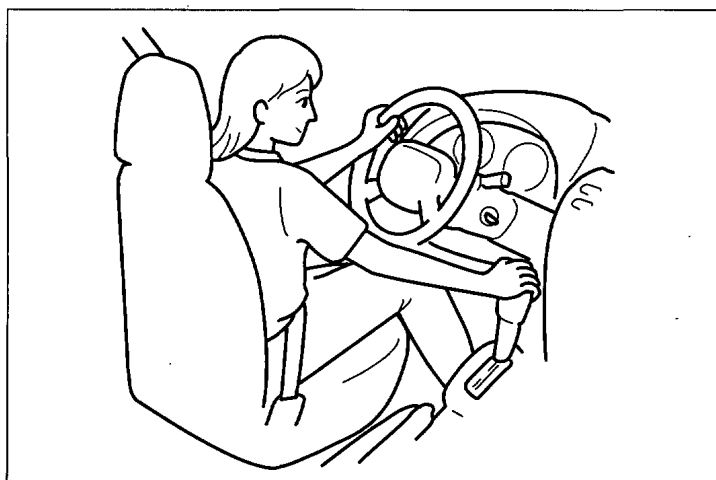




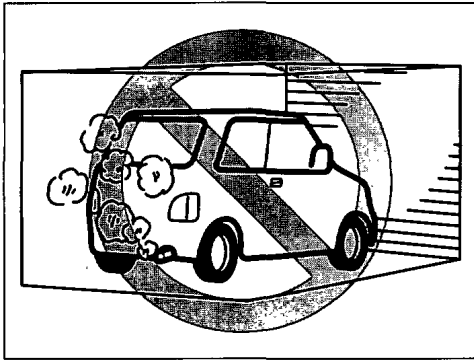
60G408

OPERATING YOUR VEHICLE

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OPERATING YOUR VEHICLE

Exhaust Gas Warning



52D334

WARNING

Avoid breathing exhaust gases. Exhaust gases contain carbon monoxide, a potentially lethal gas that is colorless and odorless. Since carbon monoxide is difficult to detect by itself, be sure to take the following precautions to help prevent carbon monoxide from entering your vehicle.

- Do not leave the engine running in garages or other confined areas.

(Continued)

WARNING

(Continued)

- Do not park with the engine running for a long period of time, even in an open area. If it is necessary to sit for a short time in a parked vehicle with the engine running, make sure the air intake selector is set to "FRESH AIR" and the fan is at high speed.
- Avoid operating the vehicle with the rear door, tailgate or rear window open. If it is necessary to operate the vehicle with the rear door, tailgate or rear window open, make sure the folding sunroof (if equipped) and all the windows are closed, and the fan is at high speed with the air intake selector set to "FRESH AIR".
- To allow proper operation of your vehicle's ventilation system, keep the air inlet grille in front of the windshield clear of snow, leaves, or other obstructions at all times.
- Keep the exhaust tailpipe area clear of snow and other material to help reduce the buildup of exhaust gases under the vehicle. This is particularly important when parked in blizzard conditions.

(Continued)

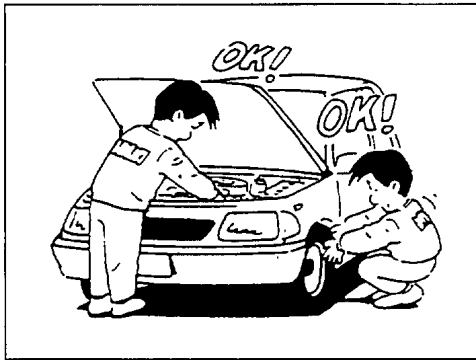
WARNING

(Continued)

- Have the exhaust system inspected periodically for damage and leaks. Any damage or leaks should be repaired immediately.

Daily Inspection Checklist

Before Driving



60A187S

- 1) Make sure that windows, mirrors, lights, and reflectors are clean and unobstructed.
 - 2) Visually check the tires for the following points:
 - the depth of the tread groove
 - abnormal wear, cracks and damage
 - loose wheel nuts
 - existence of foreign material such as nails, stones, etc.
- Refer to "Tires" in "INSPECTION AND MAINTENANCE" section for details.
- 3) Look for fluid and oil leaks.

NOTE:

It is normal for water to drip from the air conditioning system after use.

- 4) Make sure the hood is fully closed and latched.
- 5) Check the headlights, turn signal lights, brake lights and horn for proper operation.
- 6) Adjust the seat and adjustable head restraint (if equipped).
- 7) Check the brake pedal and the parking brake lever.
- 8) Adjust the mirrors.
- 9) Make sure that you and all passengers have properly fastened your seat belts.
- 10) Make sure that all warning lights come on as the key is turned to the "ON" position.
- 11) Check all gauges.
- 12) Make sure that the BRAKE SYSTEM WARNING light turns off when the parking brake is released.

Once a week, or each time you fill your fuel tank, perform the following under-hood checks:

- 1) Engine oil level
 - 2) Coolant level
 - 3) Brake fluid level
 - 4) Power steering (if equipped) fluid level
 - 5) Windshield washer fluid level
 - 6) Battery solution level
 - 7) Hood latch operation
- Pull the hood release handle inside the vehicle. Make sure that you cannot open the hood all the way without releasing the secondary latch. Be sure to close the hood securely after check-

OPERATING YOUR VEHICLE

ing for proper latch operation. See the item "All Latches, Hinges & Locks" of "CHASSIS AND BODY" in the "Periodic Maintenance Schedule" in the "INSPECTION AND MAINTENANCE" section for lubrication schedule.

⚠ WARNING

Make sure the hood is fully closed and latched before driving. If it is not, it can fly up unexpectedly during driving, obstructing your view and resulting in an accident.

Once a month, or each time you fill your fuel tank, check the tire pressure using a tire pressure gauge. Also check the tire pressure of the spare tire.

OPERATING YOUR VEHICLE

Engine Oil Consumption

It is normal for the engine to consume some engine oil during normal vehicle operation.

The amount of engine oil consumed depends on the viscosity of the oil, the quality of the oil and the conditions the vehicle is driven under.

More oil is consumed during high-speed driving and when there is frequent acceleration and deceleration. Under high loads, your engine also will consume more oil.

A new engine also consumes more oil, since its pistons, piston rings and cylinder walls have not yet become conditioned. New engines reach the normal level of oil consumption only after approximately 5000 km (3000 miles) driving.

Oil consumption:

**Max. 1.0 L per 1000 km
(1 Qt. per 600 miles)**

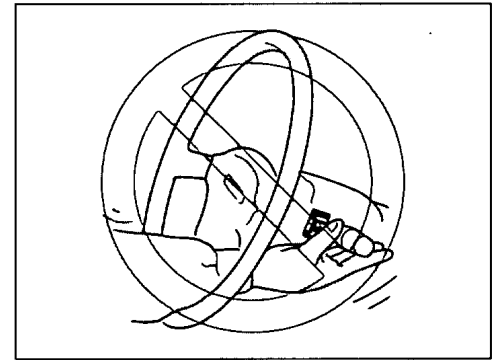
When judging the amount of oil consumption, note that the oil may become diluted and make it difficult to accurately judge the true oil level.

As an example, if a vehicle is used for repeated short trips, and consumes a normal amount of oil, the dipstick may not show any drop in the oil level at all, even after 1000 km (600 miles) or more of driving. This is because the oil is gradually becoming diluted with fuel or moisture,

making it appear that the oil level has not changed.

You should also be aware that the diluting ingredients evaporate out when the vehicle is subsequently driven at high speeds, such as on an expressway, making it appear that oil is excessively consumed after high-speed driving.

Ignition Switch



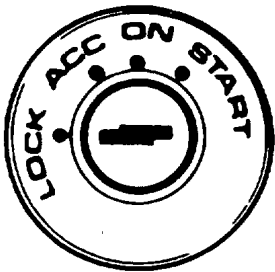
65D611

WARNING

To avoid possible injury, do not operate controls by reaching through the steering wheel.

Vehicle Without Keyless Start System

EXAMPLE



60B041

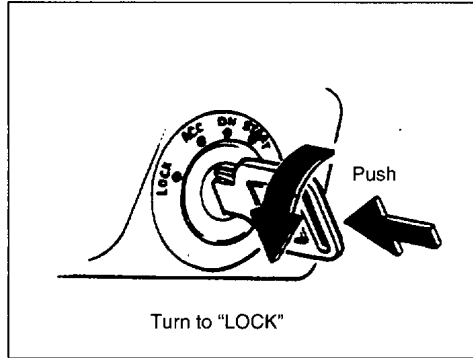
The ignition switch has the following four positions:

LOCK

This is the normal parking position. It is the only position in which the key can be removed.

It locks the ignition, and prevents normal use of the steering wheel after the key is removed.

Manual transmission



60A055

• Manual transmission vehicles

You must push in the key to turn it to the "LOCK" position. It locks the ignition, and prevents normal use of the steering wheel after the key is removed.

• Automatic transmission vehicles

The gearshift lever must be in the "P" (Park) position to turn the key to the "LOCK" position. It locks the ignition and prevents normal use of the steering wheel and gearshift lever.

To release the steering lock, insert the key and turn it clockwise to one of the other positions. If you have trouble turning the key to unlock the steering, try turning the steering wheel slightly to the right or left while turning the key.

ACC

Accessories such as the radio can operate, but the engine is off.

ON

This is the normal operating position. All electrical systems are on.

START

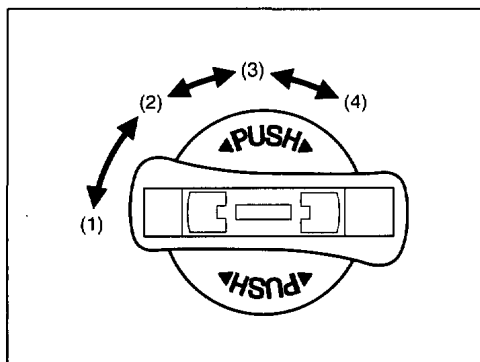
This is the position for starting the engine using the starter motor. The key should be released from this position as soon as the engine starts.

Ignition key reminder (if equipped)

A buzzer sounds intermittently to remind you to remove the ignition key if it is in the ignition switch when the driver's door is opened.

OPERATING YOUR VEHICLE

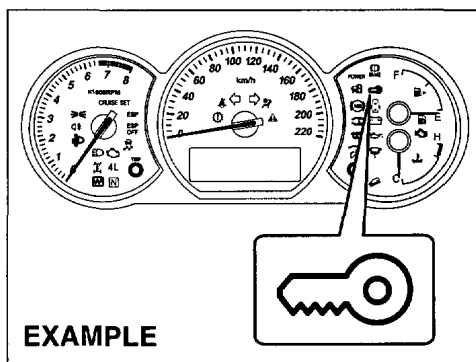
Vehicle With Keyless Start System



The ignition switch can be operated without using an ignition key when the remote controller is in an area of the vehicle other than the rear luggage area. To turn the ignition switch, first push in the switch.

NOTE:

You must push in the ignition switch to turn it from the "LOCK" position to the "ACC" position. To return to the "LOCK" position from the "ACC" position, turn the ignition switch counterclockwise while pushing in the switch.



