



Make sure to understand all of the following customer issues to highlight the benefits of the new Carry.

Customer Needs	Sales Talk
Q I often carry wet cargo in the bed. Have any rust or corrosion measures been taken?	A Galvanised steel plates are used for the bed. Also, rust and corrosion measures, such as sealer and undercoating, are applied to the flange on the back of the body and the sides of the frame. P06
Q I often work in rough environments. Is the ground clearance better or worse compared to the current model?	A The ground clearance on the new model is 30 mm lower than the current model. However, for the purpose of driving on rough roads, the high-position front bumper minimises the risk of damage. P06
Q I work in agriculture and have to drive on bumpy, dirt roads. So my first concern is durability.	A The ramp breakover angle is better than on the current model. Also, the heavy-duty suspension adds toughness for driving on rough roads. P06
Q I often have to make long hauls. How is driving comfort compared to the current Carry Pick-up?	A Thanks to the full-cab layout, there is no longer a need for the wheelhouse to take up space in the cabin, so you have much more room for your feet. Moreover, the in-dash shift lever and the sliding driver's seat also add to the comfort. P08
Q The current Carry Pick-up has a 1.6-litre engine. I am worried about having enough power with the smaller engine.	A Even though the engine is downsized to 1.5 litres, it has 3 kw (68 to 71 kw) more output and 8 N·m more torque (127 N·m to 135 N·m) than the larger 1.6-litre engine on the current Carry Pick-up. P10
Q I often work in places with very narrow roads. I am concerned about handling, since the new model is bigger than the Carry Pick-up.	A Although it is longer and wider, the wheelbase is shorter, so the new Carry has a tight, minimum turning radius of just 4.4 m, 0.5 m less than the current model. P10 P13
Q I often haul cargo on motorways. With the shorter wheelbase, I am concerned with driving stability.	A As the seats on the new model are over the front tyres, passenger weight is applied directly to the front tyres. When fully loaded, weight balance between the front and rear tyres is very good. P15

Vehicle specifications and equipment in this manual may not be available in some markets. Please refer to Product Information and modify the specifications and equipment to match the models for your market.

The All-New **CARRY** SALES MANUAL



MAJOR SELLING POINTS

- 1 CARGO
- 2 TOUGH
- 3 COMFORT
- 4 PERFORMANCE



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Way of Life!

 After 14 years, Carry has a full model change! Many new and enhanced features will satisfy the needs of truck users.

1 CARGO	Larger & Wider Bed + Increased Maximum Cargo Weight		P04
2 TOUGH	Tough Against Rust and Corrosion. Tough on Rough Roads		P06
3 COMFORT	Wider Cabin with Plenty of Storage		P08
4 PERFORMANCE	High-power and High-fuel Efficient 1.5-litre Engine		P10
Useful Information	Comparison with current model. Benefits of full-cab layout	P12	Sales Talk P14

About Suzuki Trucks

Export of Suzuki trucks started in 1976. Since then, they have been distributed in 145 countries/regions around the world with sales to date approaching 2 million, becoming an icon for compact trucks. After 14 years of successful sales of the current model, the new Carry has undergone a full model change.

Units sold to date: 1,970,000
Overseas sales since: 1976
Countries/regions sold: 145

Based on Suzuki research as of December 2018. Does not include mini-segment trucks sold in Japan.

