



Automobile from dealer in good condition is valued at

Rs. 1,78,724 - Rs. 1,89,779

Fiat Punto 2011 EMOTION 1.4



A 67,000 2011

Vehicle Price in All Conditions



FAIR

Rs.1,74,256 - Rs.1,85,036



VERY GOOD

Rs.1,83,192 - Rs.1,94,524



EXCELLENT

Rs.1,87,661 - Rs.1,99,268

Vehicle Details

Make	Fiat
Model	Punto
Year	2011
Trim	EMOTION 1.4
KM Driven	67,000 kms
City	Ahmedabad
Owner	One
Accident	None
Color	White

Advanced Evaluation Conditions

GOOD

Transmission, Suspension, Steering, Frame, Engine, Electrical, Car Interior, Car Exterior, Brakes, AC

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 **New Vehicle Price Now**
NA


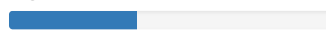
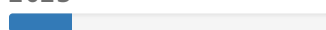
 **New Vehicle Price Then**
Rs. 6,23,591

 **Total Cost of Ownership**
NA


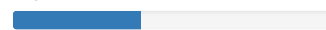
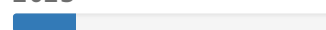
 **What Others Paid**
Rs. 1,63,125

Next 3 Year Depreciation of Vehicle

Estimated Buying Price From Dealer

2021	 Rs.1,59,334
2022	 Rs.1,50,105
2023	 Rs.1,40,788

Estimated Selling Price To Dealer

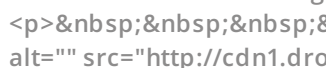
2021	 Rs.1,43,394
2022	 Rs.1,35,088
2023	 Rs.1,26,703

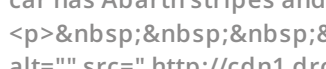
Ratings & Reviews


Hari ★★★★★

Carmarkers are slowly, but steadily looking past practicality, and fuel economy figures and are adding doses of excitement to their offerings. But let's not forget that these are still mainstream brands and mainstream cars, so these 'performance' versions are still practical, somewhat efficient, comfortable and good value. All three have been spruced up with some added zing to entice petrolheads.

Power Torque
VW's Polo GT TSI is a driver's favourite and it even has the convenience of an automatic gearbox. It's direct-injection turbo-petrol engine is mated to a DSG double-clutch automatic gearbox – this unit is normally found on more expensive cars.

 The Abarth Punto's more old-school - it uses the simple formula of 'more is more'. It's got the Linea's 1.4-litre T-Jet turbo-petrol motor under the hood and it's been re-tuned to provide a crazy 145hp. The suspension has been lowered a bit, disc brakes have been added at the rear and the car has Abarth stripes and logos all over to identify it as the 'hot hatch' version.

 The Baleno RS also comes with a manual gearbox, sporty add-ons and rear disc brakes like the Abarth, but power from its 1.0-litre Boosterjet direct-injection motor is closer to the VW.

 So, for somewhere between ₹9 lakh and ₹10 lakh, which one should you pick?

On the outside
These three cars look starkly different. The GT TSI looks almost identical to a standard Polo, except for some black mirror caps, a

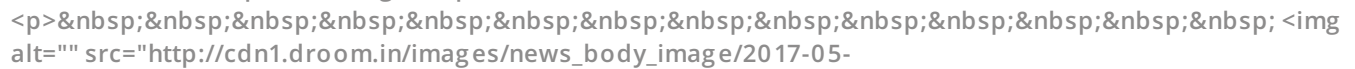
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black spoiler, slightly different alloy wheels and a few badges that tell it apart. In contrast, the Abarth is covered in sporty bits that you could spot from a mile away. It's even got some rather aggressive-looking alloy wheels. The Baleno RS is somewhere mid-way in terms of styling. It gets blacked-out headlamps, black wheels and a gunmetal grey mesh grille to complement the subtle side skirts and chin spoiler. The rear bumper gets a nice, chunky valance to remind you it means business.