If the keyless start system blue indicator light illuminates on the instrument cluster, you can turn the ignition switch. If the red indicator light illuminates, you can not turn the ignition switch.

NOTE:

- The ignition switch can be turned to the "ACC" position when the keyless start system blue indicator light illuminates. The blue indicator light will illuminate for several seconds when you push in the ignition switch and then will turn off to protect the system. In this case, you must release the ignition switch and push it in again to illuminate the blue indicator light.
- If the keyless start system red indicator light illuminates, the remote controller may not be in the vehicle or the battery

of the remote controller may be unreliable.

NOTE:

- If the battery of the remote controller runs down or there are strong radio waves or noise, the operating range may be narrower or the remote controller may be inoperative.
- If the remote controller is too close to the door, it may not operate.
- The ignition switch may not turn when the remote controller is on the instrument panel, in the glove box, in a storage compartment, in the sun visor or on the floor.

CAUTION

The remote controller is a sensitive electronic instrument. To avoid damaging the remote controller:

- Do not expose it to impacts, moisture or high temperature such as by leaving it on the dashboard under direct sunlight.
- Keep the remote controller away from magnetic objects such as a television.

You can also turn the ignition switch by inserting the ignition key into the slot.

If you leave any of the doors open with the ignition switch in the "ACC" position for a while (and no key inserted), the engine may not start when you turn the ignition

OPERATING YOUR VEHICLE

switch to "START". If the engine does not start, close all doors completely or turn the ignition switch back to the "LOCK" position, then start the engine.

The ignition switch has the following four positions:

LOCK (1)

This is the normal parking position. It is the only position in which the key can be removed. It locks the ignition, and prevents normal use of the steering wheel.

If your vehicle is equipped with the automatic transmission key inter lock system, the ignition switch can be turned to the "LOCK" position only when the gearshift lever is in the "P" (Park) position.

To release the steering lock, turn the ignition switch clockwise to one of the other positions. If you have trouble turning the ignition switch to unlock the steering, try turning the steering wheel slightly to the right or left while turning the switch.

NOTE:

You must push the ignition switch in to turn it to the "ACC" position. Also you must push the ignition switch in to return it to the "LOCK" position.

ACC (2)

Accessories such as the radio can operate, but the engine is off.

ON (3)

This is the normal operating position. All electrical systems are on.

START (4)

This is the position for starting the engine using the starter motor. The switch should be released from this position as soon as the engine starts.

Ignition switch reminder

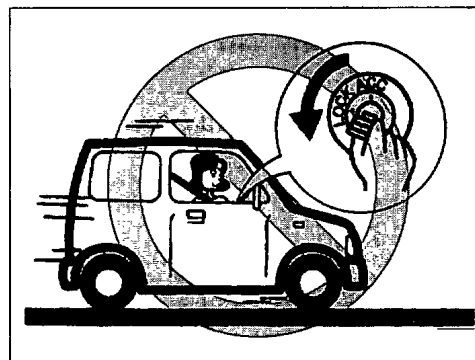
(When using the keyless start system)

A buzzer sounds intermittently to remind you to return the ignition switch to the "LOCK" position if it is in the "ACC" position when the driver's door is opened.

Ignition key reminder

(When using the ignition key)

A buzzer sounds intermittently to remind you to remove the ignition key if it is in the ignition switch when the driver's door is opened.



81A297S

⚠ WARNING

- Never return the ignition switch to the "LOCK" position and remove the ignition key while the vehicle is moving. The steering wheel will lock and you will not be able to steer the vehicle.

(Continued)

OPERATING YOUR VEHICLE

⚠ WARNING

(Continued)

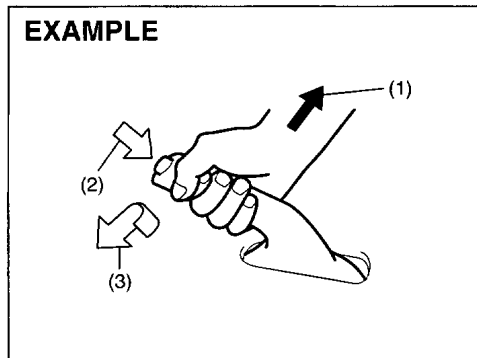
- Always return the ignition switch to the "LOCK" position and remove the ignition key and the remote controller (if equipped) when leaving the vehicle even if a short time. Also do not leave children or pets alone in a parked vehicle. Unattended children could cause accidental movement of the vehicle or could tamper with power windows or power sunroof. They also could suffer from heat stroke in warm or hot weather. These could result in severe injury or even death.

CAUTION

- Do not use the starter motor for more than 15 seconds at a time. For diesel engine model, do not use the starter motor for more than 30 seconds at a time. If the engine does not start, wait 15 seconds before trying again. If the engine does not start after several attempts, check the fuel and ignition systems or consult your SUZUKI dealer.
- Do not leave the ignition switch in the "ON" position if the engine is not running as the battery will discharge.

Parking Brake Lever

EXAMPLE



64J081

- (1) To set
- (2) To release
- (3) To release

The parking brake lever is located between the seats. To set the parking brake, hold the brake pedal down and pull the parking brake lever all the way up. To release the parking brake, hold the brake pedal down, pull up slightly on the parking brake lever, push the button on the end of the lever with your thumb, and lower the lever to its original position.

For automatic transmission vehicles, always set the parking brake before moving the gearshift lever to the "P" (PARK) position. If you park on an incline and shift into "P" before setting the parking brake, the weight of the vehicle may make it difficult to shift out of "P" when you are ready to drive the vehicle.

When preparing to drive the vehicle, move the gearshift lever out of the "P" position before releasing the parking brake.

⚠ WARNING

- Never drive your vehicle with the parking brake on: rear brake effectiveness can be reduced from overheating, brake life may be shortened, or permanent brake damage may result.
- If the parking brake does not hold the vehicle securely or does not fully release, have your vehicle inspected immediately by an authorized SUZUKI dealer.

⚠ WARNING

Always set the parking brake fully before leaving your vehicle or it may move, causing injury or damage. When parking, make sure the gearshift lever for manual transmission vehicles is in 1st gear or "R" (Reverse) and the gearshift lever for automatic transmission vehicles is in "P" (Park). Never leave the transfer lever (if equipped) in "N" (Neutral) when you are parked. Remember, even though the transmission is in gear or in Park, you must set the parking brake fully.

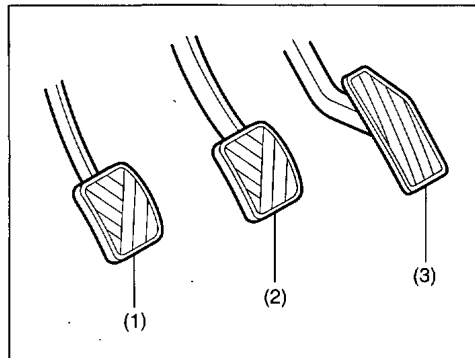
⚠ WARNING

When parking the vehicle in extremely cold weather, the following procedure should be used:

- 1) Set the parking brake.
- 2) Shift the manual transmission into reverse or first gear, or the automatic transmission into "P" (Park).
- 3) With the engine off, get out of the vehicle and put chocks under the wheels.
- 4) Release the parking brake. When you return to your vehicle, you must remember to first set the parking brake, then remove the wheel chocks.

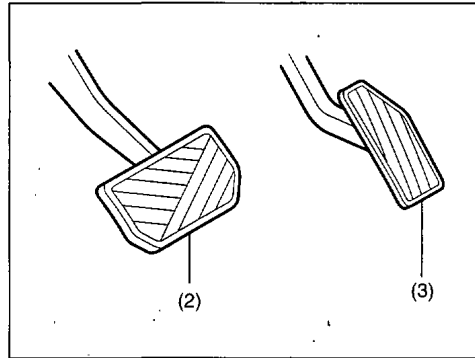
Pedal

Manual transmission



64J082

Automatic transmission



64J083

Clutch Pedal (1)

(For manual transmission)

The clutch pedal is used to disengage the drive to the wheels when starting the engine, stopping, or shifting the gearshift lever or transfer lever (if equipped). Depressing the pedal disengages the clutch.

CAUTION

Do not drive with your foot resting on the clutch pedal. It could result in excessive clutch wear, clutch damage, or unexpected loss of engine braking.

Brake Pedal (2)

Your SUZUKI vehicle is equipped with either front and rear disc brakes or front disc brakes and rear drum brakes. Depressing the brake pedal applies both sets of brakes.

You may hear occasional brake squeal when you apply the brakes. This is a normal condition caused by environmental factors such as cold, wet, snow, etc.

⚠ WARNING

If brake squeal is excessive and occurs each time the brakes are applied, you should have the brakes checked by your SUZUKI dealer.

OPERATING YOUR VEHICLE

WARNING

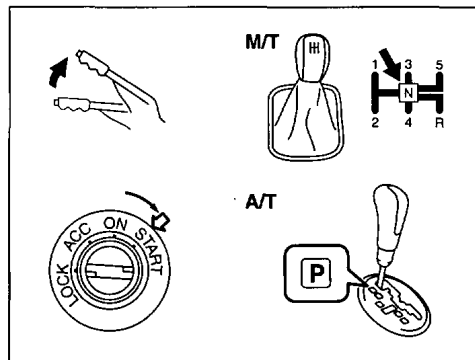
Do not "ride" the brakes by applying them continuously or resting your foot on the pedal. This will result in overheating of the brakes which could cause unpredictable braking action, longer stopping distances, or permanent brake damage.

Accelerator Pedal (3)

This pedal controls the speed of the engine. Depressing the accelerator pedal increases power output and speed.

Starting the Engine

Before Starting the Engine



64J140

- 1) Make sure the parking brake is set fully.
- 2) Manual transmission – Shift into "N" (Neutral) and depress the clutch pedal all the way to the floor. Hold the clutch pedal while starting the engine.
Automatic transmission – If the gear-shift lever is not in "P" (Park) position, shift into "P" (Park). (If you need to restart the engine while the vehicle is moving, shift into "N".)

NOTE:

Automatic transmission vehicles have a starter interlock device which is designed to keep the starter from operating if the transmission is in any of the drive positions.

WARNING

Make sure that the parking brake is set fully and the transmission is in Neutral (or Park for vehicles with an automatic transmission) before attempting to start the engine.

Starting a Cold and Warm Engine (For Gasoline Engine Model)

With your foot off the accelerator pedal, crank the engine by turning the ignition key to "START". Release the key when the engine starts.

CAUTION

- Stop turning the starter immediately after the engine has started or the starter system can be damaged.
- Do not crank the engine for more than 15 seconds at a time. If the engine doesn't start on the first try, wait about 15 seconds before trying again.

If the engine does not start after 15 seconds of cranking, wait about 15 seconds, then press down the accelerator pedal to 1/3 of its travel and try cranking the engine again. Release the key and accelerator pedal when the engine starts.

If the engine still does not start, try holding the accelerator pedal all the way to the floor while cranking. This should clear the engine if it is flooded.