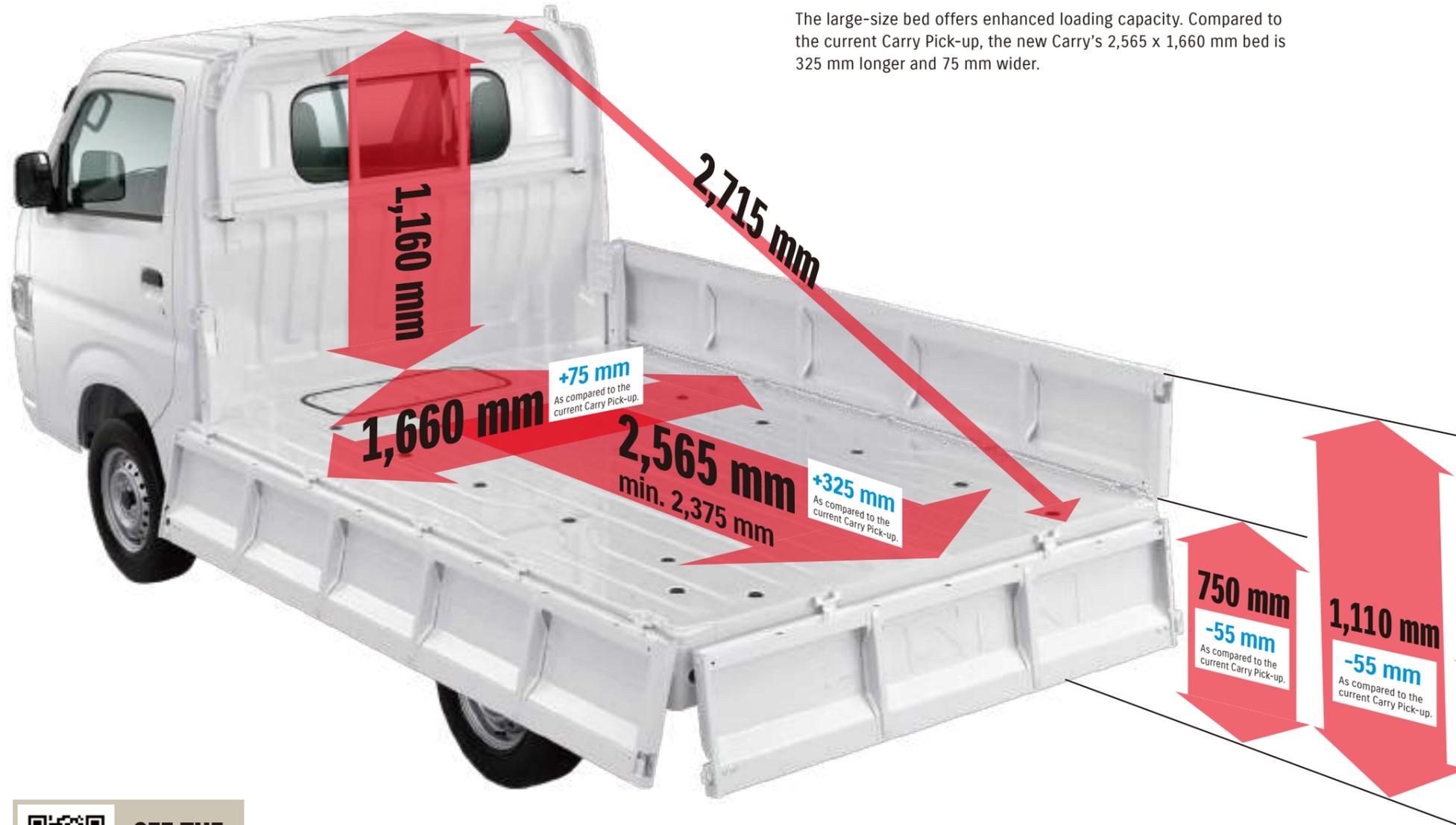




Loading capacity is the most important factor in a work vehicle. Always be ready to explain maximum weight and bed dimensions.

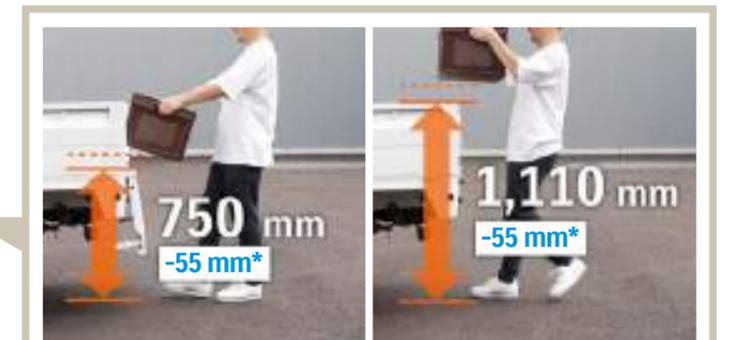
Large-size Bed

The large-size bed offers enhanced loading capacity. Compared to the current Carry Pick-up, the new Carry's 2,565 x 1,660 mm bed is 325 mm longer and 75 mm wider.