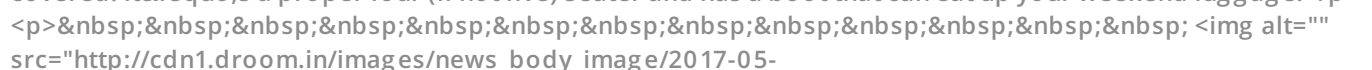
On the inside
The interiors aren't too different on all three cars from their standard siblings. The Abarth goes a little further. It gets red and yellow contrast stitching on the seats and gear lever and instead of Fiat badging, it gets Abarth ones all over. The cabin is all black too. The Polo and the Baleno have the same interiors as the top-spec variants in their respective ranges.



Each car has its advantages and disadvantages. The Baleno is the most spacious and practical and is the best equipped, with goodies like automatic headlamps and the 7.0-inch SmartPlay touchscreen, with Apple CarPlay and navigation. Both the Fiat and the VW come with touchscreens of their own, the test cars used here didn't have them fitted though.


From behind the wheel
From the driver's seat, which is where we assume you'll be most of the time, the Polo is the best. Its nice driving position, snug seats, good visibility and a flat-bottom steering wheel to hold on to aid this experience. It also has the best built interior - rich-feeling materials all over and great fit and finish. And although it does not have paddle shifters for better control of the gearbox, you can use the gearlever switch through the gears. The Baleno's low driving position is good too, but the seats are a bit too flat and soft, which is fine for everyday driving, but you tend to slide around in them if you're driving this car aggressively.

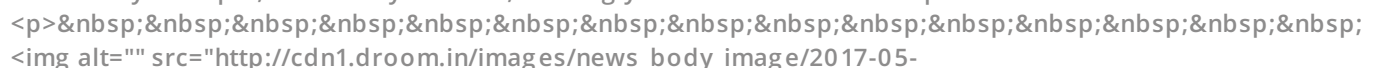
Thanks to its racy colour scheme and flamboyantly designed dash, the Punto sucks you into the whole 'Abarth' experience. The seats are nice and snug, but the driving position is awkward - you're sat too high up. The pedals aren't exactly where you'd expect them and the steering wheel is canted upwards and doesn't adjust for reach. Fit and finish is the worst of the three. It's not high on practicality either. There's just one cupholder and a tiny dash-top bowl for knick-knacks. The rear seat isn't great either but there is a rear AC vent though. The Polo isn't great in these respects either, it's got the smallest boot and a pretty tight back seat, but it's got a good enough number of cubbyholes. The Baleno, which is the newest car here, has all the modern bases covered. It's a proper four (if not five) seater and has a boot that can eat up your weekend luggage.


The engine in the Baleno makes 102hp and 150Nm. Still, thanks to its incredibly light weight, the RS has a healthy power-to-weight ratio of 107.3hp per tonne. The Polo's 105hp and 175Nm too sounded disappointing at first, but when you drive it, you'll notice how smoothly and rapidly this car makes progress. VW's DSG double-clutch automatic is also arguably one of the best gearboxes in the world. Which brings us to the Punto - 145hp and 212Nm were just unheard of in a car of this price until the Abarth came along - no other hatchback until the Rs 25 lakh mark even comes close. And even though this car is old, the

[Fiat](https://www.droomdiscovery.com/new-cars/fiat) does have an inherently solid chassis setup, and even an old-school hydraulically assisted power steering.

There is a very slight lull while the turbo spools up in the [Baleno](https://www.droomdiscovery.com/new-cars/marutisuzuki-baleno), but once you cross 1,600rpm, the car shoots forward. From then on, it pulls really cleanly all the way to 6,000rpm. This is aided by a really light clutch and precise gearbox. But, you have to remember to keep the engine on the boil to maintain a constant momentum.

The VW does feel a bit anticlimactic once you hop out of the other two - there's no drama to it at all. The engine is much smoother, the gearbox handles shifts seamlessly it's ruthlessly efficient, robbing you of some of the fun.