(For Diesel Engine Model)

Cold engine

Turn the ignition switch to the "ON" position and wait until the glow plug indicator goes out if it comes on. Crank the engine by turning the ignition key to "START". Release the key when the engine starts.

CAUTION

- The starter is allowed to crank the engine up to 30 seconds. If the engine failed to start, wait 15 seconds, then restart cranking. Even if the third trial failed, consult authorized SUZUKI dealer.
- If the engine is started after long time parking at extremely cold atmosphere such as the ambient temperature is below -20°C , release ignition key from start position and stop cranking after confirming the engine speed increase around 800 to 1000 rpm.

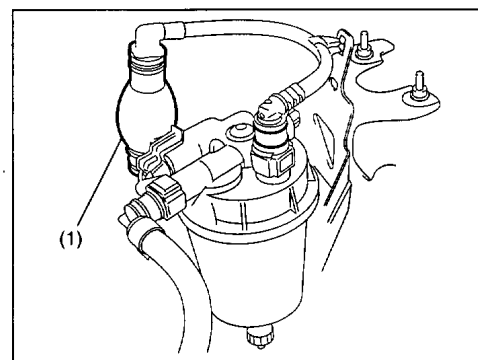
Warm engine

Crank the engine by turning the ignition key to "START". Release the key when the engine starts.

Caution when stopping the engine with turbocharger

When stopping the engine after climbing or high speed driving, let the engine idle for about one minute or more (if it is not prohibited) to cool down the turbocharger and engine oil. This is to prevent the engine oil from over-deteriorating. Deteriorated engine oil will damage the bearings of the turbocharger.

Restarting F9Q diesel engine after fuel-empty stop



78K076

The engine stops if the engine feels fuel emptiness. To restart the engine, stop the vehicle, fill the tank (minimum 5 liters) and operate the manual priming pump (1) attached to the fuel filter until resistance is felt. Then perform the engine starting procedure.

OPERATING YOUR VEHICLE

Diesel Particulate Filter (DPF®)

The DPF® filters off the soot particles in the exhaust gas, so the DPF® could get clogged depending on the driving condition. The DPF® is cleaned by the regenerating function that combusts the soot particles in the DPF® by raising the exhaust gas temperature during driving.

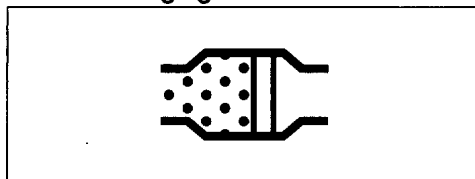
WARNING

Keep away from the exhaust pipe when the engine is running. If the DPF® is regenerating, the exhaust gas temperature could be higher.

NOTE:

When you drive your vehicle, white smoke may be emitted depending on the grade of fuel used. This is due to the particle filter regenerating automatically, and does not affect the way the vehicle runs.

DPF® warning light



64J244

If the DPF® warning light comes on when driving, the DPF® is nearly clogged. You should regenerate the DPF® when the DPF® warning light comes on. To regenerate the DPF®, you must drive the vehicle until the light goes out, at a speed of 75 km/h (47 mph) or higher for a while (max. 30 minutes).

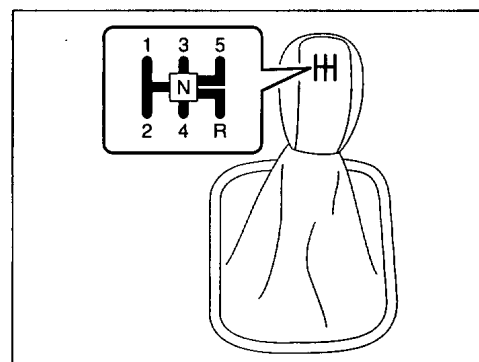
However, you should drive carefully and within the legal speed limit, and should take in to consideration the surrounding traffic condition. If you drive your vehicle until the light goes out, the regeneration of the DPF® will be completed.

CAUTION

Be sure to regenerate the DPF® when the DPF® warning light comes on. Failure to regenerate the DPF® will cause a vehicle malfunction due to the clogged filter.

Using the Transmission

Manual Transmission



65D449

Starting off

To start off, depress the clutch pedal all the way to the floor and shift into 1st gear. After releasing the parking brake, gradually release the clutch. When you hear a change in the engine's sound, slowly press the accelerator while continuing to gradually release the clutch.

Shifting

All forward gears are synchronized, which provides for quiet, and easy shifting. Always push in the clutch pedal fully before shifting gears.

OPERATING YOUR VEHICLE

Downshifting maximum allowable speeds

For M16A engine km/h (mph)

Downshifting	
2nd to 1st	40 (25)
3rd to 2nd	75 (47)
4th to 3rd	105 (65)
5th to 4th	145 (90)*

For J20A engine km/h (mph)

Down-shifting	Transfer switch (if equipped) position	
	"4H" or "4H LOCK"	"4L LOCK"
2nd to 1st	45 (28)	20 (13)
3rd to 2nd	85 (53)	45 (28)
4th to 3rd	120 (75)	60 (38)
5th to 4th	165 (103)*	85 (53)*

For J24B engine km/h (mph)

Down-shifting	Transfer switch (if equipped) position	
	"4H" or "4H LOCK"	"4L LOCK"
2nd to 1st	50 (31)	25 (16)
3rd to 2nd	95 (59)	45 (28)
4th to 3rd	135 (84)	65 (41)
5th to 4th	180 (113)*	90 (56)*

For F9Q Diesel engine km/h (mph)

Down-shifting	Transfer switch (if equipped) position	
	"4H" or "4H LOCK"	"4L LOCK"
2nd to 1st	35 (22)	15 (9)
3rd to 2nd	60 (37)	30 (18)
4th to 3rd	95 (59)	45 (28)
5th to 4th	135 (84)*	65 (40)*

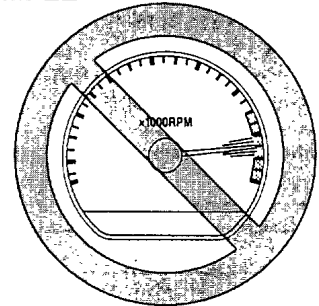
NOTE: *

You may not accelerate to the maximum allowable speed because of the driving situation and/or the vehicle condition.

CAUTION

When downshifting to a lower gear, make sure not to operate with the speed faster than the maximum allowable speeds for the next lower gear, or severe engine damage can result.

EXAMPLE



54G583

Keep the engine speed so it does not get into the red zone of tachometer.

OPERATING YOUR VEHICLE

⚠ WARNING

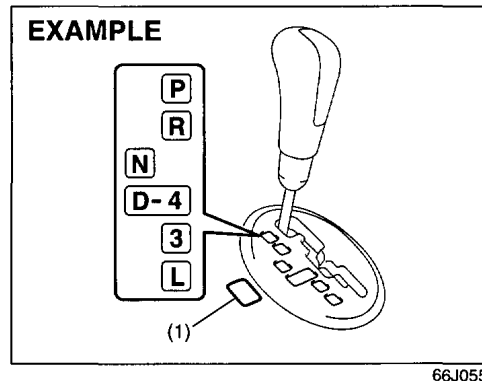
- Reduce your speed and downshift to a lower gear before going down a long or steep hill. A lower gear will allow the engine to provide braking. Avoid riding the brakes or they may overheat, resulting in brake failure.
- When driving on slippery roads, be sure to slow down before downshifting. Excessive and or sudden changes in engine speed may cause loss of traction, which could cause you to lose control.
- Make sure that the vehicle is completely stationary before you shift into reverse.

CAUTION

- To help avoid clutch damage, do not use the clutch pedal as a foot-rest while driving or use the clutch to keep the vehicle stationary on a hill. Depress the clutch fully when shifting.
- When shifting or starting off, do not race the engine. Racing the engine can shorten engine life and affect smooth shifting.

5-Speed Automatic Transmission

EXAMPLE



(1) Power mode selector switch

D:

5-speed automatic transmission mode

4:

4-speed automatic transmission mode

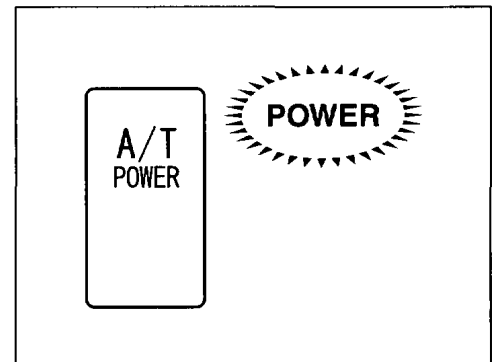
The 4-speed mode is suitable for the following driving conditions:

- Driving on hilly, winding roads
 - You can drive more smoothly with less frequent gearshifting
- Going down a steep hill
 - Some engine braking is provided

NOTE:

With the transfer switch in the "4L LOCK" position, the 5-speed automatic transmission will remain in the 4-speed mode.

Power mode selector switch



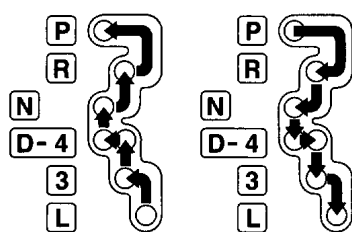
When you need more power for climbing hills or smooth starting on slippery road, push the "A/T POWER" switch. To activate the power mode selector, push the "A/T POWER" switch, and the "POWER" indicator light in the instrument cluster comes on. To deactivate, push the switch again, and the "POWER" indicator light goes off.

Power driving mode

When the "A/T POWER" switch is on with shift in "D" (Drive), "4" (Low 3) or "3" (Low 2) position, if you depress the accelerator pedal, the shifting points are delayed so the engine can rev higher in each gear. Therefore, you can drive more powerfully than normal driving.

Gearshift lever

EXAMPLE



66J056

The gearshift lever is designed that it can not be shifted out of the "P" position unless the ignition switch is in the "ON" position and the brake pedal is depressed.

⚠ WARNING

Always depress the brake pedal before shifting from "P" (Park) (or "N" (Neutral) if the vehicle is stationary) to a forward or reverse gear, to help prevent the vehicle from moving unexpectedly when you shift.

For all normal driving, make sure that the "POWER" indicator light is off, then put the gearshift lever into "D" (Drive). Use the other gearshift lever positions as described below:

P (Park)

Use this position to lock the transmission when the vehicle is parked or when starting the engine. Shift into Park only when the vehicle is completely stationary.

⚠ WARNING

If you have a 4-wheel drive vehicle, never leave the transfer switch in "N" (Neutral) when parked. Otherwise the vehicle may roll even if the transmission is in Park.

R (Reverse)

Use this position to reverse the vehicle from stop. Make sure that vehicle is completely stationary before shifting into Reverse.

N (Neutral)

Use this position for starting the engine if the engine stalls and you need to restart it while the vehicle is moving. You may also shift into Neutral and depress the brake pedal to hold the vehicle stationary during idling.

D (Drive)

Use this position for all normal driving.

With the gearshift lever in "D" range you can get an automatic downshift by pressing the accelerator pedal. The higher the vehicle speed is, the more you need to press the accelerator pedal to get a downshift.