Extra-large Loading Capacity

The new Carry can haul up to 940 kg, 105 kg more than the current model. 940-kg loading capacity for P73 specification only, and includes driver and passenger weight. For other markets, please refer to the specification list.



Low Bed Height

The bed sits at a low 750 mm height to make loading and unloading easy. Compared to the current Carry Pick-up, the bed is 55 mm lower.

*As compared to the current Carry Pick-up.



SEE THE MOVIE

Please create your own QR code and link it to your localised video

Angle Post

- Prevents cargo from banging against the cabin
- Convenient for tying down cargo with rope



Rope Hooks

22 rope hooks for securing a variety of cargo with rope.



3-sided Access Gate

Makes loading and unloading easier in confined work sites.





Protection against rust and corrosion, and the toughness to handle rough roads, make it ideal for working in harsh conditions.

Rust Protection



- Galvanised steel plates are used for the entire bed to prevent rust and corrosion
- Sealer and undercoating are used on many parts of the underbody
- Equipped with a rust-resistant stainless-steel exhaust system

Rough Road Capability



Ramp Breakover Angle

The short wheelbase, one of the features of a full-cab layout truck, provides an ample ramp breakover angle for clearance over obstacles and bumpy roads.



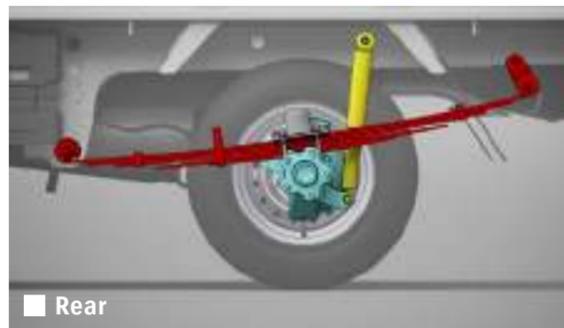
High-position Bumper

The front bumper is mounted high off the ground to minimise the risk of damage when driving over rough roads.

Heavy-duty Suspension



The McPherson strut suspension with an L-arm and a pillar structure suspension frame provides a high level of lateral rigidity.



- A leaf-spring, rigid axle rear suspension is used. To provide road clearance, the 5-leaf-spring is placed over the axle housing
- The suspension system is tuned to reduce vertical displacement when fully loaded

Salespersons must know how to operate every feature and function.

How to Access the Engine Room

Driver's side

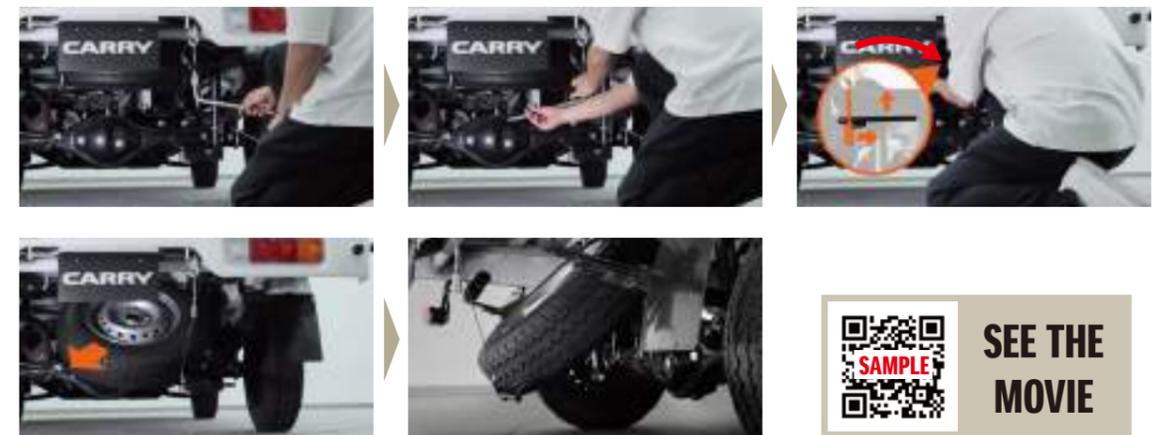


Passenger's side



SEE THE MOVIE

How to Remove the Spare Tyre



SEE THE MOVIE

The interior offers better comfort for passengers, with a wide cabin and ample legroom.

