

new Navara King Cab



Nissan's Navara, an all purpose executive vehicle has always stood for something different in the competitive 1-tonne market.

The new **Nissan Navara XE King Cab** adds additional practicality in a price bracket which this vehicle has never previously occupied. It enters the market with more benefits which will appeal to the business-oriented person.

That XE moniker may denote entry-level status, but considering the luxurious nature of the Navara LE, it is still a very well-equipped vehicle. Electrically-operated windows and mirrors, for instance, as well as a front-loading CD player, air-conditioning, and remote central locking are all standard fare. An optional GPS touch screen unit is also available.

The drive train is a potent 2.5-litre turbo-diesel engine developing 106kW and 356Nm as a 4X2, boosted to 128kW and 403Nm in 4X4 form. This mountain of low-down torque gives the Navara King Cab a trailer towing limit of 3000kg on 4X4 models, once again best in class figures.

This power plant is allied to a six-speed manual gearbox which has had its operation further refined in the latest models for an even smoother, more positive action. The transmission helps the Navara's overall consumption over competitive models, all of which offer only five forward ratios.

Also carried-over from the widely-recognised double cab is the styling. In King Cab form the Navara is arguably even better proportioned, particularly for true fans of the traditional bakkie design, the shorter cab and longer load-

box are visually pulled together by the signature flared wheelarches and short overhangs. This machine mixes obvious visual appeal with tough industrious credentials.

For most XE King Cab customers, high performance and rugged looks are only a part of the buying decision. These vehicles are, after all, high-end LCVs, and although the Navara driver is likely to use it as a dual-purpose vehicle, it will be spending most of its days hard at work, so it needs to deliver the goods, literally.

It extends its practicality with a longer loadbed and useful additional storage in the cabin behind the seats. Ease of access is granted by the two, rearward-opening, suicide doors. The lengthened loadbox remains wider than its competition, and is even more useful than this girth suggests thanks to minimal wheelarch intrusion making for maximum useable flat loading area.

Occupant safety is enhanced by the standard fitment of dual airbags, heavy-duty side-impact protection beams, and active systems like ABS with EBD keep braking performance strong and consistent at all times.

Inside there's almost enough room for a second row of seating, although designed purely for cargo-carrying purposes. This additional cargo space adds significantly to the overall haulage potential of this dual-role machine thanks to the inherent cabin-height advantage.

Pricing is reasonable at around R376 000. □