4 (Low 3)

Use this position for driving on moderate uphill and downhill gradients. The engine braking effect on moderate downhills can be used in this position. The transmission shifts up only to 4th gear.

3 (Low 2)

Use this position to provide extra power when climbing hills, or to provide engine braking when going down hills.

NOTE:

In these 4 or 3 positions, if the power mode selector switch is turned to the "ON" position, the transmission will not downshift into "L" (Low 1).

L (Low 1)

Use this position to provide maximum power when climbing steep hills or driving through deep snow or mud, or to provide maximum engine braking when going down steep hills.

OPERATING YOUR VEHICLE

NOTE:

If you move the gearshift lever to a lower gear while driving faster than the maximum allowable speed for the lower gear, the transmission will not actually downshift until your speed drops below the maximum speed for the lower gear.

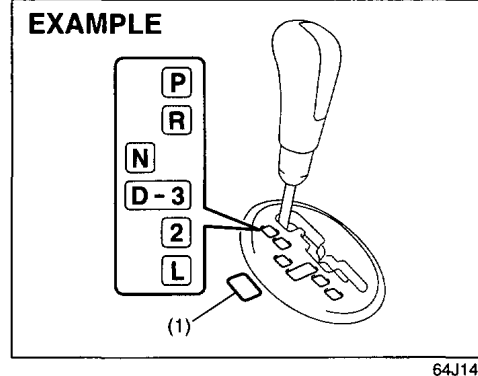
CAUTION

Be sure to take the following precautions to help avoid damage to the automatic transmission:

- Make sure that the vehicle is completely stationary before shifting into "P" or "R".
- Do not shift from "P" or "N" to "R", "D", "4", "3", or "L" when the engine is running above idle speed.
- Do not rev the engine with the transmission in a drive position ("R", "D", "4", "3", or "L") and the rear wheels not moving.
- Do not use the accelerator to hold the vehicle on a hill. Use the vehicle's brakes.

4-Speed Automatic Transmission

EXAMPLE



64J141

(1) Power mode selector switch

D:

4-speed automatic transmission mode

3:

3-speed automatic transmission mode

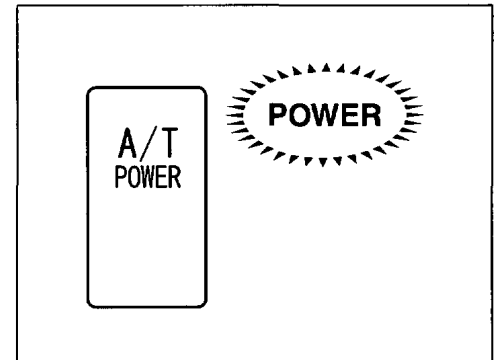
The 3-speed mode is suitable for the following driving conditions:

- Driving on hilly, winding roads
 - You can drive more smoothly with less frequent gearshifting
- Going down a steep hill
 - Some engine braking is provided

NOTE:

With the transfer switch in the "4L LOCK" position, the 4-speed automatic transmission will remain in the 3-speed mode.

Power mode selector switch



65D448

When you need more power for climbing hills or smooth starting on slippery road, push the "A/T POWER" switch. To activate the power mode selector, push the "A/T POWER" switch, and the "POWER" indicator light in the instrument cluster comes on. To deactivate, push the switch again, and the "POWER" indicator light goes off.

Power driving mode

When the "A/T POWER" switch is on with shift in "D" (Drive) or "3" (Low 3), if you depress the accelerator pedal, the shifting points are delayed so the engine can rev higher in each gear. Therefore, you can drive more powerfully than normal driving.

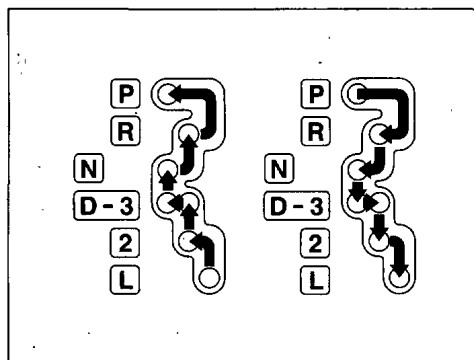
Slippery road mode

When the "A/T POWER" switch is on with shift in "2" (Low 2) position, the gear will be fixed in second while driving or when start driving. Therefore, you can drive smoothly on slippery road.

NOTE:

- When you start driving with the gearshift lever in "2" (Low 2) position while the "A/T POWER" switch is on, the gear will be fixed in second. If you need to shift up, shift the lever into "3" (Low 3) or "D" (Drive) position.
- When the "A/T POWER" is on, if you shift the gearshift lever from "3" (Low 3) or "D" (Drive) position to "2" (Low 2) position, the gear will be fixed in second.

Gearshift lever



64J142

The gearshift lever is designed that it can not be shifted out of the "P" position unless the ignition switch is in the "ON" position and the brake pedal is depressed.

⚠ WARNING

Always depress the brake pedal before shifting from "P" (Park) (or "N" (Neutral) if the vehicle is stationary) to a forward or reverse gear, to help prevent the vehicle from moving unexpectedly when you shift.

For all normal driving, make sure that the "POWER" indicator light is off, then put the gearshift lever into "D" (Drive). Use the other gearshift lever positions as described below:

P (Park)

Use this position to lock the transmission when the vehicle is parked or when starting the engine. Shift into Park only when the vehicle is completely stationary.

⚠ WARNING

If you have a 4-wheel drive vehicle, never leave the transfer switch in "N" (Neutral) when parked. Otherwise the vehicle may roll even if the transmission is in Park.

R (Reverse)

Use this position to reverse the vehicle from stop. Make sure that vehicle is completely stationary before shifting into Reverse.

N (Neutral)

Use this position for starting the engine if the engine stalls and you need to restart it while the vehicle is moving. You may also shift into Neutral and depress the brake pedal to hold the vehicle stationary during idling.

OPERATING YOUR VEHICLE

D (Drive)

Use this position for all normal driving.

With the gearshift lever in "D" range you can get an automatic downshift by pressing the accelerator pedal. The higher the vehicle speed is, the more you need to press the accelerator pedal to get a downshift.

3 (Low 3)

Use this position for driving on moderate uphill and downhill gradients. The engine braking effect on moderate downhills can be used in this position. The transmission shifts up only to 3rd gear.

2 (Low 2)

Use this position to provide extra power when climbing hills, or to provide engine braking when going down hills.

NOTE:

In these 3 or 2 positions, if the power mode selector switch is turned to the "ON" position, the transmission will not downshift into "L" (Low 1).

L (Low 1)

Use this position to provide maximum power when climbing steep hills or driving through deep snow or mud, or to provide maximum engine braking when going down steep hills.

NOTE:

If you move the gearshift lever to a lower gear while driving faster than the maximum allowable speed for the lower gear, the transmission will not actually downshift until your speed drops below the maximum speed for the lower gear.

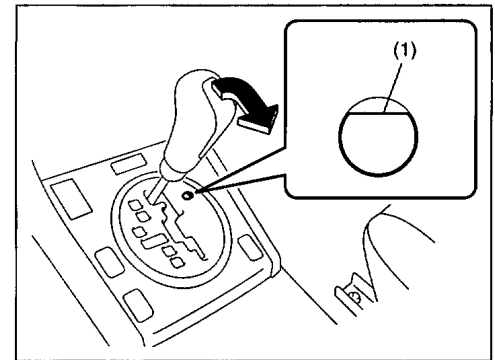
CAUTION

Be sure to take the following precautions to help avoid damage to the automatic transmission:

- Make sure that the vehicle is completely stationary before shifting into "P" or "R".
- Do not shift from "P" or "N" to "R", "D", "3", "2", or "L" when the engine is running above idle speed.
- Do not rev the engine with the transmission in a drive position ("R", "D", "3", "2", or "L") and the rear wheels not moving.
- Do not use the accelerator to hold the vehicle on a hill. Use the vehicle's brakes.

If You Can Not Shift Automatic Transmission Gearshift Lever Out of "P" (PARK)

Left hand drive vehicle



78K043

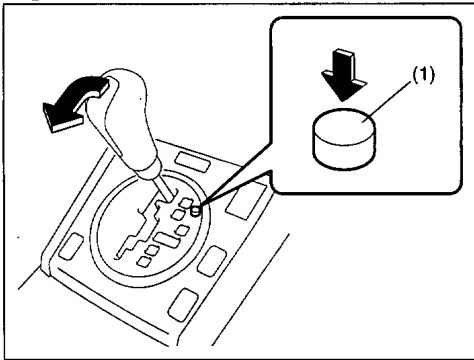
Vehicles with an automatic transmission have an electrically operated park-lock feature. If the vehicle's battery is discharged, or there is some other electrical failure, the automatic transmission cannot be shifted out of Park in the normal way. Jump starting may correct the condition. If not, follow the procedure described below. This procedure will permit shifting the transmission out of Park.

- 1) Be sure the parking brake is firmly applied.
- 2) If the engine is running, stop the engine.
- 3) Make sure the key is in the "ON" or "ACC" position.

- 4) Remove the cover (1) on the hole.
- 5) With inserting the key or the flat end rod into the slot in the hole, shift the gearshift lever to the desired position.

This procedure is for emergency use only. If repeated use of this procedure is necessary, or the procedure does not work as described, take the vehicle to your dealer for repair.

Right hand drive vehicle



78K044

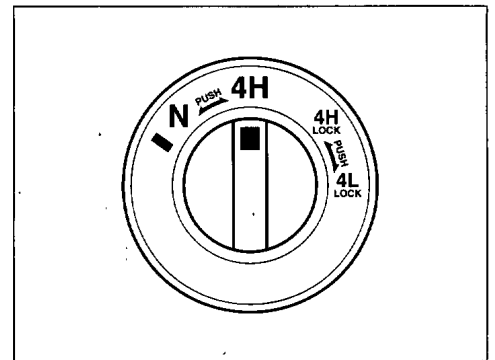
Vehicles with an automatic transmission have an electrically operated park-lock feature. If the vehicle's battery is discharged, or there is some other electrical failure, the automatic transmission cannot be shifted out of Park in the normal way. Jump starting may correct the condition. If not, follow the procedure described below. This pro-

cedure will permit shifting the transmission out of Park.

- 1) Be sure the parking brake is firmly applied.
- 2) If the engine is running, stop the engine.
- 3) Make sure the key is in the "ON" or "ACC" position.
- 4) With pushing the release button (1), shift the gearshift lever to the desired position.

This procedure is for emergency use only. If repeated use of this procedure is necessary, or the procedure does not work as described, take the vehicle to your dealer for repair.