Of course, the 175Nm does pin you back in your seat when you put your foot down, but there's very little accompanying noise or anything else to make this feel a bit more engaging. The good thing is that there's access to all that performance, without making the slightest effort.

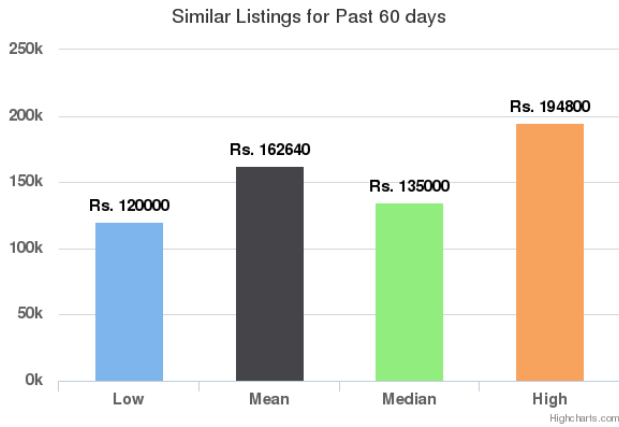
The Abarth's clutch is on the heavy side, and the gearshift action feels chunky and rubbery. The Fiat's steering offers good feedback in the bends. You'll find the tyres being overwhelmed again, but it's something you can learn to manage. This car is a thrill-a-

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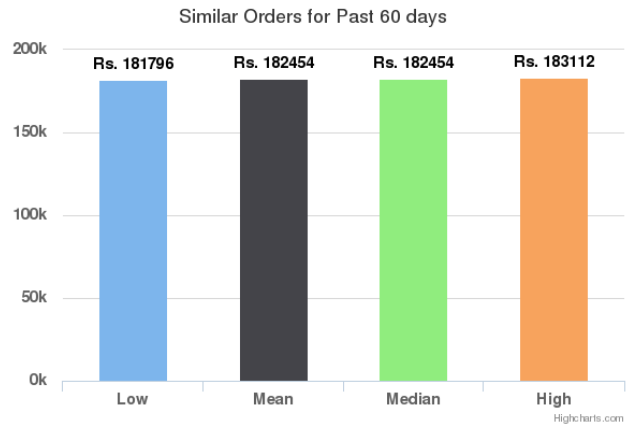
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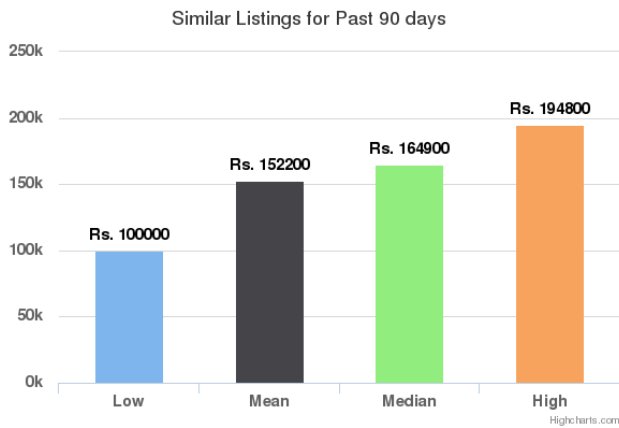
Similar Listings for Past 60 Days



