

News monitored for: Ford India

DRIVEN MARUTI SUZUKI S-PRESSO **FEATURE** HYUNDAI GREAT INDIA DRIVE

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ALL NEW CRETA

Hyundai's 2020 plans revealed
Next generation Creta & Tucson on the cards




ROAD TEST

DIESEL BRIGADE

Hyundai Grand i10 Nios challenges Ford Freestyle & Maruti Suzuki Swift



RIDDEN

BENELLI IMPERIALE

MIDDLE WEIGHT RETRO OFFERING



AutoToday

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Road Test



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ROAD TEST

Test No.
178 to 180

Hyundai i10 Nios
1.2-litre, 3-cyl, 75bhp
vs MS Swift
1.3-litre, 4-cyl, 75bhp
vs Ford Freestyle
1.5-litre, 4-cyl, 100bhp

More to offer

Hyundai has launched the new generation Grand i10 in form of the Grand i10 Nios. It sits above the Grand i10 and now challenges the king of the ring, the Maruti Suzuki Swift. Joining in is the highly capable Ford Freestyle

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Hyundai Grand i10 Nios vs Maruti Suzuki Swift vs Ford Freestyle

Many are of the opinion that small diesel engines are soon going to be a thing of the past. Well, that theory has not gone down too well with Hyundai. At the recent launch of the new Grand i10 Nios, the company made

sure that lovers of the diesel engine will not be left wanting and that the small 1.2-litre engine would continue to exist in the future as well. That's a bold move we must say. The other most significant diesel engine in the country today is the 1.3-litre Fiat derived

Multijet. This motor powers millions of vehicles in India thanks to Maruti Suzuki. On the contrary this particular engine is headed to the bin soon with the advent of BS VI norms. Sad but true! However till that happens, the company is selling it in many of its vehicles



PICTURES Gurdeep Bhatia

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Road Test

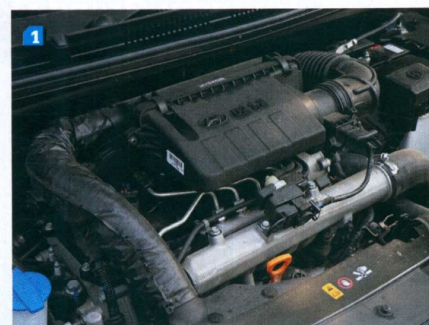
and one of the hottest selling is surely the Swift. On the other end of the spectrum is Ford who has decided to use the large 1.5-litre diesel engine in their cars. The Freestyle is one of their newest products and fits this test perfectly. So which is the one to have? We find out in this test.

EXTERIORS

The Grand i10 Nios is the latest entry and it shows. It uses the same platform as the Grand i10 but Hyundai has given it major upgrades prime amongst which is the use of high tensile steel. This has resulted in Hyundai being able to reduce the overall weight of the car considerably. As far as looks are concerned, the Nios looks smart and rather large. The front comes with Hyundai's cascading grille which is flanked by boomerang shaped day time running lights. In profile the Nios looks smart too and there are some cool touches like the 'Gi10' moniker sitting on

the rear door. The rear section is also quite interesting with smart tail lights and 'Nios' badging on the tail gate.

The Freestyle comes as an offshoot of the Figo hatchback. Ford designers in the meantime have spruced up the looks by adding scuff plates both up front and rear. The bumpers are new and so is the cladding which is easily visible in profile. The plus point with the Freestyle is that, it's not overdone and the additions remain subtle. While the head lamps get a smoked treatment, Ford has missed out on adding daytime running lamps. On the roof, one can spot roof rails that are usable units; perfectly handy to mount a roof box or even bicycles on them. The rear bumper of the Freestyle also seems to be larger but we particularly liked was the boot accessibility due to the low loading height. Adding to the overall stance of the Freestyle is the raised ride height. This also means that the Freestyle offers a substantial



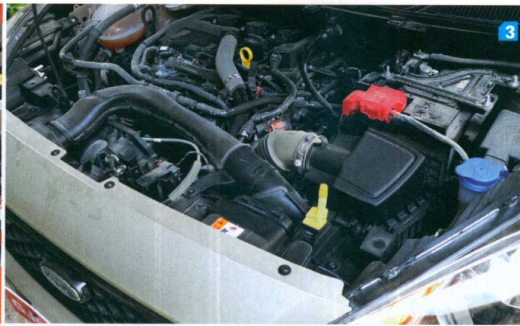
ground clearance at 190mm.