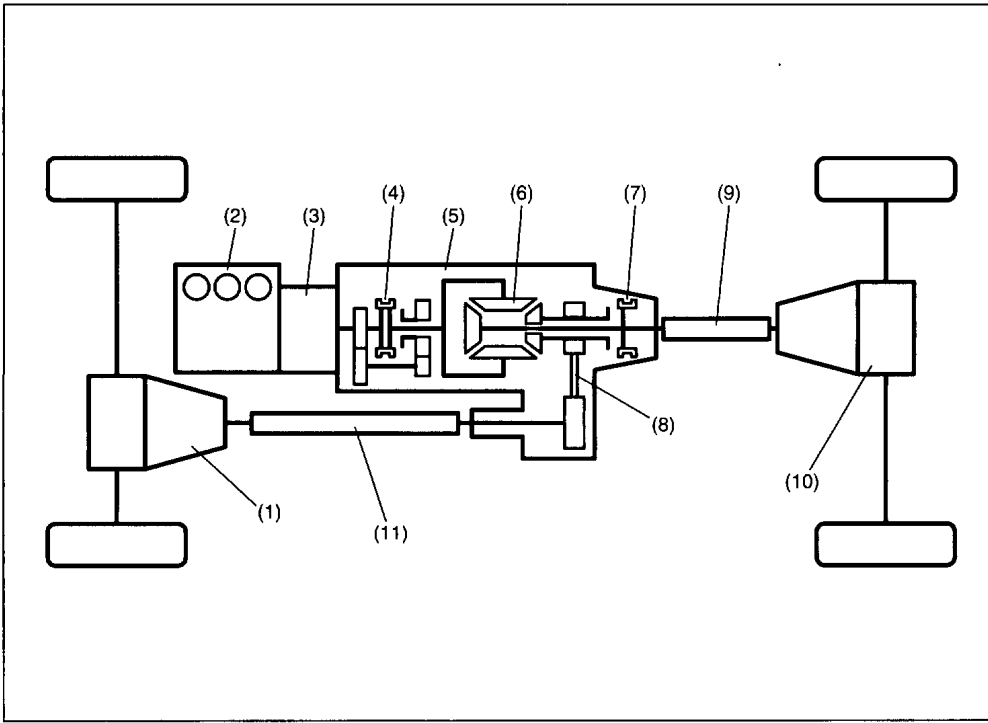
Using the Transfer Switch (if equipped)



66J168

Your vehicle is equipped with a four-mode full-time 4x4 system. You can use the transfer switch to select any of the four modes: N, 4H, 4H LOCK, 4L LOCK.

OPERATING YOUR VEHICLE



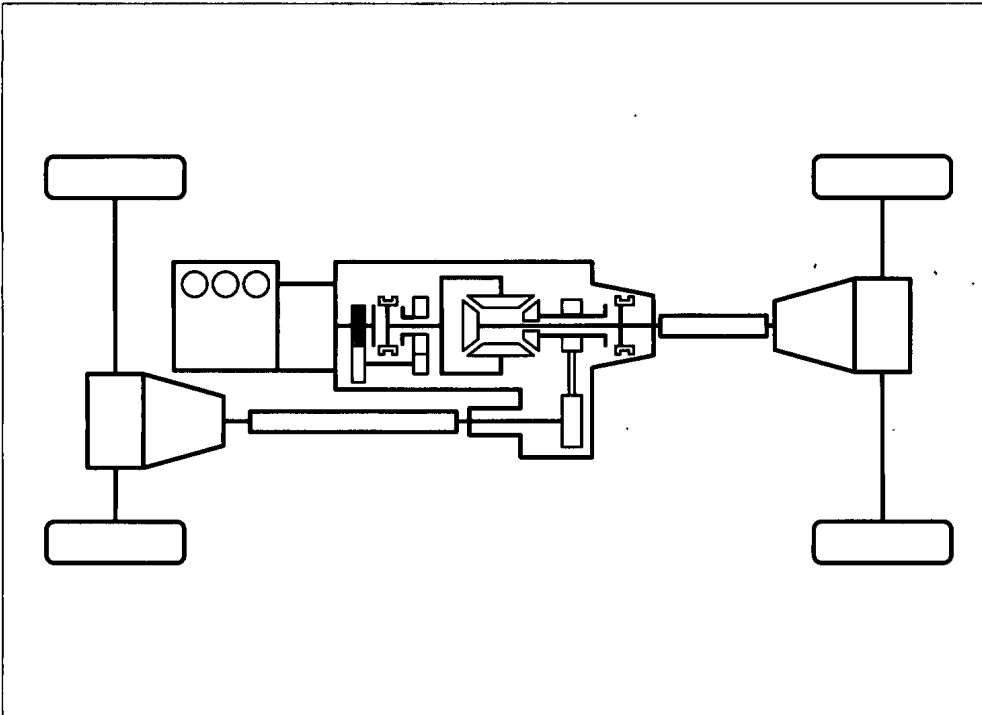
- (1) Front differential
- (2) Engine
- (3) Transmission
- (4) High/Low clutch
- (5) Transfer case
- (6) Center differential
- (7) Differential lock clutch
- (8) Chain
- (9) Rear propeller shaft
- (10) Rear differential
- (11) Front propeller shaft

64J143

OPERATING YOUR VEHICLE

Description of Transfer Switch Positions

N (Neutral)



64J223

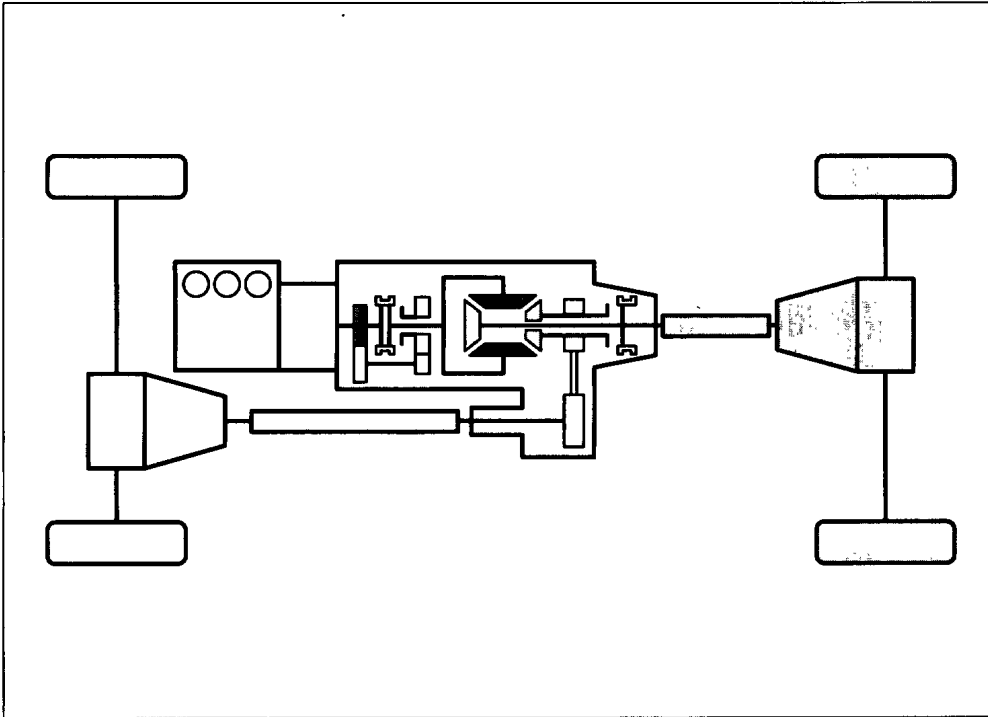
In this position, engine power is not supplied to the front or rear axles. Only use this position for towing your vehicle. When you turn the transfer switch to the "N" position, "N" indicator will come on with the buzzer sound.

⚠ WARNING

Never leave the transfer switch in "N" (Neutral) when parked. When the transfer switch is in "N" (Neutral), the vehicle may roll even if the transmission is in gear or in Park.

OPERATING YOUR VEHICLE

4H (4-wheel drive high range)

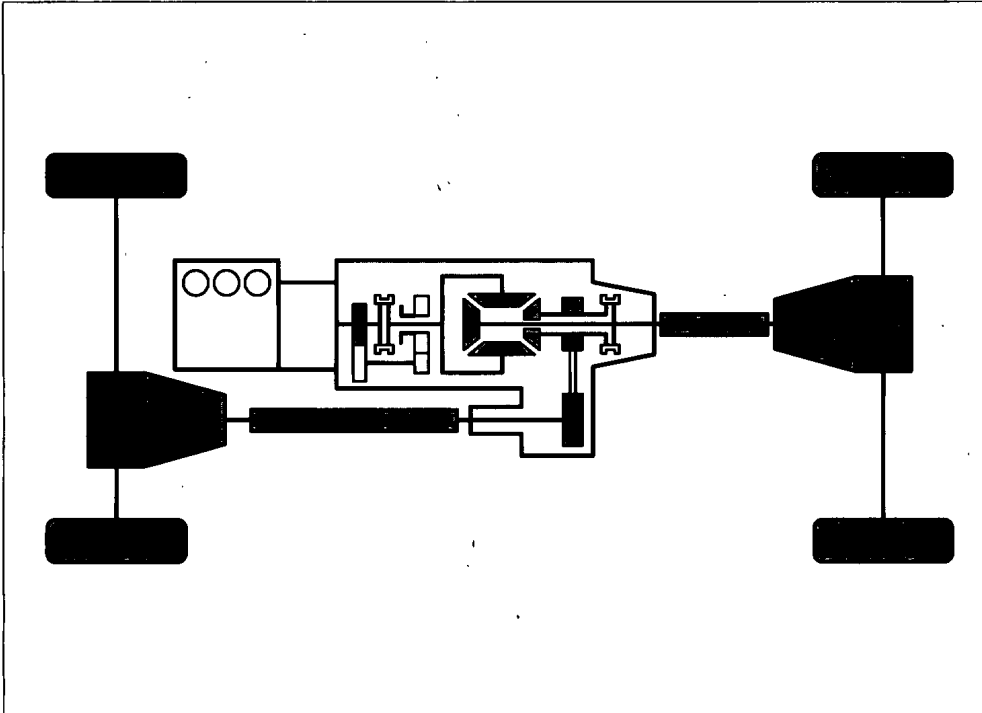


In this position, engine power is supplied to the front and rear axles. Use this position for normal driving.