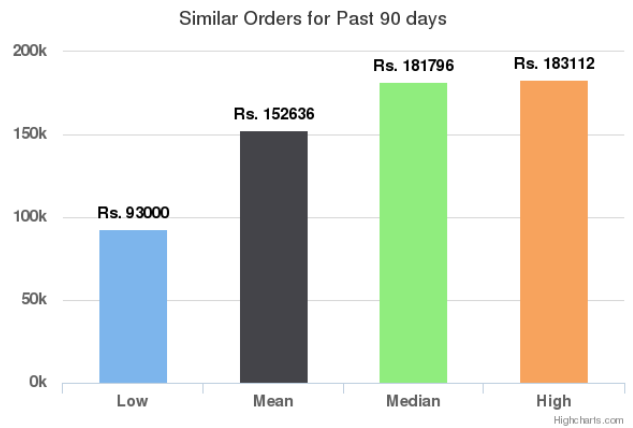
Similar Orders for Past 60 Days



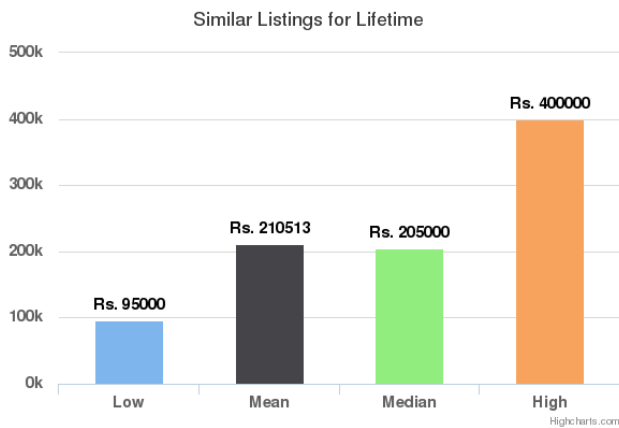
Similar Listings for Past 90 Days



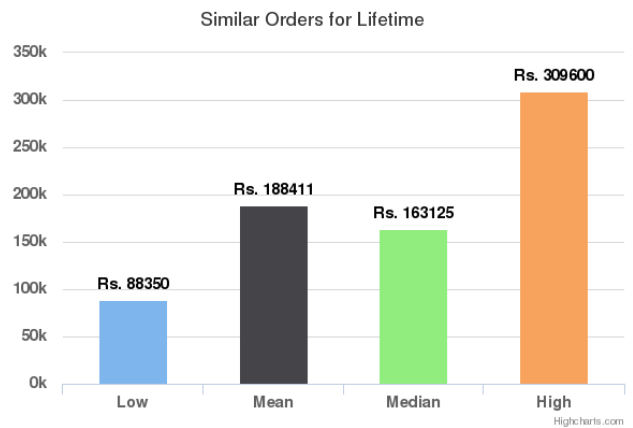
Similar Orders for Past 90 Days



Similar Listings for Lifetime



Similar Orders for Lifetime



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Component Health Check

A vehicle undergoes enormous wear and tear with time. It is often imperative to inspect and replace parts of the vehicle on a timely basis to keep it in prime condition. These aspects often go unnoticed and become real pain points with time. Use the Component Health Check for maintaining your vehicle components without any hassles. It would provide the list of parts to be inspected every subsequent year based on their age to help you find out the parts needing replacement.



*This is a suggestive list and is not based on the actual physical inspection of this vehicle

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Glossary

New Vehicle Price Now: This provides the current On-Road Price of a new vehicle of the same Make-Model-Trim

New Vehicle Price Then: This provides the On-Road Price of the vehicle at the time it was purchased in brand new condition.

Total Cost of Ownership: This provides the total cost of owning this vehicle which includes the cost of running this vehicle and its maintenance cost over the next 5 years

What Others Paid: This provides an estimated value of the price paid by others for a similar used vehicle. However, the final valuation provided might vary based on the city, condition of the car and many other factors.

Next 3 Year Depreciation of the Vehicle: This provides an estimated price that your used vehicle would fetch or an estimated price that you would have to pay for a similar vehicle over the next 3 years.

Similar Listings for Past 60 days/Past 90 days/Lifetime: This provides some data points regarding similar vehicles that have been listed on Droom in the respective duration. Low and High provide the Lowest and the Highest Values Quoted for similar vehicles whereas Mean and Median indicate the average and median values.

Similar Orders for Past 60 days/Past 90 days/Lifetime: This provides some data points regarding similar vehicles that have been sold on Droom in the respective duration. Low and High provide the Lowest and the Highest Values at which similar vehicles have been sold whereas Mean and Median indicate the average and median values.

Component Health Check: This provides a list of parts that are advised to be inspected every subsequent year based on their age. This would help you find out the parts needing maintenance/replacement.

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