The Swift is like an evergreen tree. It looks good from most angles and especially the treatment of the DRLs is splendid. The overall shape of the car adds to the sporty flavor which is further enhanced by the repositioned rear door handle on top. This gives the hatch the look of a coupe rather than a four-door hatch. There is little to doubt that the Swift



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Hyundai Grand i10 Nios vs Maruti Suzuki Swift vs Ford Freestyle



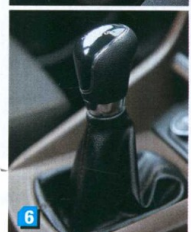
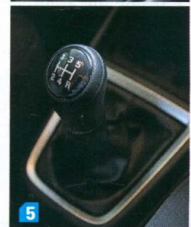
1&4. The Nios gets the smallest motor here displacing 1.2-litres and it too is mated to a 5-speed manual box 3&6. The Freestyle comes with the biggest engine here displacing 1.5-litres. 2&5. The Swift sits right in the middle with a 1.3-litre diesel mated to a 5-speed box

given a few upgrades looks ultra cool.

INTERIORS

Step inside the Nios and there is a feel of luxury all around. The textures and colours look very special and we love the treatment given to the dash. The protruding touchscreen infotainment system looks like something seen in much larger German sedans. The screen is also easy to reach and this makes it

even better. Not to forget that the Nios comes with a host of connectivity features which set it in a very different league. The instrument panel too is smart to look at and we love the mix of digital and analogue displays here. There are plenty of stowage areas all around and overall the feature list is top class. It even gets wireless charging in the top variants. When it comes to space, the Nios impresses too. There is plenty space for five in the cabin and a generous boot



HYUNDAI HAS MADE SURE THAT LOVERS OF THE DIESEL ENGINE WILL NOT BE LEFT WANTING

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Road Test



The Nios on the other hand is more classy to look at overall. The Swift comes with a sporty tone with red dials on the IP. The Freestyle's

too. On the downside, we missed having split rear seat backs which would have added to the versatility of the Nios.

Inside the Freestyle uses the same dashboard as found in the Figo. Where Ford has differentiated is, in the infotainment system, which is new. The unit features Ford's Sync 3 system and is Apple and Android ready. The touchscreen unit is extremely easy to use and the display is bright. We can clearly

say that this system is currently one of the best in business as far as features and usability goes. The Freestyle also gets automatic climate control, Ford's MyKey feature along with automatic lights and wipers. Space too is found aplenty within the Freestyle. Be it up front or at the back, the passengers will find it comfortable.

Although the Swift is rather new, the design of the cabin looks rather familiar. This

is primarily because the infotainment system can be found on most other Maruti Suzuki cars nowadays. However the flat bottom steering wheel and the dual pod instrument panel continue to showcase the sporty feel of the Swift. When it comes to space, the Swift is comfy for four. The fifth passenger though would feel a bit squeezed. The boot too is now bigger than before, but certainly not the best in the segment.



