

# Tata Indigo Manza - Road Test Review

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It is easy to dismiss the **Tata Indigo Manza** as an improved version of the cut-price sedan from Tata, the Indigo - just that you will be making a big mistake. **Tata Indigo Manza** definitely looks better when you look from the side-view as you can see in the photo above. Like the Indica Vista, the **Indigo Manza** is an all new automobile that takes the game forward for **Tata Motors**. Bold design, whole lot of features based on customer feed back, two good engines from Fiat and nice pricing makes the Indigo Manza a winner on paper. Can it live up to the multi-crore teaser campaign and deliver the goods on the open road? We got behind the wheel to find just that.

## **Tata Indigo Manza Photo Gallery**

### **Indigo Manza Exterior**



From the rear, the Tata Indigo Manza looks quite handsome as you can see from the photo above. If the Vista can be termed a smart hatch, the Manza is its handsome sedan derivative. The family resemblance continues with the smiling grille but overall fit and finish is a league above the last generation Indigo sedan. The long overhangs, both front and rear, does not hide the hatchback beginnings but if you are looking for that "big car" look, you will be happy. Excellent use of clear-lens lighting fixtures gives the Manza the all important contemporary air.

### **Indigo Manza Interior**



Tata Motors has understood that the buyers in this league can afford chauffeurs in India (hence the stretched version of the Indigo called the XL) and no stones were left unturned to liberate space inside the Manza. The result is a rear passenger bench that offers tremendous leg room. Otherwise the interior features new textures and colours and a sweeping instrument console that hides brilliant watch-like dials (with a tachometer needle that turns red when you reach the rev limit). A two-din music system is standard while top-end models

get blue-tooth connectivity and driver information system. Where points can be deleted is in the quality of switch gear and the colour of the Blue5 interface - both decidedly 1990"s.

### **Indigo Manza Performance**



The Manza is powered by two excellent Fiat-derived power plants - the Sapphire90 petrol and the Quadrajet90 diesel. The Quadrajet will be the popular choice with the common-rail fed diesel producing a healthy 90 PS and 20 kgm of turning force. And guess what, if you were looking for one good reason to buy the Manza, this engine could be it. This motor is refined, reliable and offers linear power delivery through the gears. Decent acceleration from start and a very good top speed (165 kph) means this car is no slouch. The petrol version is even more refined if not as peppy as one would have imagined. In short, the biggest worry when it came to Tata sedans of the past - their power trains - has been addressed with the Manza.

### **Indigo Manza Safety**

For the first time, the Tata Indigo range gets ABS (anti-lock braking system) and airbags and the Aura Plus variant with both these active and passive safety features is carries and excellent price tag and is highly recommended.

### **Comfort on Indian roads**

If some one understands Indian road conditions, it is Tata Motors and this is reflected well in the suspension gear worn by the Manza. The struts up-front and twist-beam at the rear suspension is no rocket science but is

paired with the right dampers that tackles potholes with aplomb. Even hitting a speed-breaker at three-digit speeds cannot unsettle the Manza. Also helping the cause is a set of 15 inch wheels and meaty rubber. Handling is neutral and safe at all speeds. On the limit, the steering is twitchy - this is an area that Tata Motors can work on.

### **Indigo Manza Mileage and value**



The Manza is available in four variants - Aqua, Aura, Aura (ABS) and Aura Plus. The Indigo Manza starts at Rs 4.96 lakh for the base model petrol and goes to Rs 6.90 lakh for the top-end Aura Plus diesel (all prices ex-show room, Mumbai). And exhaustive features list (an automatic climatiser would have been nice though) can justify the price along with the safety features. Value for money? Sure, if you can shake off the iffy image of the previous model that is. It may not deliver the thrills behind the wheel but it is competent all the way. The new found room at the back makes it an excellent chauffeur driven car too.

*Text: India Syndicate, Images: Car India*