.5
Classic Chrome	214.8	237.4	499/1	27.6	41.3	5	K/E	NA	1360	135	194	13.5
Himalayan	187.0 [#]	NA	411/1	24.3	32.0	5	E	800	1465	220	199	15.0
Himalayan Sleet	189.0 [#]	NA	411/1	24.3	32.0	5	E	800	1465	220	199	15.0
Interceptor 650	250.0 [#]	250.0 [#]	648/2	47.0	52.0	6	E	804	1400	174	NA	13.4
Interceptor 650 Custom	257.5 [#]	257.5 [#]	648/2	47.0	52.0	6	E	804	1400	174	NA	13.4
Continental GT 650	265.0 [#]	265.0 [#]	648/2	47.0	52.0	6	E	793	1398	174	NA	12.5
Interceptor 650 Chrome	270.0 [#]	270.0 [#]	648/2	47.0	52.0	6	E	804	1400	174	NA	13.4
Continental GT 650 Custom	272.5 [#]	272.5 [#]	648/2	47.0	52.0	6	E	793	1398	174	NA	12.5
Continental GT 650 Chrome	285.0 [#]	285.0 [#]	648/2	47.0	52.0	6	E	793	1398	174	NA	12.5
SUZUKI												
Let's (Mono colour)	55.2	58.1	112.8/1	8.6	8.8	V	E	765	1250	160	98	5.2
Let's (Dual-tone colour)	56.3	63.0	112.8/1	8.6	8.8	V	E	765	1250	160	98	5.2
Access 125 BS6 (Drum)	64.8 [#]	NA	124/1	8.7	10	V	E	780	1265	160	104	5
Access 125 BS6 (Drum) (Alloy)	66.8 [#]	NA	124/1	8.7	10	V	E	780	1265	160	103	5
Access 125 BS6	67.8 [#]	NA	124/1	8.7	10	V	E	780	1265	160	103	5
Access 125 BS6 SE (Drum) (Alloy)	68.5 [#]	NA	124/1	8.7	10	V	E	780	1265	160	103	5
Access 125 BS6 SE (Disc)	69.5 [#]	NA	124/1	8.7	10	V	E	780	1265	160	103	5
Burgman Street	68.0 [#]	88.0	124/1	8.7	10.2	V	E	780	1265	160	108	5.6
Hayate EP	60.9	64.3	113/1	8.7	9.3	4	E	795	1305	165	107	10.0
Gixxer	100.0 [#]	NA	155/1	14.1	14.0	5	E	795	1335	160	140	12.0
Gixxer 250	160.0 [#]	NA	249/1	26.5	22.6	6	E	800	1345	165	156	12.0
Gixxer SF (All colour variant)	90.4 [#]	91.7 [#]	154.9/1	14.8	14.0	5	E	780	1330	160	NA	12.0
Gixxer SF Fi (All colour variant)	93.0 [#]	94.2 [#]	154.9/1	14.8	14.0	5	E	780	1330	160	NA	12.0
Gixxer SF Fi ABS	100.6 [#]	122.0	154.9/1	14.8	14.0	5	E	780	1330	160	NA	12.0
Gixxer SP	82.3 [#]	83.6 [#]	154.9/1	14.8	14.0	5	E	780	1330	160	NA	12.0
Gixxer SF SP	93.4 [#]	94.2 [#]	154.9/1	14.8	14.0	5	E	780	1330	160	NA	12.0
Gixxer SF ABS	110.0 [#]	NA	154.9/1	14.1	14.0	5	E	780	1330	160	NA	12.0
Gixxer SF SP ABS	100.6 [#]	101.8 [#]	154.9/1	14.8	14.0	5	E	780	1330	160	NA	12.0
Gixxer SF 250	171.0 [#]	NA	249/1	26.5	22.6	6	E	800	1345	165	161	12.0
Intruder 150	110.4	113.3	154.9/1	14.8	14.0	5	E	740	1405	170	148	11.0
Intruder 150 Fi	120.4	126.0	154.9/1	14.8	14.0	5	E	740	1405	170	148	11.0
V-Strom 650XT	746.0 [#]	NA	645/2	71.0	62.0	6	E	835	1560	170	216	20.0
GSX-S750	837.0	925.2	749/4	114	81.0	6	E	820	1455	135	215	16.0
GSX-S1000 ABS	1406.8	1415.4	999/4	145.5	105.9	6	E	810	1460	140	209	17.0