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dash gets the new Sync module and easy to use on the go

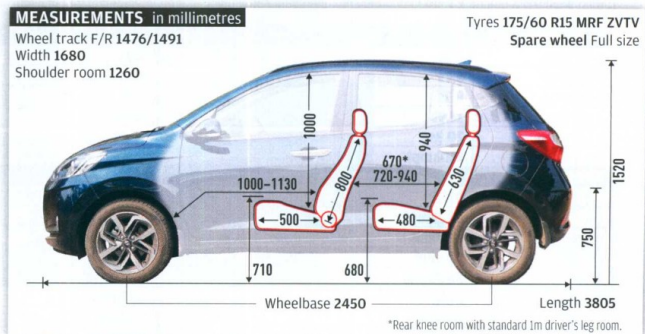
ON THE GO

The Nios is powered by the smallest motor here. However the 1.2 diesel feels good on the go. There is ample torque and the acceleration is also brisk. On the downside, it does sound a bit coarse and although there are no vibes creeping into the cabin, one would surely be able to hear it on the go. The gearbox though is a vast improvement. The short throws and the notchy feel adds to the driving experience.

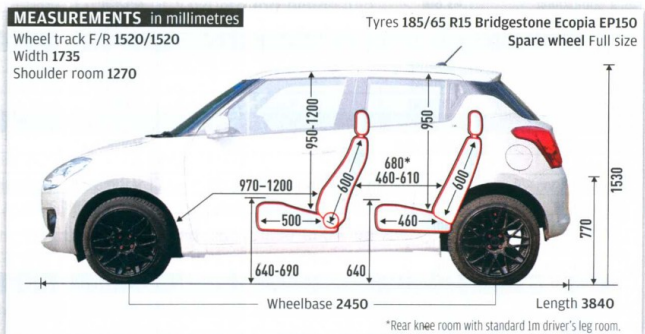
Freestyle uses a 1.5-litre common rail diesel engine which churns out 100bhp and 215Nm of torque. The five-speed



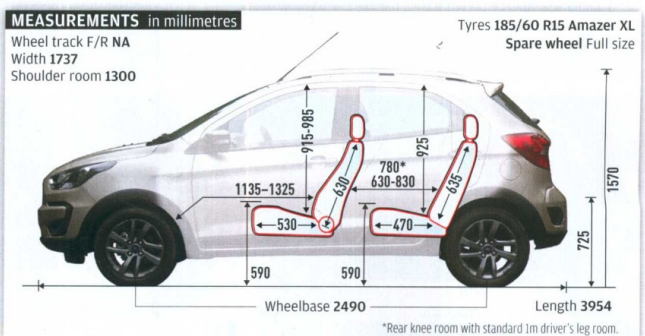
THE FREESTYLE LOOKS VERY IMPOSING THANKS TO ITS CLADDINGS AND SLIGHTLY RAISED RIDE HEIGHT. IT ALSO OFFERS GOOD SAFETY FEATURES



