

# Suzuki Vitara 1.6 VVT LY

2015-2018 · 1.6 VVT M16A (120 hp) 4-cylinder naturally aspirated petrol

Est. annual maintenance cost: €550-1,150

Date \_\_\_\_\_ Mileage \_\_\_\_\_ Price \_\_\_\_\_ Seller \_\_\_\_\_

**What matters most:** One of the more reliable compact SUVs. Focus on paint condition and, if it is an automatic, whether the gearbox software has been updated.

## BEFORE THE VIEWING

- Recall status**  
Early 2015 cars may have an AEB false-braking recall, and Oct-Dec 2015 cars a rear axle bolt recall. Ask a Suzuki dealer to check the VIN before you visit.
- Service records**  
Suzuki specifies oil changes every 12 months or 15,000 km. Ask the seller to share the service book or dealer stamps. A full history adds resale value.
- MOT / inspection history**  
Check the last two MOT or TUV reports for advisories on suspension, brakes, or corrosion. Any paint-related corrosion notes are worth flagging early.

## AT THE CAR

- Tyres and exterior condition**  
Standard size is 215/55 R17. Check tread depth and date codes on the sidewall. Look closely at the bonnet leading edge and wheel arches for stone chips turning into small rust spots.
- Paint chips and rust spots**  
Suzuki paintwork on this model is thin (80-120 micrometres) and chips easily. Use your phone torch to inspect the bonnet, bumper edges, and around the fuel cap for pinhole rust.
- Engine cold start**  
The M16A should fire immediately with no hesitation or rattling. Ask to start it cold if possible. Listen for any ticking or knocking from the top of the engine for the first 30 seconds.
- Headlights and bulb sockets**  
Turn on the headlights and check both sides work. If accessible, look at the H7 bulb connectors for melting or discolouration, a known issue caused by loose-fitting sockets.

## DURING THE DRIVE

- Automatic gearbox shifts**  
If it is an auto, pay attention to the 1st-to-2nd gear change at low speed. A hard thump or jerk can point to outdated TCM software, which a Suzuki dealer can update.
- Steering and suspension**  
Drive over speed bumps and rough patches. The Vitara should feel composed with no clunks or knocking from the front. Wandering steering can point to worn track rod ends.
- Infotainment system**  
While driving, tap through the Garmin touchscreen menus and test all four corners. The screen may freeze, register taps in wrong spots, or reboot, all signs of a failing unit.

## NOTES

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### THIS CAR AT A GLANCE

Compact petrol crossover, built 2015-2018. One of the more reliable small SUVs. Main concerns are cosmetic: thin paint and a weak Garmin head unit.

#### KNOWN WEAK POINTS

##### Thin paint and rust

Stone chips develop into rust spots  
€200-1,000

##### Garmin infotainment

Freezes, calibration drift, reboots  
€200-800

##### Auto gearbox jerk

1st-to-2nd thump, needs TCM update  
€0-600

##### Headlight bulb burnout

H7 bulbs fail every 4-6 months  
€50-200

##### Oil consumption (high km)

Up to 400 ml/1,000 km after 200k km  
€100-500