MODEL DETAILS	PRICES IN 1000S (ON-ROAD)		TECHNICAL SPECIFICATIONS									
	DELHI	MUMBAI	ENGINE DISPLACEMENT (CC) NO. OF CYLINDERS	MAXIMUM* POWER (HP)	MAXIMUM* TORQUE (NM)	NO. OF GEARS/VARIATOR (V)	START (KICK/ELECTRIC)	SEAT HEIGHT (MM)	WHEELBASE (MM)	GROUND CLEARANCE (MM)	KERB WEIGHT (KG)	FUEL TANK CAPACITY (LITRE)
GSX-S1000F ABS	1457.9	1467.0	999/4	145.5	105.9	6	E	810	1460	140	209	17.0
GSX-R1000 ABS	2136.1	2268.2	999/4	202	117.6	6	E	825	1410	NA	202	16.0
GSX-R1000R ABS	2471.3	2624.4	999/4	202	117.6	6	E	825	1410	NA	203	16.0
Hayabusa	1831.7	1844.1	1340/4	199.7	155	6	E	805	1480	NA	266	21.0
DR-Z50	255.0#	255.0#	49/1	NA	NA	3	E	NA	NA	NA	54	3.0
RM-Z250	710.0#	NA	250/1	NA	NA	5	NA	955	1475	NA	106	6.5
RM-Z450	831.0#	NA	449/1	NA	NA	5	NA	960	1480	NA	112	6.3
SWM												
Superdual T Base	680.0#	680.0#	600/1	NA	NA	6	E	NA	NA	NA	NA	NA
Superdual T	730.0#	730.0#	600/1	57.0	53.5	6	E	898	1510	180	187	18.0
TRIUMPH												
Bonneville T100	911.5	1025.3	900/2	55.0	80.0	5	E	790	1450	NA	213**	14.5
Bonneville T120	1026.6	1147.6	1200/2	80.0	105	6	E	785	1445	NA	224**	14.5
Bonneville Bobber	1059.9	1181.9	1200/2	77.0	106	6	E	690	1510	NA	228**	9.10
Bonneville Speedmaster	1336.0	1349.0	1200/2	77.0	106	6	E	705	1510	NA	245.5**	12.0
Street Twin	745.0#	745.0#	900/2	65.0	80.0	5	E	750	1415	NA	198**	12.0
Speed Twin	946.0#	NA	1200/2	97.0	112	6	E	807	1430	NA	NA	NA
Thruxton 1200 R	1292.6	1406.2	1200/2	97.0	112	6	E	810	1415	NA	203**	14.5
Street Triple S	992.9	1080.7	765/3	113	73.0	6	E	810	1410	NA	166**	17.4
Street Triple 765 RS	1257.0	1313.1	765/3	123	77.0	6	E	825	1410	NA	166**	17.4
Street Scrambler	855.0#	855.0#	900/2	65.0	80.0	5	E	750	1415	NA	NA	12.0
Scrambler 1200 XC	1073.0#	NA	1200/2	90.0	110	6	E	840	1530	NA	NA	16.0
Tiger 800 XR	1250.4	1391.5	800/3	95.0	79.0	6	E	790-830	1530	NA	199**	19.0
Tiger 800 XRx	1391.2	1549.2	800/3	95.0	79.0	6	E	810-830	1530	NA	201**	19.0
Tiger 800 XCx	1519.7	1693.1	800/3	95.0	79.0	6	E	790-860	1545	NA	204**	19.0
Tiger 800 XCA	1516.0#	NA	800/3	95.0	79.0	6	E	790-860	1545	NA	204**	19.0
Tiger 1200 XCx	1927.3	2152.0	1215/3	141	122	6	E	835-855	1520	NA	248**	20.0