Wide Cabin



A wide cabin with more interior space allows even big passengers to sit comfortably.

Ample Legroom



In-dash Shift Lever
The in-dash shift lever offers more legroom and makes it easy to move across the cabin without getting out of the vehicle.



More Legroom
The new Carry is a full cab, so the wheelhouse is located further back to offer extra legroom.

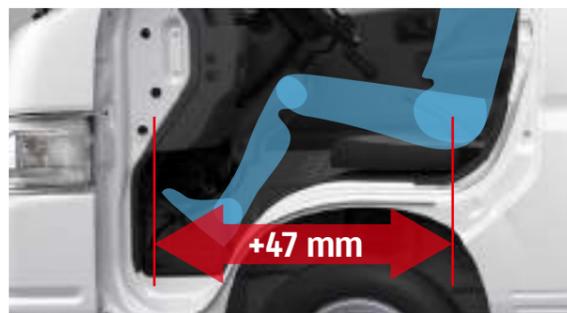


Sliding Driver's Seat
The seat can be moved a total of 105 mm for a comfortable driving position.

Comfortable Seating



- Shoulder room is 89 mm more and head clearance is 12 mm more than the current Carry Pick-up.
- The distance between the hip-point and the centre of the accelerator pedal is increased by 47 mm



The interior is designed to better meet the needs of hard working conditions.

Plenty of Storage



Lots of storage offers plenty of convenience for documents, receipts and water bottles. On models without air conditioners, vents are turned into small storage boxes.



1 Instrument panel upper box (on models without airbags)
2 Small storage boxes (on models without AC)



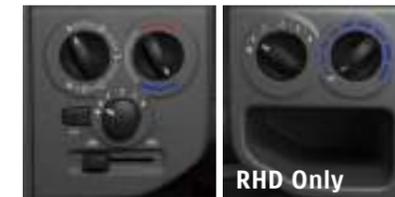
3 Instrument panel lower box



4 Instrument panel centre box (on models without AC or heater)
5 Cup holder

Air Conditioner

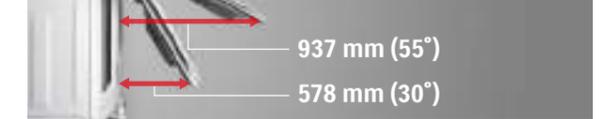
Air conditioner helps when working in the heat.



RHD Only

Door Open Stopper

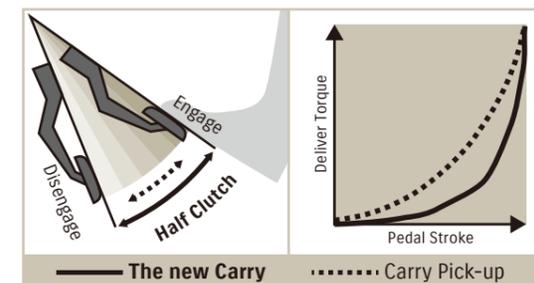
Mid-position stopper makes it easy to get in and out, even in tight spaces.



The new Carry makes driving in traffic more comfortable and less tiring.

Smooth Clutch

- The half clutch range is expanded and torque transfer is slower to make starting off milder and smoother
- The clutch pedal is lighter to make driving in traffic more comfortable and less tiring



Electric Power Steering

- Electric power steering reduces the amount of strength required to turn the wheel, beneficial when hauling heavy loads
- The Electric power steering unit adjusts the level of assistance depending on speed to make steering more intuitive



As a work vehicle, a powerful yet fuel efficient engine and manoeuvrability will appeal to customers.

High-power Engine

NEW

Smaller but more powerful than the current 1.6-litre engine

The new lightweight 1.5-litre engine delivers more output power and torque over the entire range, ideal for hauling heavy loads.