64J220

OPERATING YOUR VEHICLE

4H LOCK (4-wheel drive high range center differential lock)

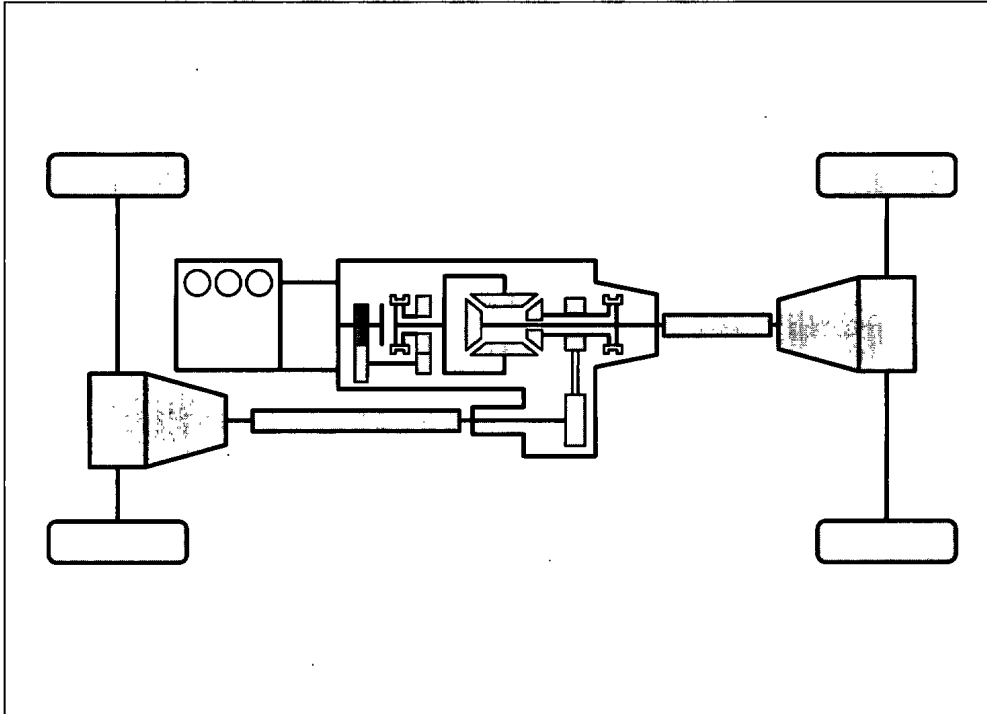


64J221

In this position, engine power is supplied to the front and rear axles and you get better traction than when driving in "4H". Use this position when you need better traction than "4H" provides, such as when driving on slippery roads etc.

OPERATING YOUR VEHICLE

4L LOCK (4-wheel drive low range center differential lock)



64J222

In this position, engine power is supplied to the front and rear axles and you get better traction and more low-speed torque than when driving in "4H". Use this position when you need better traction than "4H" provides and more low-speed torque than "4H LOCK" provides, such as when climbing or descending steep, slippery hills etc.

NOTE:

When the transfer switch (if equipped) is turned to the "4L LOCK" position, the ESP® systems (other than ABS) (if equipped) will be canceled to provide improved vehicle traction, and the "ESP OFF" indicator light will come on.

When the transfer switch (if equipped) is turned to the "4L LOCK" position, brake-traction control can be activated. Brake-traction control brakes the spinning wheel to distribute drive power to the other wheels for increased climbing ability or for better performance on a rolling hill or a slippery surface.

ESP® is a registered trademark of Daimler AG.

Transfer Switch Operation

Operate the transfer switch according to the appropriate procedure described below:

From N to 4H

Stop the vehicle completely, place the transmission in "N" (Neutral) and depress the brake pedal and the clutch pedal fully (if equipped), then push in and turn the switch to shift into "4H".

From 4H to 4H LOCK

You can operate the transfer switch either when the vehicle is stopped or while the vehicle is moving.

Position the front wheels straight ahead and turn the switch to shift into "4H LOCK". If the vehicle is moving, we recommend that the speed be less than 100 km/h (60 mph) during this operation.

CAUTION

Do not operate the transfer switch while tires are racing.

NOTE:

If it is difficult to shift between "4H" and "4H LOCK" while the vehicle is moving, try accelerating and decelerating your vehicle several times after turning the transfer switch. Be sure to wait until traffic conditions allow you to accelerate and decelerate safely before using this procedure.

From 4H LOCK to 4L LOCK

Stop the vehicle completely, place the transmission in "N" (Neutral) and depress the brake pedal and the clutch pedal fully (if equipped), then push in and turn the switch to shift into "4L LOCK".

From 4L LOCK to 4H LOCK

Stop the vehicle completely, place the transmission in "N" (Neutral) and depress the brake pedal and the clutch pedal fully (if equipped), then push in and turn the switch to shift into "4H LOCK".

From 4H LOCK to 4H

You can operate the transfer switch either when the vehicle is stopped or while the vehicle is moving.

Position the front wheels straight ahead and turn the switch to shift into "4H". If the vehicle is moving, we recommend that the speed be less than 100 km/h (60 mph) during this operation.

CAUTION

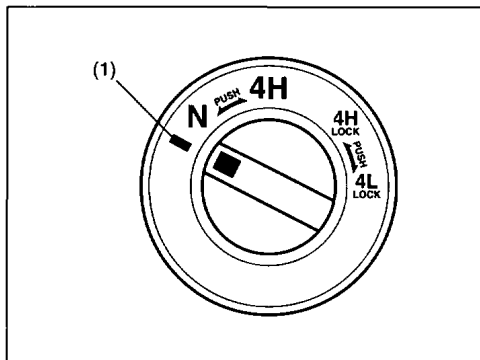
Do not operate the transfer switch while tires are racing.

NOTE:

If it is difficult to shift between "4H" and "4H LOCK" while the vehicle is moving, try accelerating and decelerating your vehicle several times after turning the transfer switch. Be sure to wait until traffic conditions allow you to accelerate and decelerate safely before using this procedure.

OPERATING YOUR VEHICLE

From 4H to N



64J209

Stop the vehicle completely, place the transmission in "N" (Neutral) and depress the brake pedal and the clutch pedal fully (if equipped), then push in and turn the switch to the mark (1) at the left of the "N" position, and hold the switch in this position for 5 seconds until the "N" indicator blinks, then turn the switch to the "N" position.

When you turn the transfer switch to the "N" position, "N" indicator will come on with the buzzer sound.

CAUTION

- Be sure to stop the vehicle completely before operating the transfer switch to shift between "N" and "4H", or between "4H LOCK" and "4L LOCK".
- Do not shift between "4H" and "4H LOCK" unless the front wheels are in the straight-ahead position and we recommend that the vehicle speed be less than 100 km/h (60 mph).
Do not operate the transfer switch while tires are racing.
- Do not operate your vehicle in "4H LOCK" or "4L LOCK" on dry, hard surfaces.

(Continued)

CAUTION

(Continued)

- Do not operate the vehicle while a 4WD mode indicator is blinking except when shifting between "4H" and "4L LOCK".

If you operate the vehicle while a 4WD mode indicator is blinking, a buzzer will sound and the transfer will shift to "N" (Neutral) to prevent transfer case damage.

In this case, use the following procedure.

- 1) Release your foot from the accelerator pedal and depress the brake pedal to stop the vehicle completely.
- 2) Depress the clutch pedal fully (if equipped) or shift the automatic transmission gearshift lever to the "N" position.
- 3) If the transfer does not shift from "N" although you perform 1) and 2), turn the transfer switch to the position previously selected and operate the switch again.

NOTE:

The information display shows the warning and indicator message when the transfer system is operated, or has a problem.

OPERATING YOUR VEHICLE

The basic operation for transfer switch

Current Position	Current Indicator	Target Position	Target Indicator
N		4H	-
4H	-	N	
		4H LOCK	
4H LOCK		4H	-
		4L LOCK	 4L
4L LOCK	 4L	4H LOCK	

N: Neutral

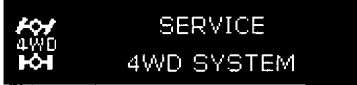
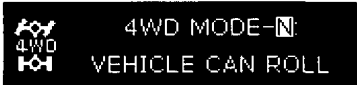
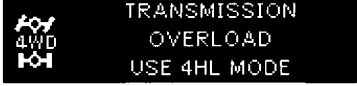
4H: 4-wheel drive high range mode

4H LOCK: 4-wheel drive high range center differential lock mode

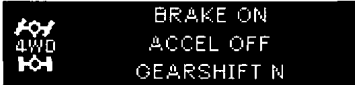
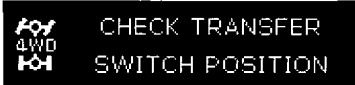
4L LOCK: 4-wheel drive low range center differential lock mode

OPERATING YOUR VEHICLE

Warning and Indicator messages

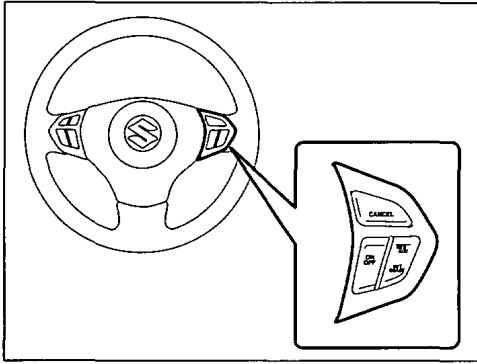
Transfer Switch Operation	Warning and Indicator messages	Master Warning Indicator	Sound	Cause and Remedy
In any position	 79K074	Blinks	Off	There may be a problem with the 4WD system. Have your vehicle inspected by an authorized SUZUKI dealer.
In "N" position	 79K077	Blinks	Series of Beeps	This message informs you that the transfer switch is in "N", which is used only for towing your vehicle. Move the transfer switch to a different position unless you are planning to tow your vehicle.
Switching between "4H" and "4H LOCK"	 79K078	Off	Off	This message informs you the 4WD mode is switching.
In "4H" position	 79K079	Blinks	Beep	Tires are slipping. Turn the transfer switch to "4H LOCK" or "4L LOCK" position.

OPERATING YOUR VEHICLE

Transfer Switch Operation	Warning and Indicator messages	Master Warning Indicator	Sound	Cause and Remedy
Switching between "4H LOCK" and "4L LOCK" Switching between "4H" and "N"	 79K080	Off	Series of Beeps	(For automatic transmission) The desired transfer gear has not been engaged. Release your foot from the accelerator pedal. Depress the brake pedal. Shift the automatic transmission gearshift lever to the "N" position.
	 79K081	Off	Series of Beeps	(For manual transmission) The desired transfer gear has not been engaged. Release your foot from the accelerator pedal. Depress the brake pedal and clutch pedal.
	 79K082	Off	Beep or Off	The desired transfer gear has not been engaged. Turn the transfer switch back to the previously selected position, and operate the transfer switch again.
	 79K083	Off	Off	This message informs you the 4WD mode is switching. Do not move your vehicle.

OPERATING YOUR VEHICLE

Cruise Control (if equipped)



The cruise control system allows you to maintain a steady speed without keeping your foot on the accelerator pedal. The controls for operating the cruise control system are on the steering wheel. You can use the cruise control system at speeds of about 40 km/h (25 mph) or higher.

WARNING

To help avoid loss of vehicle control, do not use the cruise control system when driving in heavy traffic, on slippery or winding roads, or on steep downgrades.

NOTE:

If the transfer switch (if equipped) is in the "4L LOCK" position, you can not use the cruise control system. Refer to "Using the Transfer Switch (if equipped)" in this section.

CRUISE

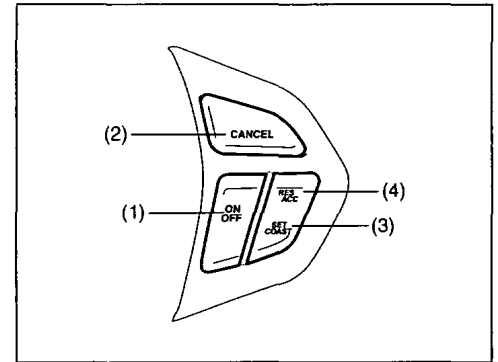
52D113

When you push the "ON/OFF" switch, the system is on and a "CRUISE" indicator light on the instrument cluster will be on.