Rocket 3	1800.0#	1800.0#	2500/3	167	221	6	E	773	1677	NA	NA	18.0
TVS												
XL 100	37.5	46.2	99.7/1	4.3	6.5	1	K	NA	1228	NA	80	4.0
XL 100 Comfort	37.3	38.4	99.7/1	4.3	6.5	1	K	NA	1228	NA	80	4.0
XL 100 Heavy Duty	33.6#	33.6#	99.7/1	4.3	6.5	1	K	NA	1228	NA	80	4.0
XL 100 i-Touch Start	36.1#	50.4	99.7/1	4.3	6.5	1	E	NA	1228	NA	80	4.0
Scooty Pep+	45.4	55.7	87.8/1	5.0	5.8	V	E	NA	1230	135	95	5.0
Scooty Zest 110 (Himalayan series)	54.8	67.7	109.7/1	8.0	8.4	V	E	760	1250	NA	97	5.0
Scooty Zest 110 (Matte series)	56.4	69.4	109.7/1	8.0	8.4	V	E	760	1250	NA	97	5.0
Wego (Drum)	59.8	62.8	109.7/1	8.0	8.4	V	E	NA	1275	NA	NA	5.0
Wego (Disc)	62.9	70.2	109.7/1	8.0	8.4	V	E	NA	1275	NA	NA	5.0
Jupiter	57.7	68.9	109.7/1	8.0	8.0	V	E	765	1275	150	NA	5.0
Jupiter ZX (Drum)	56.0#	NA	109.7/1	8.0	8.0	V	E	765	1275	150	NA	5.0
Jupiter ZX (Disc)	58.6#	NA	109.7/1	8.0	8.0	V	E	765	1275	150	NA	5.0
Jupiter Classic	67.9#	67.9#	109.7/1	8.0	8.0	V	E	765	1275	150	NA	5.0
Jupiter Grande	62.3#	NA	109.7/1	8.0	8.0	V	E	765	1275	150	NA	5.0
Ntorq 125	67.2	79.9	124.7/1	9.4	10.5	V	E	770	1285	155	116.1	5.0
Ntorq 125 Race Edition	62.9#	62.9#	124.7/1	9.4	10.5	V	E	770	1285	155	116.1	5.0
Sport (Kick-Spoke)	44.0	47.6	99.77/1	7.8	7.8	4	K	NA	1236	170	108.5	12.0
Sport (Kick-Alloy)	49.6	50.7	99.77/1	7.8	7.8	4	K	NA	1236	170	108.5	12.0
Sport (Electric-Alloy)	52.8	63.0	99.77/1	7.8	7.8	4	E	NA	1236	170	108.5	12.0
Star City Plus (Kick-Mag)	55.9	58.6	109.7/1	8.4	8.7	4	K	NA	1260	172	109	10.0
Star City Plus (Electric-Mag)	57.4	59.7	109.7/1	8.4	8.7	4	E	NA	1260	172	109	10.0
Star City Plus (Electric-Mag Gold)	58.4	60.9	109.7/1	8.4	8.7	4	E	NA	1260	172	109	10.0
Star City Plus (Dual-tone)	59.4	63.8	109.7/1	8.4	8.7	4	E	NA	1260	172	109	10.0
Star City Plus (Dual-tone with SBT)	53.3#	53.3#	109.7/1	8.4	8.7	4	E	NA	1260	172	NA	10.0
Star City Plus (Kargil edition)	54.3#	NA	109.7/1	8.4	8.7	4	E	NA	1260	172	NA	10.0
Radeon 110	48.4#	NA	109.7/1	8.4	8.7	4	E	NA	1265	180	112	10.0
Victor (Drum)	NA	54.7#	109.7/1	9.6	9.4	4	E	NA	1260	175	112	8.0
Victor (Disc)	NA	56.7#	109.7/1	9.6	9.4	4	E	NA	1260	175	113	8.0