	The New Carry	The current Carry Pick-up
Engine	K15B	G16A
Number of Cylinders	4	4
Displacement (cc)	1,462	1,590
Compression ratio	10.0	9.5
Maximum output (kW / rpm)	71 / 5,600	68 / 5,750
Maximum torque (N·m / rpm)	135 / 4,400	127 / 4,500
Bore x stroke (mm)	74.0 x 85.0	75.0 x 90.0



High-fuel Efficiency

17% more fuel efficient than the current 1.6-litre engine*

Based on Suzuki internal testing during development, the new engine is approximately 17% more fuel efficient than the current 1.6-litre engine. *Actual fuel efficiency depends on conditions and usage.

Weight Reduction

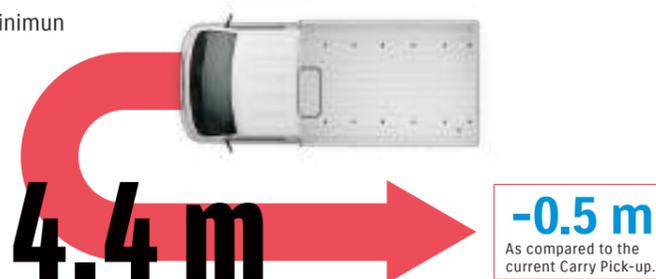
- The intake manifold is made of resin
- The exhaust manifold is a pressed unit compared to the cast metal unit used on the current model

Energy Loss Reduction

- The throttle features electronic control for more accurate adjustment of air intake and optimised fuel injection
- The injector features a long nozzle to increase the amount of fuel that enters directly into the combustion chamber
- An electric radiator fan reduces energy lost to mechanical parts

Minimum Turning Radius

Thanks to the full cab's short wheelbase, the 4.4-m minimum turning radius is ideal for tight work environments.

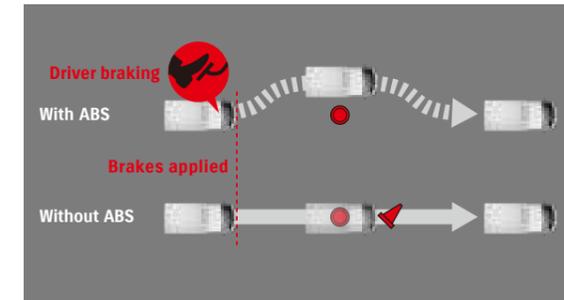


The new Carry is the first Suzuki truck to come equipped with ESP® and Engine Drag Control.

Anti-lock Brake System (ABS) NEW

In an emergency braking situation, ABS keeps tyres from locking up and supports the driver to maintain steering ability.

ABS is a device that assists the driver during braking. It does not eliminate the need to drive safely, for example by slowing down when approaching a corner.



2-operation Release Lever NEW

The new parking brake handle features a 2-operation release to prevent accidental release when bumped inadvertently by a package or tool box.



Prevent accidental release!

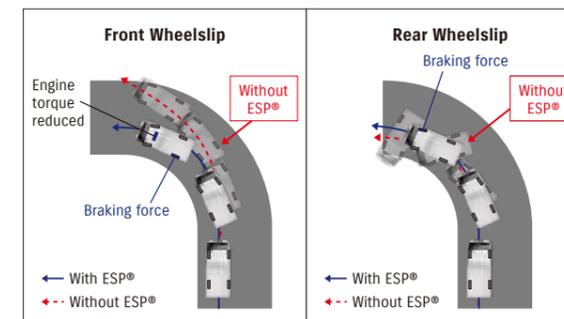


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Electronic Stability Programme (ESP®) NEW

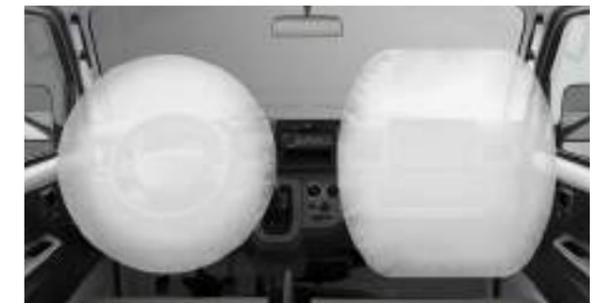
If ESP detects wheel slippage, it automatically adjusts the engine torque and brakes to suppress wheel slippage and help the driver stay in directional control.

*ESP is a registered trademark of Daimler AG.