SET

65D474

When the vehicle's speed is controlled by the cruise control system, a "SET" indicator light on the instrument cluster will be on.



79K049

To Set Cruising Speed

Turn on the cruise control system by pushing the "ON/OFF" switch (1). Accelerate to the desired speed and push the "SET/COAST" switch (3). Take your foot off the accelerator pedal and the set speed will be maintained.

With the cruise control on, you can increase speed for passing by using the accelerator pedal. When you take your foot off the pedal, your vehicle will return to the set speed.

To Change Cruising Speed

To reset the cruise control to a slower speed, hold in the "SET/COAST" switch (3) until the vehicle has slowed to the desired speed, then release the switch. The new speed will be maintained.

To reset the cruise control to a faster speed, use either of the following procedures:

- Hold in the "RES/ACC" switch (4). Vehicle speed will steadily increase. When you release the switch, the new speed will be maintained.
- Accelerate to the desired speed using the accelerator pedal and push the "SET/COAST" switch (3). The new speed will be maintained.

To Cancel

To cancel cruise control operation, use one of the following procedures:

- Slightly depress the brake pedal or clutch pedal, or push the "CANCEL" switch (2). Cruise control operation will be canceled until you reset a cruising speed by pushing the "SET/COAST" switch (3) or "RES/ACC" switch (4).
- Push the "ON/OFF" switch (1). Cruise control operation will be canceled until you turn on the system by pushing the "ON/OFF" switch (1) again and reset a cruising speed by pushing the "SET/COAST" switch (3).

Cruise control operation will also be canceled any time the vehicle speed falls below 40 km/h (25 mph).

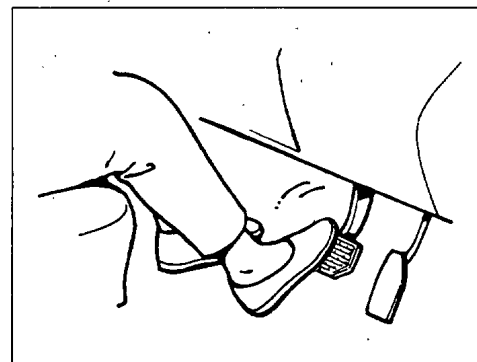
To "Resume" a Previously Set Speed

After canceling cruise control operation without turning off the "ON/OFF" switch (1), you can "resume" a previously set speed, by holding the "RES/ACC" switch (4) for about one second. When you release the switch, the vehicle will accelerate to and maintain the previously set speed.

NOTE:

If the "ON/OFF" switch (1) is turned off, the set speed in the memory is cleared and you can not use the Resume feature. In this case, reset your CRUISE speed.

Braking



60G165S

The distance needed to bring any vehicle to a halt increases with the speed of the vehicle. The braking distance needed, for example, at 60 km/h (37 mph) will be approximately 4 times greater than the braking distance needed at 30 km/h (19 mph). Start to brake the vehicle when there is plenty of distance between your vehicle and the stopping point, and slow down gradually.

OPERATING YOUR VEHICLE

⚠ WARNING

If water gets into the brake drums, brake performance may become poor and unpredictable.

After driving through water or washing the underside of the vehicle, test the brakes while driving at a slow speed to see if they have maintained their normal effectiveness. If the brakes are less effective than normal, dry them by repeatedly applying the brakes while driving slowly until the brakes have regained their normal effectiveness.

Power Assisted Brakes

Your vehicle has power assisted brakes. If power assistance is lost due to a stalled engine or other failures, the system is still fully operational on reserve power and you can bring the vehicle to a complete stop by pressing the brake pedal once and holding it down. The reserve power is partly used up when you depress the brake pedal and reduces each time the pedal is pressed. Apply smooth and even pressure to the pedal. Do not pump the pedal.

⚠ WARNING

Even without reserve power in the brake system, you can still stop the vehicle by pressing the brake pedal harder than normally required. However, the stopping distance may be longer.

Brake Assist System

When you slam the brakes on, the brake assist system judges as an emergency stop and provides more powerful braking for a driver who cannot hold down the brake pedal firmly.

NOTE:

If you quickly and forcefully depress the brakes, you may hear a clicking sound in the brake pedal. This is normal and indicates that the brake assist system is activated properly.

Anti-Lock Brake System (ABS)

ABS will help you avoid skidding by electronically controlling braking pressure. It will also help you maintain steering control when braking on slippery surfaces or when braking hard.

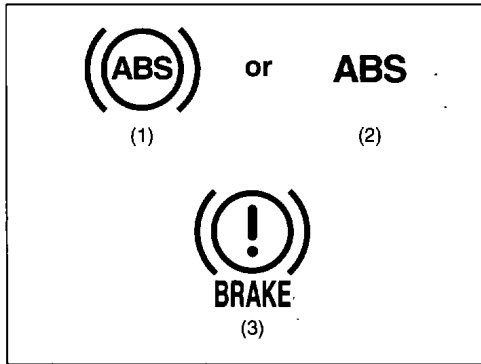
The ABS works automatically, so you do not need any special braking technique. Just push the brake pedal down without pumping. The ABS will operate whenever it senses that the wheels are locking up. You may feel the brake pedal pulsate while the ABS is operating.

NOTE:

The ABS will not work if vehicle speed is under about 5 – 6 km/h (3 – 4 mph).

⚠ WARNING

- On some types of loose surfaces (such as gravel, snow-covered roads, etc.) the stopping distance required for an ABS-equipped vehicle may be slightly greater than for a comparable vehicle with a conventional brake system. With a conventional brake system, skidding tires are able to "plow" the gravel or snow layer, shortening the stopping distance, ABS minimizes this resistance effect. Allow for extra stopping distance when driving on loose surfaces.
- On regular paved roads, some drivers may be able to obtain slightly shorter stopping distances with conventional brake systems than with ABS.
- In both of the above conditions, ABS will still offer the advantage of helping you maintain directional control. However, remember that ABS will not compensate for bad road or weather conditions or poor driver judgment. Use good judgment and do not drive faster than conditions will safely allow.



65D451

- (1) ABS warning light Type 1
- (2) ABS warning light Type 2
- (3) Brake system warning light

⚠ WARNING

If the ABS warning light ((1) or (2)) on the instrument panel comes on and stays on while driving, there may be a problem with the ABS system.

If this happens:

- 1) Pull off the road and stop carefully.
- 2) Turn the ignition switch to "LOCK" and then start the engine again.

(Continued)

⚠ WARNING

(Continued)

If the warning light comes on briefly then turns off, the system is normal. If the warning light still stays on, have the system inspected by your SUZUKI dealer immediately.

If the ABS system becomes inoperative, the brake system will function as an ordinary brake system that has no ABS.

⚠ WARNING

If the ABS warning light ((1) or (2)) and the Brake system warning light (3) on the instrument panel simultaneously stays on or comes on when driving, both anti-lock function and rear brake force control function (proportioning valve function) of the ABS system may have failed. If so, the rear wheels may easily skid or the vehicle can even spin in the worst case when braking on a slippery road or when hard braking even on a dry paved road. Ask your SUZUKI dealer to inspect the ABS system immediately. Drive carefully, avoiding hard braking as much as possible.

⚠ WARNING

The ABS may not work properly if tires or wheels other than those specified in the owner's manual are used. This is because the ABS works by comparing changes in wheel speed. When replacing tires or wheels, use only the size and type specified in this owner's manual.

How the ABS Works

A computer continuously monitors wheel speed. The computer compares the changes in wheel speed when braking. If the wheels slow suddenly, indicating a skidding situation, the computer will change braking pressure several times each second to prevent the wheels from locking. When you start your vehicle or when you accelerate after a hard stop, you may hear a momentary motor or clicking sound as the system resets or checks itself.

OPERATING YOUR VEHICLE

Electronic Stability Program (ESP®) (if equipped)

ESP® is a registered trademark of Daimler AG.

The Electronic Stability Program (ESP®) helps to control the vehicle during cornering if front wheels or rear wheels skid. It also assists you in maintaining traction while accelerating on loose or slippery road surfaces. It does this by regulating the engine's output, and by selectively applying the brakes. In addition, ESP® helps to avoid skidding by controlling braking pressure.

WARNING

The ESP® cannot enhance the vehicle's driving stability in all situations and does not control your vehicle's entire braking system. The ESP® cannot prevent accidents, including those resulting from excessive speed in turns, or hydroplaning. Only a safe and attentive driver can prevent accidents. The capabilities of an ESP®-equipped vehicle must never be used as a substitute for careful driving.

The ESP® has the following three systems:

Stability Control System

The vehicle stability control system helps provide integrated control of systems such as anti-lock brakes, traction control, engine control, etc. This system automatically controls the brakes and engine to help prevent the vehicle from skidding when cornering on a slippery road surface or when turning the steering wheel abruptly.

Traction Control System

The traction control system automatically helps prevent the spinning of wheels when the vehicle is started or accelerated on slippery road surfaces. The system operates only if it senses that some of the wheels are spinning or beginning to lose traction. When this happens, the system operates the front or rear brakes and reduces engine power to limit wheel spin.

NOTE:

You may hear a clicking sound in the engine compartment for a few seconds when you start the engine or just after the vehicle begins to move. This means that the above systems are in the self-check mode. This sound does not indicate a malfunction.

Anti-Lock Braking System (ABS)

ABS will help you avoid skidding by electronically controlling braking pressure. It will also help you maintain steering control when braking on slippery surfaces or when braking hard. The ABS works automatically, so you do not have to use any special braking technique. Just push the brake pedal down without pumping. The ABS will operate whenever it senses that wheels are locking up. You may feel the brake pedal pulsate while the ABS is operating. (For more information on ABS, see "Braking" in the "OPERATING YOUR VEHICLE" section.)

NOTE:

If the ABS system is activated, you may hear a clunking noise and/or feel pulsating in the brake pedal. This is normal and indicates that the brake fluid pressure is being controlled properly.

OPERATING YOUR VEHICLE

⚠ WARNING

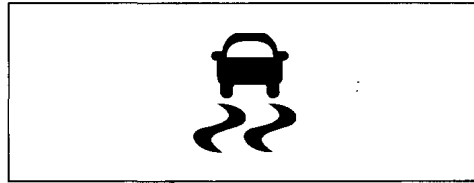
- The ESP® may not work properly if tires or wheels other than those specified in the Owner's Manual are used. When replacing tires or wheels, use only the size and type specified in this Owner's Manual.
- The ESP® may not work properly if tires are not inflated to the recommended tire inflation pressure.
- The ESP® may not work properly if tires are fitted with tire chains.
- The ESP® may not work properly if the tires are excessively worn. Be sure to replace tires when the tread wear indicators in the grooves appear on the tread surface.
- The ESP® is not a substitute for winter tires or tire chains on a snow covered road.

⚠ WARNING

- The ESP® may not work properly if engine related parts such as the muffler are not equivalent to standard equipment or are extremely deteriorated.
- Do not modify the vehicle's suspension since the ESP® may not operate correctly.

The ESP® indicator lights are described below:

SLIP Indicator Light



79K019

The SLIP indicator light in the instrument cluster blinks 5 times per second when one of the following systems is activated.