MODEL DETAILS	PRICES IN 1000S (ON-ROAD)		TECHNICAL SPECIFICATIONS									
	DELHI	MUMBAI	ENGINE DISPLACEMENT (CC) NO. OF CYLINDERS	MAXIMUM* POWER (HP)	MAXIMUM* TORQUE (NM)	NO. OF GEARS/VARIATOR (V)	START (KICK/ELECTRIC)	SEAT HEIGHT (MM)	WHEELBASE (MM)	GROUND CLEARANCE (MM)	KERB WEIGHT (KG)	FUEL TANK CAPACITY (LITRE)
Victor Premium Edition	63.6	68.5	109.7/1	9.6	9.4	4	E	NA	1260	175	113	8.0
Apache RTR 160	85.4 [#]	NA	159.7/1	15.2	13.1	5	E	NA	1300	165	137	NA
Apache RTR 160 (Rear disc)	90.6	105.7	159.7/1	15.2	13.1	5	E	NA	1300	165	137	NA
Apache RTR 160 Matte Red	92.4	91.5	159.7/1	15.2	13.1	5	E	NA	1300	165	137	NA
Apache RTR 160 4V	92.3	98.0	159.7/1	16.5	14.8	5	E	800	1357	180	143	12.0
Apache RTR 160 4V (Rear disc)	95.6	101.2	159.7/1	16.5	14.8	5	E	800	1357	180	147	12.0
Apache RTR 160 4V EFI	102.2	108.3	159.7/1	16.5	14.8	5	E	800	1357	180	147	12.0
Apache RTR 160 4V ABS	92.6 [#]	NA	159.7/1	16.5	14.8	5	E	800	1357	180	147	12.0
Apache RTR 180	105.1	107.0	177.4/1	17.0	15.5	5	E	NA	1326	165	139	NA
Apache RTR 200 4V R2.0 Carb	111.8 [#]	111.8 [#]	197.75/1	21.0	18.1	5	E	800	1353	180	148.5	12.0
Apache RTR 200 4V R2.0 Smart	114.5 [#]	114.5 [#]	197.75/1	21.0	18.1	5	E	800	1353	180	148	12.0
Apache RTR 200 4V R2.0 BS6	124.0 [#]	124.0 [#]	197.75/1	20.5	16.8	5	E	800	1353	180	149	12.0
Apache RR 310	240.0 [#]	NA	312.2/1	34.0	27.3	6	E	810	1365	180	169.5	11.0
TWENTY TWO MOTORS												
Flow	74.7 [#]	NA	NA	2.1kW	NA	1	E	NA	NA	155	NA	NA
YAMAHA												
Ray Z	57.7	64.9	113/1	7.2	8.1	V	E	760	1270	128	104	5.0
Ray ZR (Drum)	60.6	67.9	113/1	7.2	8.1	V	E	775	1270	130	105	5.2
Ray ZR (Disc)	63.3	70.7	113/1	7.2	8.1	V	E	775	1270	130	103	5.2
Ray ZR (Disc Dark Knight)	64.3	71.5	113/1	7.2	8.1	V	E	775	1270	130	103	5.2
Ray ZR Street Rally	57.8 [#]	59.0 [#]	113/1	7.2	8.1	V	E	775	1270	130	103	5.2
Ray ZR 125 (Drum)	66.7 [#]	67.3 [#]	125/1	8.2	9.7	V	E	785	1280	145	99	5.2
Ray ZR 125 (Disc)	69.7 [#]	70.3 [#]	125/1	8.2	9.7	V	E	785	1280	145	99	5.2
Ray ZR 125 Street Rally	70.7 [#]	71.3 [#]	125/1	8.2	9.7	V	E	785	1280	145	99	5.2
Alpha (Drum)	58.7	66.4	113/1	7.2	8.1	V	E	775	1270	130	104	5.2
Alpha (Disc)	62.2	70.1	113/1	7.2	8.1	V	E	775	1270	130	102	5.2
Fascino	61.8	69.6	113/1	7.1	8.1	V	E	775	1270	130	103	5.2
Fascino (Dark Knight)	56.7 [#]	NA	113/1	7.1	8.1	V	E	775	1270	130	103	5.2
Fascino 125 STD Drum Brake	66.4 [#]	NA	125/1	8.2	9.7	V	E	780	1280	145	99	5.2
Fascino 125 DLX Drum Brake	67.4 [#]	NA	125/1	8.2	9.7	V	E	780	1280	145	99	5.2
Fascino 125 STD Disc Brake	68.9 [#]	NA	125/1	8.2	9.7	V	E	780	1280	145	99	5.2
Fascino 125 DLX Disc Brake	69.9 [#]	NA	125/1	8.2	9.7	V	E	780	1280	145	99	5.2
Saluto RX	54.4	57.0	110/1	7.5	8.5	4	K/E	785	1255	175	98	7.2
Saluto RX (Dark Knight)	55.5	57.5	110/1	7.5	8.5	4	K/E	785	1255	175	98	7.2
Saluto RX UBS	52.0 [#]	NA	110/1	7.5	8.5	4	K/E	785	1255	175	98	7.2
Saluto 125 (Matte Green Drum)	62.2	69.1	125/1	8.3	10.1	4	K/E	805	1265	180	112	7.6
Saluto 125 (Disc)	63.8	71.0	125/1	8.3	10.1	4	K/E	805	1265	180	112	7.6
Saluto 125 (Matte Green Disc)	64.8	71.9	125/1	8.3	10.1	4	K/E	805	1265	180	113	7.6
Saluto 125 UBS	58.8 [#]	NA	125/1	8.3	10.1	4	K/E	805	1265	180	113	7.6
SZ-RR V2.0	77.5	83.7	149/1	12.1	12.8	5	K/E	800	1320	165	134	14.0
SZ-RR V2.0 (Matte Green)	78.6	82.6	149/1	12.1	12.8	5	K/E	800	1320	165	134	14.0
FZ FI	99.2 [#]	NA	149/1	12.4	13.6	5	E	790	1330	165	137	13.0
FZS FI	101.2 [#]	NA	149/1	12.4	13.6	5	E	790	1330	165	137	13.0
FZS FI (Dark Knight)	102.7 [#]	NA	149/1	12.4	13.6	5	E	790	1330	165	137	13.0
MT-15	138.9 [#]	NA	155/1	18.5	13.9	6	E	815	1325	155	138	10.0
YZF-R15 S	133.8	139.4	149/1	17.0	15.0	6	E	800	1345	NA	136	12.0
YZF-R15 V3.0	139.0 [#]	NA	155/1	19.3	15.0	6	E	815	1325	170	139	11.0
FZ25	133.0 [#]	NA	249/1	20.9	20.0	5	E	795	1360	160	148	14.0
Fazer 25	143.0 [#]	NA	249/1	20.9	20.0	5	E	795	1360	160	154	14.0
YZF-R3	365.0	408.5	321/1	42.0	29.6	6	E	780	1380	160	173	14.0
MT-09	1055.0 [#]	1055.0 [#]	847/3	115.0	87.5	6	E	820	1440	135	193	14.0
YZF-R1	1994.6	2280.0	998/4	200.0	112.4	6	E	855	1405	130	199	17.0
YZF-R1M	3365.3	3449.3	998/4	200.0	112.4	6	E	860	1405	130	200	17.0

