



SUZUKI


Celerio

South Africa • 2026 Official Buyer's Guide

<https://www.hagalu.com/south-africa/suzuki/celerio/>
Independent Automotive Research for Africa

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01 Overview & Quick Facts

The Suzuki Celerio occupied an odd position in the Suzuki lineup — not quite as cheap as the S-Presso, not quite as accomplished as the Swift, but more practical than either. At R249,900 for the entry GL MT, it was positioned as "affordable practical transport that doesn't sacrifice style." And that positioning actually worked for buyers wanting hatchback versatility without sedan weight, or needing something that felt less basic than the S-Presso without Swift money. The 1.0-litre three-cylinder was identical to the S-Presso engine — 50 kilowatts, 90 Newton-metres, proven, reliable, genuinely fuel-efficient. But the Celerio's 970 kilogram body (205 kg heavier) meant throttle response was slightly softer. You needed longer to accelerate. The three-cylinder became more audible at sustained speeds. But you gained genuine interior space: back seats with actual leg room, rear cargo area holding shopping without stacking bags on seats, and a cabin that felt less claustrophobic. The hatchback configuration meant loading was easier than sedans. Rear seats folded flat, creating surprisingly versatile load space for a car this size. Buyers doing DIY runs or transporting musical...



Body Style	5-door hatchback
Launched	2017
Generation	Second-generation Celerio on HEARTECT lightweight platform; global redesign retained the proven K10C engine while reducing weight and improving structural rigidity; the platform is shared with the S-Presso
Fuel Types	Petrol
Colours	Solid White, Pearl Midnight Black, Metallic Silky Silver, Sizzling Red, Speedy Blue
OEM Website	https://www.suzukiauto.co.za/celerio

02 Variant Pricing & On-Road Costs

Variant	Fuel	Transmission	Trim	Ex-Showroom
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03 Pros, Cons & Expert Verdict

● STRENGTHS

- ✓ Reliability is demonstrated through proven engineering and market operation.
- ✓ Service costs remain reasonable through dealer and independent networks.
- ✓ Fuel economy sits within realistic ranges for segment class.
- ✓ Interior space accommodates family use across most configurations.
- ✓ Resale values develop as market recognizes vehicle positioning.
- ✓ Safety features include modern systems addressing real-world hazard scenarios.

● CONSIDERATIONS

- ✗ Depreciation follows segment patterns, with steeper loss during initial ownership years.
- ✗ Interior materials prioritize function over premium perception.
- ✗ Styling appears understated compared to visually aggressive competitors.
- ✗ Technology features may lag premium competitors in sophistication.
- ✗ Off-road capability remains basic for adventure-focused buyers.

Expert Verdict

"DISCONTINUED — retained as used-car reference. A dependable entry hatchback that was replaced in Suzuki's SA lineup by the more practical Dzire."

The Celerio's discontinuation reflects the rationalisation of Suzuki SA's entry-level range: the Dzire covers the same price point with a significantly more modern engine (Z12E DualJet vs K10C), a larger boot (378L vs 254L), and better active safety specification on higher trims. For used-car buyers in the R155,000 to R200,000 range, the Celerio remains a sound purchase — its K10C engine is proven, its service costs are low, and its driving character is predictable and appropriate for its market position. It is a better highway vehicle than the S-Presso due to lower cabin noise at speed, and a more conventional hatchback interior that some buyers prefer.

City Driving	The Celerio is highly suited to South African city commuting. Its compact 3.69m footprint parks in bays that defeat larger hatchbacks, the light steering makes repeated U-turns and three-point turns effortless, and the AMT variant handles Joburg, Cape Town, and Durban peak-hour traffic without clutch fatigue. Real fuel consumption in pure city driving comes in around 5.5 to 6.0 litres per 100km — cheap to run on any income. The turning circle is tight enough to navigate multi-storey parking garages without multiple-point turns.
Highway	Functional on the highway at 100 to 110km/h but not the car's strength. The K10C revs audibly between 3,500 and 4,000rpm at 110km/h in fifth gear and there is wind noise from the bluff-nosed body at speed. Overtaking on a dual carriageway requires dropping to fourth and committing early. For buyers who occasionally use the N1 or N3 between cities, the Celerio manages adequately. For anyone whose commute is primarily highway — 40km or more of freeway each way — the Swift's Z12E DualJet engine is a significantly more relaxed choice.
Off-Road	Off-road access ranges from basic to moderate depending on configuration. Ground clearance handles typical farm gates and low obstacles. Gravel roads present no challenge for standard variants. Basic farm tracks are traversable for most configurations. Rough terrain requires appropriate driving technique rather than extreme capability. The vehicle functions adequately for recreational off-road scenarios without specialization for rock crawling.

Best For

Budget-conscious first-car buyers, retirees and empty-nesters wanting an economical city runabout, second-car buyers in two-vehicle households, buyers who prefer conventional hatchback proportions over the micro-crossover styling of the S-Presso

04 Variant Comparison Matrix

All 0 variants of the Suzuki Celerio side-by-side. Use this to spot the smallest differences quickly — fuel, power, gearbox and price all in one view.

→ [Compare these variants on hagalu.com](#) (live prices, on-road costs, real owner reviews and EMI calculator)

05 Explore More on Hagalu

Jump to live prices for each variant

Live Prices & On-Road Costs — Suzuki Celerio

→ Latest ex-showroom and city-wise on-road prices in South Africa.

→ Open

Side-by-Side Comparison

→ Compare Suzuki Celerio vs any rival model.

→ Open

Browse All Suzuki Models

→ Explore the full Suzuki lineup in South Africa.

→ Open

Buyer's Guides — Finance, Pricing & New Launches

→ In-depth SA guides: car finance, monthly EMI math, upcoming launches.

→ Open

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