The Nios offers generous space. Rear seats could get more thigh support



The Swift offers more space than before. However rear feels a bit tight

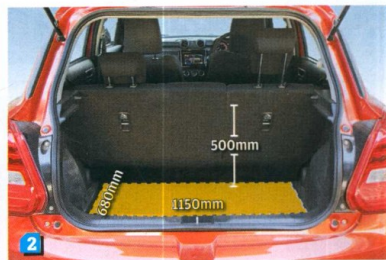


The Freestyle is a large car and as a result there is plenty of space inside

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Road Test

	Hyundai Grand i10 Nios Rs 9.10 lakh (OTR New Delhi)*	Maruti Suzuki Swift Rs 9.46 lakh (OTR)	Ford Freestyle Rs 9.40 lakh (OTR New Delhi)*
ENGINE			
Capacity	1,186cc, 3-cylinder	1,248cc, 4-cylinder, turbocharged	1,498cc, 4-cylinder
BorexStroke	77.2mmx84.5mm	69.6mmx82.5mm	NA
Gearbox	5-speed manual	5-speed manual	5-speed manual
Max Power	75bhp@4,000rpm	75bhp@4,000rpm	100bhp@3,750rpm
Max Torque	190Nm@1,750rpm	190Nm@1,750rpm	215Nm@1,750rpm
Power to weight	NA	76bhp/tonne	92bhp/tonne
Specific output	64bhp/litre	57bhp/litre	66bhp/litre
Driven Wheels	FWD	FWD	FWD
PERFORMANCE			
0-40 kmph	3.2s	2.3s	2.9s
0-60 kmph	5.2s	4.4s	5.5s
0-80 kmph	8.7s	7.7s	9.5s
0-100 kmph	12.9s	11.5s	15.6s
0-120 kmph	20.3s	17.4s	23.6s
Top Speed	150kmph	160kmph	140kmph
FUEL ECONOMY			
Fuel type	Diesel	Diesel	Diesel
City	19.7kmpl	21kmpl	17.3kmpl
Highway	21.0kmpl	27kmpl	23.6kmpl
Overall	18kmpl	21kmpl	17.5kmpl
ARAI	26.2kmpl	28.4kmpl	24.4kmpl
Fuel Tank	37 litres	37 litres	40 litres
Range	668km	780km	701km
CO2 Emissions	146g/km	125g/km	150g/km
BRAKING			
Brakes F/R	Discs/drums	Discs/drums	Discs/drums
100-0kmph	41.6m	44.9m	44.6m
80-0kmph	26.7m	27.7m	28.14m
NOISE			
At 50kmph	65db(A)	63db(A)	63db(A)
At 100kmph	67db(A)	67db(A)	70.1db(A)
At 120kmph	68db(A)	71db(A)	74db(A)
BODY			
Chassis	Monocoque	Monocoque	Monocoque
Seats	5	5	5
Suspension F/R	MacPherson struts/twist beam axle	MacPherson struts/torsion beam	MacPherson struts/torsion beam
Steering	Electric power assist	Electric power assist	Electric power assist
Turning Circle	9.6m	9.6m	10m
Boot space	260 litres	316 litres	257 litres
Wheel size	15in	15in	15in
FEATURES			
Model	Asta U2 1.2 CRDi	Swift ZDi+	Freestyle Titanium+
Airbags	Two	Two	Six
ABS	Yes	Yes	Yes
AC/Climate control	Climate Control	Climate control	AC
Power Windows	All four	All four	All four
Audio system	with MP3, USB, Aux	with USB, Aux, Bluetooth	with USB, Aux, Bluetooth
Standard Warranty	3 years/1,00,000km	2 years/40,000km	2 years/1,00,000 km
Extended Warranty	Available	Available	Available



1. The Nios offers 260 litres. 2. Swift offers 316 litres of cargo space while the 3. The Freestyle gets a 257 litre boot

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Hyundai Grand i10 Nios vs Maruti Suzuki Swift vs Ford Freestyle



2 & 3. Both the Swift and Freestyle come with a similar layout. The Swift though has a sportier display. 1. The Nios gets a fancy digital display. 6. The Sync system on the Ford is rather comprehensive. 5. The Swift gets the simplest infotainment system. 4. The Nios also gets Hyundai Bluelink connectivity feature. 7,8&9. The three hatchbacks here get climate control systems. The Swift's display though is our favourite. The Nios also gets a wireless mobile charger (above) which can come handy if you have a fancy phone

manual box transfers all this to the front wheels only. The Ford diesel engine feels pretty responsive and the Freestyle does well off the line. On the move, NVH levels are praiseworthy and the driver is cocooned in the cabin and remains comfortable. But the best thing is the gearbox which is slick and shifts through the cogs easily while the engine offers plenty of torque and this ensures smooth drivability.

The 1.3-litre motor of the Swift gives you a rush for sure. While the turbo lag is present till the 1,800rpm mark, once spooled the rush is brilliant. Take off then during an overtake is much fun. However once the rpm settles below the 1,800 mark, a downshift is surely called for. But in no means is this a bad thing as most of the time if driven in the right gear, the Swift is a hoot to drive.