L= L Configuration, V= V Configuration, * = Estimated power, ** = Dry weight, # = Ex-showroom prices ^ = On-road Bengaluru ~ = Per month

1



GO BIG AND GO HOME

Camping under the stars doesn't necessarily mean you have to rough it out. Bengaluru-based start-up Campervan Camps and Holidays India has unveiled the LuxeCamper, which is India's first commercially-approved premium motorhome. Based on a Ashok Leyland chassis (the wheelbase is nearly as long as the Kia Seltos), the LuxeCamper features two queen-sized beds, two smart TVs, 4G Wi-Fi, a stove, a microwave, a shower, a toilet, a wardrobe, and loads more. While you need a commercial license to operate the vehicle, Campervan Camps and Holidays India will provide you with a driver in case you don't have one.

2



HELP YOURSELF

It may be a common sight abroad but a self-service petrol station is a concept new to India. It, however, seems like the way to go due to COVID-19 and the requirements for social distancing. A petrol station in Pune has

attendants who instruct customers on how to fill fuel and pay the bill. The usual precaution of using hand sanitiser is also in place. *Aatmanirbhar* with a twist.

3



THE ROLLS-ROYCE OF SCALE MODELS

Considering the Rolls-Royce Cullinan is the world's most expensive mass-production SUV, it's only fitting that its scale model costs a pretty penny too. This 1:8 scale model is hand-assembled, using over 1,200 individually crafted components. It takes 450 hours to make and comes with about 40,000 exterior colour options. For the Rs 12.5 lakh you'd spend on it, you could get a real 'compact' SUV!

YOU SPY

You snap 'em, we print 'em

CAR RENAULT KIGER CAUGHT IN MUMBAI-PUNE HIGHWAY

SPOTTED A SECRET CAR OR BIKE?

Autocar India reader Rigranj Pathak spotted Renault's upcoming Kiger compact SUV on the Mumbai-Pune highway. While there's quite a bit of camouflage, the sub-four-metre SUV bears a marked resemblance to the latest global Renaults from the front; a split headlight setup is visible and there's a V-shaped grille with a prominent upper portion that's likely to be chromed-out and hold the Renault logo. Camouflage at the rear keeps things hidden, but its SUV-like stance is clear. The Kiger will share engines with the Tribes - the 72hp, 1.0-litre petrol and the yet-to-be-introduced 1.0-litre turbo-petrol that makes about 95hp. A CVT automatic option will also be offered with the more powerful engine. Renault's rival to Maruti's Vitara Brezza, Hyundai Venue, Tata Nexon will be well-kitted. Top-spec versions are expected to get a touchscreen infotainment system, connected car tech, steering-mounted controls and automatic climate control. Expect the Kiger to carry competitive prices (Rs 5.5-12 lakh) when it launches this October.



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