- Stability control system
- Traction control system
- Hill descent control system (if equipped)

CAUTION

If the SLIP indicator light comes on and stays on while driving, there may be a malfunction of the ESP® systems (other than ABS). You should have the systems inspected by an authorized SUZUKI dealer.

NOTE:

When the SLIP indicator light comes on and stays on while driving, indicating a malfunction of the ESP® systems (other than ABS), the brake system will function as an ordinary ABS with no additional ESP® functions.

NOTE:

When you disconnect and re-connect the battery, ESP® system functions other than ABS will be deactivated and the slip indicator light will blink 1 time per second. In this case, use the following procedure to re-activate the ESP® systems:

- 1) Drive your vehicle straight ahead without tire slippage at a speed greater than approximately 15 km/h (9 mph) for a few seconds
- 2) The slip indicator light will go out and the ESP® systems (other than ABS) will be re-activated

It may take more than few seconds before the slip indicator light goes out depending on the road surface condition.

OPERATING YOUR VEHICLE

"ESP" Warning Light



66J031

When the ESP® systems (other than ABS) have a system malfunction, the "ESP" warning light in the instrument cluster comes on.

CAUTION

If the "ESP" warning light comes on, or stays on while driving, there may be a malfunction of the ESP® systems (other than ABS). You should have the systems inspected by an authorized SUZUKI dealer.

NOTE:

When the "ESP" warning light comes on, or stays on while driving, indicating a malfunction of the ESP® systems (other than ABS), the brake system will function as an ordinary ABS that has no additional ESP® functions.

NOTE:

The information display shows the warning and indicator message when this light comes on.

"ESP OFF" Indicator Light

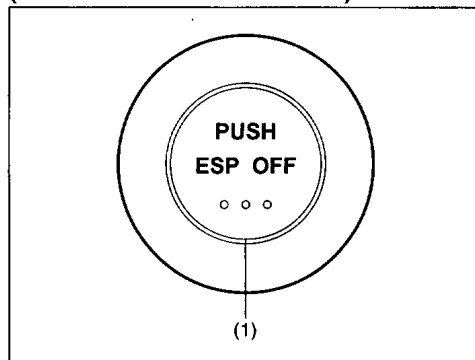


66J032

You should turn the ESP® on during your ordinary driving, so that you have the benefits of all of the ESP® systems.

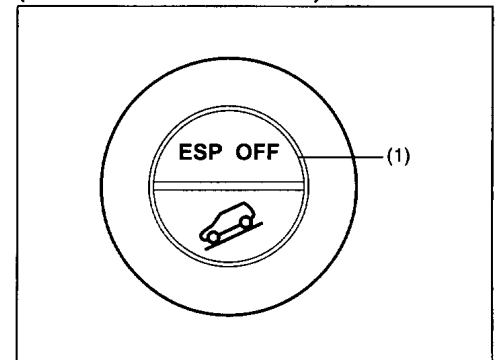
It may be required to turn the ESP® systems (other than ABS) off if your vehicle is stuck in sand, mud, or snow, or when driving in extreme off-road conditions where wheel spin is necessary.

"ESP OFF" switch (without hill descent control)



78K045

(with hill descent control)



78K046

(1) "ESP OFF" switch

When the "ESP OFF" switch located at the center of the instrument panel is pushed and held to turn off the ESP® systems (other than ABS), the "ESP OFF" indicator light in the instrument cluster comes on. When you push and hold the "ESP OFF" switch again, the "ESP OFF" indicator light will go out and all of the ESP® systems will be activated.

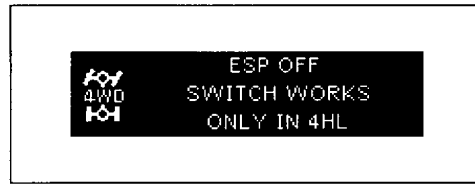
NOTE:

- When the vehicle speed is greater than approximately 30 km/h (19 mph), the ESP® systems (other than ABS) will turn on automatically and the "ESP OFF" indicator light will go out.
- When the transfer switch (if equipped) is turned to the "4L LOCK" position, the

ESP® systems (other than ABS) will be canceled to provide improved vehicle traction, and the "ESP OFF" indicator light will come on.

When the transfer switch (if equipped) is turned to the "4L LOCK" position, brake-traction control can be activated. Brake-traction control brakes the spinning wheel to distribute drive power to the other wheels for increased climbing ability or for better performance on a rolling hill or a slippery surface.

- If the ESP® systems operate continuously, such as when driving on slippery roads, the traction control functions of the ESP® systems may be canceled temporarily to avoid overheating the brake pads, and the "ESP OFF" indicator light will come on. After a short period of time, the ESP® systems (other than ABS) will turn on automatically and the "ESP OFF" indicator light will go out.
- If your vehicle is equipped with a hill descent control system and a hill hold control system, these systems will not be turned off when the "ESP OFF" switch is pushed to turn off the ESP® systems.



79K084

NOTE:

If you push the "ESP OFF" switch when the transfer switch is in the "4H" position, the ESP® systems will not be turned off, and the message shown in the above illustration will appear on the information display.

You should turn the transfer switch to the "4H LOCK" position to turn off the ESP® systems. Refer to "Using the Transfer Switch" in this section.

ABS Warning Light / Brake System Warning Light

See "Braking" in the "OPERATING YOUR VEHICLE" section.

Hill descent control System (if equipped)

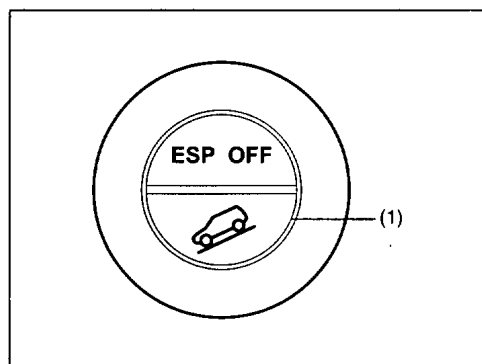
The hill descent control system is designed to reduce the driver's workload when going down steep, rough and/or slippery hills where the vehicle cannot decelerate enough by engine braking alone. The hill descent control system helps to control vehicle speed by automatically engaging the vehicle's brakes, as needed, so you can concentrate on steering the vehicle.

⚠ WARNING

Do not rely excessively on the hill descent control system. The hill descent control system may not control vehicle speed on a hill under all load or road conditions. Always be prepared to control vehicle speed by applying the brakes. Failure to pay attention and control vehicle speed using the brakes when necessary may result in loss of control or an accident.

OPERATING YOUR VEHICLE

Hill descent control switch



79K051

(1) Hill descent control switch

To activate the hill descent control system:

- 1) Turn the transfer switch to the "4H LOCK" or "4L LOCK" position.
- 2) Shift the gearshift lever into a forward gear or reverse gear.
- 3) Push the hill descent control switch (1) when the vehicle speed is under 25 km/h (15 mph). The hill descent control indicator on the instrument cluster will come on and the hill descent control system will be activated.

If the transfer switch is in the "4H LOCK" position, vehicle speed is maintained at approximately 10 km/h (6 mph) when going down a hill.

If the transfer switch is in the "4L LOCK" position, the vehicle speed is maintained at

approximately 5 km/h (3 mph) when going down a hill.

The brake/tail lights come on and the slip indicator light blinks while the hill descent control system applies the brakes to maintain the vehicle speed.

If the accelerator or brake pedal is depressed while the hill descent control system is activated, the system will stop working temporarily. As soon as the accelerator or brake pedal is released, the hill descent control system begins to function again if the hill descent control operating conditions are fulfilled. However, when the vehicle speed exceeds 25 km/h (15 mph), the hill descent control system will be deactivated automatically.

To deactivate the hill descent control system, push the hill descent control switch again.

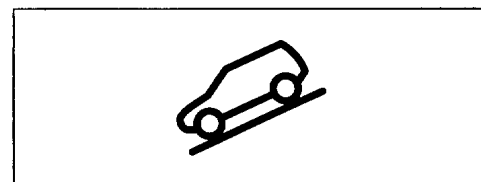
CAUTION

When the hill descent control system is used continuously for a long time, the temperature of the brake system may increase and the hill descent control system may be disabled temporarily. The hill descent control indicator blinks to let you know the system is disabled. Depress the brake pedal and stop the vehicle in a safe place. When the temperature of the brake system goes down, the hill descent control indicator will come on and the system is activated again.

NOTE:

You may hear a sound coming from the engine when the hill descent control system is activated. This sound is normal and does not indicate a malfunction.

Hill descent control Indicator Light



79K050

When the hill descent control system is activated, the hill descent control indicator comes on.

NOTE:

If any of the following conditions occur when the hill descent control system is activated, the hill descent control indicator blinks.

- The transfer switch is in the "4H" or "N" position
- The gearshift lever is in the "P" position
- The gearshift lever is moved to the "N" position while driving
- The vehicle speed exceeds 25 km/h (15 mph)

OPERATING YOUR VEHICLE

NOTE:

If the hill descent control indicator does not come on when you push the hill descent control switch, there may be a problem with the hill descent control system and/or the ESP® system. Have your vehicle inspected by an authorized SUZUKI dealer.



79K072

If the message shown in the above illustration appears on the information display, there may be a problem with the hill descent control system and the hill hold control system. Have your vehicle inspected by an authorized SUZUKI dealer.

NOTE:

You cannot activate the hill descent control system while this message is displayed.

Hill hold control System (if equipped)

The hill hold control system is designed to assist you in starting to move up steep or slippery hills. When you start to move up a hill, the system helps to prevent the vehicle from rolling downward while you move your foot from the brake pedal to the accelerator pedal.

⚠ WARNING

- Do not rely excessively on the hill hold control system. The hill hold control system may not prevent the vehicle from rolling downward on a hill under all load or road conditions. Always be prepared to depress the brake pedal to prevent the vehicle from rolling downward. Failure to pay attention and depress the brake pedal to hold the vehicle on a hill when necessary, may result in loss of control or an accident.
- Do not use the hill hold control system to bring the vehicle to a stop on a hill.

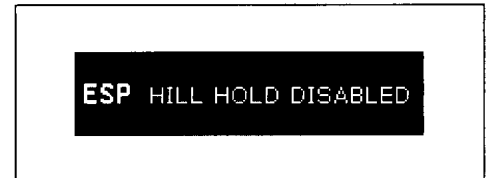
The hill hold control system activates for a maximum of about 2 seconds if your foot is moved from the brake pedal when the following condition are all met.

- 1) The transfer switch is in a position other than "N".

- 2) The gearshift lever is in a forward gear or reverse gear.
- 3) The parking brake is released.

NOTE:

You may hear a sound coming from the engine when the hill hold control system is activated. This sound is normal and does not indicate a malfunction.



79K072

If the message shown in the above illustration appears on the information display, there may be a problem with the hill descent control system and the hill hold control system. Have your vehicle inspected by an authorized SUZUKI dealer.

NOTE:

The hill hold control system will not activate while this message is displayed.

OPERATING YOUR VEHICLE

MEMO