The ESP is designed to help keep the vehicle under control. However, the degree of engine torque reduction, the wheels that brake and their braking force vary according to the driving conditions. ESP is essentially a system to assist stable driving. In the case of slippage or skidding that exceeds the limits of grip between tyres and road surface, ESP will still function but may not be effective.

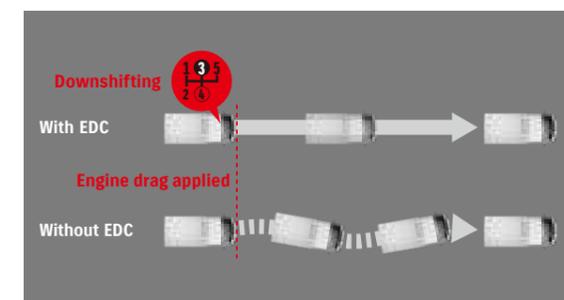
Air Bags NEW



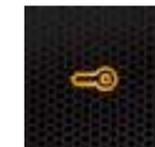
Driver and passenger-side front airbags are supplemental restraint devices for seatbelts which help protect occupants in case of a frontal collision.

Engine Drag Control NEW

Engine Drag Control engages when tyre slippage is detected while downshifting or when the accelerator is released.

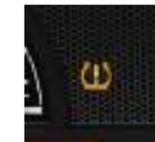


Immobiliser NEW



An immobiliser system protects your car from theft. The key is embedded with an electronic code that needs to match the code in the immobiliser in order for the engine to start.

Tyre Pressure Monitoring System (TPMS) NEW



When TPMS detects a drop in tyre pressure, a warning illuminates in the meter cluster to alert the driver.

From increased cargo capacity to a new powerful yet efficient engine, the new Carry has evolved in many areas compared to the current model.



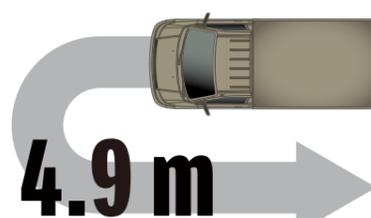
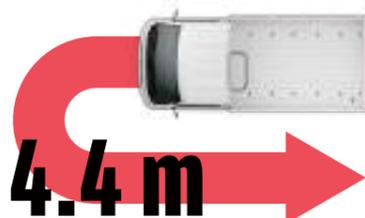
Cargo



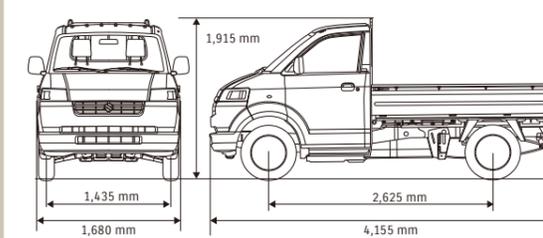
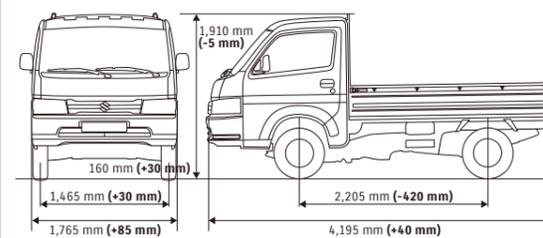
The New Carry	
Cargo bed length (mm)	2,565
Cargo bed width (mm)	1,660
Cargo bed height (mm)	355
Low Bed Height (mm)	750

The Current Carry Pick-up	
Cargo bed length (mm)	2,240
Cargo bed width (mm)	1,585
Cargo bed height (mm)	355
Low Bed Height (mm)	805

Minimum Turning Radius



Dimensions



The New Carry	
Overall length (mm)	4,195
Overall width (mm)	1,765
Overall height (mm)	1,910
Wheelbase (mm)	2,205
Ground clearance (mm)	160
Tread	Front (mm) 1,465 Rear (mm) 1,460

The Current Carry Pick-up	
Overall length (mm)	4,155
Overall width (mm)	1,680
Overall height (mm)	1,915
Wheelbase (mm)	2,625
Ground clearance (mm)	190
Tread	Front (mm) 1,435 Rear (mm) 1,435