RIDE & HANDLING

The Nios is not exactly a sporty car to drive and this shows in the way it handles. It takes to bumps and ruts with ease, but push it hard around bends and one does feel a bit iffy! The steering is light and though there is feedback coming through, we would like it to be even better.

One of the aspects that truly impressed us in the Freestyle is the ride quality. That's because it takes to Indian conditions with ease and as result passengers remain comfortable. The high ground clearance makes it easier for this CUV, not only to hold a commanding position of the road but it also takes on potholes and broken roads without being hassled or rattled. We'd be evading our duty if we didn't give a special mention to Ford's Active Rollover Preven-



1. The Nios offers good knee room and it also offers a rear AC vent which sure comes handy during Indian summers 2. The Swift is a crunch for three. 3. The Freestyle offers ample space at the back



THE SWIFT COMES WITH A RATHER SPORTY THEME GOING BOTH IN TERMS OF DRIVABILITY AND OVERALL DESIGN

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Road Test

EVALUATION POINTS

Body

Aspects points	Max	Swift	Nios	Freestyle
Front space	15	14	10	8
Rear space	15	7	12	9
Overall space	10	7	7	6
Boot space	15	9	7	9
Visibility	5	4	3	4
Feel of quality	15	11	12	9
Payload	5	3	3	3
Safety	20	4	4	6
Results	100	59	58	54

Drive

Aspects points	Max	Swift	Nios	Freestyle
Acceleration	15	8	7	6
Top speed	5	2	2	2
Driveability	10	6	6	6
Engine	5	3	3	3
Gearbox	10	7	7	7
Fuel efficiency	40	38	33	32
Range	5	4	3	4
Environment	10	9	8	8
Results	100	77	69	68

Comfort

Aspects points	Max	Swift	Nios	Freestyle
Ride quality	30	22	22	23
Front seats	10	8	8	7
Rear seat	10	7	7	6
Driving noise	10	6	7	6
Handling	15	13	11	12
Equipment	15	9	8	7
Operability	10	8	8	6
Results	100	73	71	67

Dynamics

Aspects points	Max	Swift	Nios	Freestyle
Steering	15	11	9	12
Stability	15	11	11	12
Manoeuvrability	20	16	16	17
Braking	25	19	20	19
Grip	10	6	6	6
Turning circle	15	14	14	14
Results	100	77	76	80

Cost

Aspects points	Max	Swift	Nios	Freestyle
Basic price	60	19	20	20
Resale	20	17	17	14
Warranty	20	8	16	15
Results	100	44	53	49

FINAL POINTS

	Swift	Nios	Freestyle
Body	59	58	54
Drive	77	69	68
Comfort	73	71	67
Dynamics	77	76	80
Cost	44	53	49
Total	330	327	318
Final Position	1st	2nd	3rd

BEST DRIVER'S CAR
154 POINTS

ALL THREE HATCHBACKS COMPETE AGAINST EACH OTHER YET THEY ARE VERY DIFFERENT FROM EACH OTHER

tion technology. The Freestyle also handles superbly. This is an inherent trait found in Ford cars and the Freestyle carries it forward. The steering too offers decent feedback which makes it a fun to drive car.

There is no questioning the abilities of

the Swift. It takes to corners with ease and leaves a big smile on the driver's face. The new generation platform too is brilliant and ride quality has improved many folds. The steering is light too and at the same time offers generous feedback.

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VERDICT

There is something about hatchbacks and India. Apart from being volume sales models they have a hard task to impress the janata. It is here that these three come into the picture. The Freestyle is a fantastic effort by Ford. It offers a good drive feel and offers a host of features. However it is the age which is showing. The Nios is the newest kid on the block and impresses with the neutral attitude it follows. It offers all the latest features, is decently spacious and also offers good fuel economy. We particularly like the cabin design and the use of light colours inside. But at the end of the day, it is the evergreen Swift which wins our test. The overall package continues to be the best in business.

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MOST COMFORTABLE CAR 132 POINTS



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