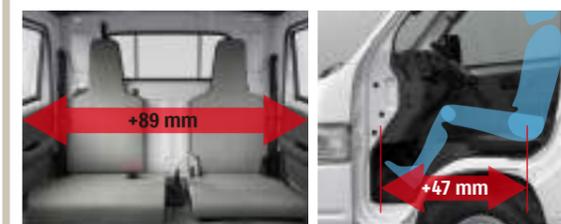
Engine



The New Carry	
K15B	
Number of cylinders	4
Displacement (cc)	1,462
Compression ratio	10.0
Maximum output (kW / rpm)	71 / 5,600
Maximum torque (N·m / rpm)	135 / 4,400
Bore x stroke (mm)	74.0 x 85.0

The Current Carry Pick-up	
G16A	
Number of cylinders	4
Displacement (cc)	1,590
Compression ratio	9.5
Maximum output (kW / rpm)	68 / 5,750
Maximum torque (N·m / rpm)	127 / 4,500
Bore x stroke (mm)	75.0 x 90.0

Comfort





The full-cab layout of the new Carry has four key benefits compared to the semi-cab layout of the current model.



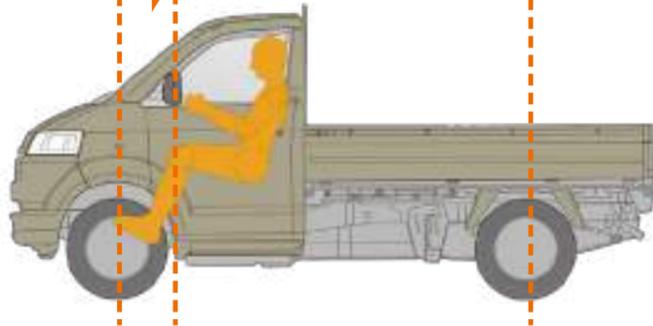
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Shorter wheelbase

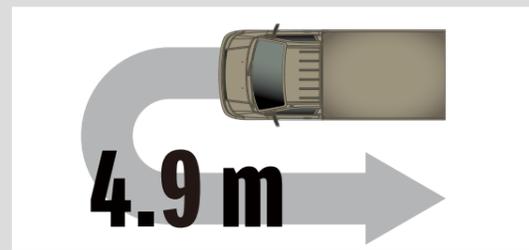
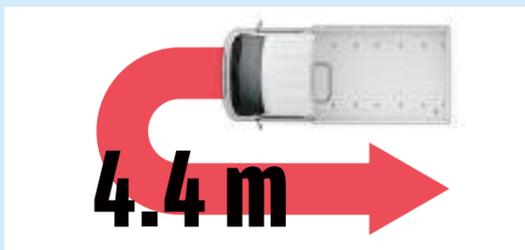
The New Carry Full-cab



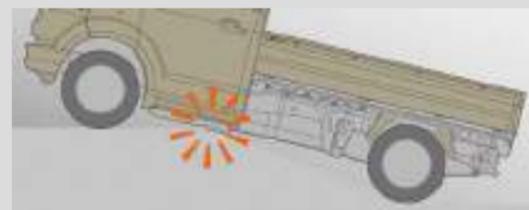
The Current Carry Pick-up Semi-cab



Benefit 1 Tighter turning radius



Benefit 2 Ample ramp breakover angle

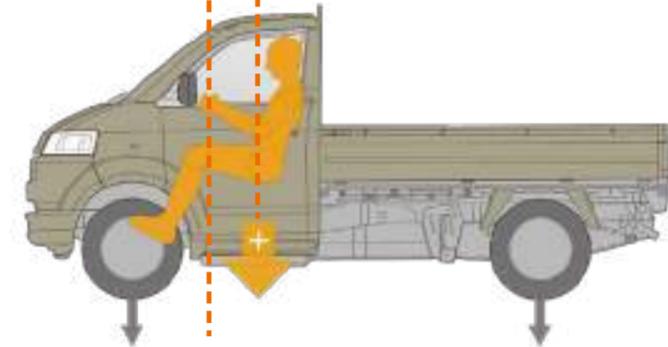


Cabin sits over front tyre

The New Carry Full-cab



The Current Carry Pick-up Semi-cab



Benefit 3 More legroom



Benefit 4 Better weight balance when loaded

