

# DX - CELLENT VALUE NISSAN

## DX-CELLENT VALUE OF NISSAN'S LATEST OFFERING NAVARA'S BABY BROTHER THAT'S BIG ON ALL BUT PRICE

***Nissan is having one very busy year this year. First, the company has seen the launch of the Urvan, and now the arrival of the DX Navara - a scaled down version of the extremely popular ST-X.***

We could have told you about the DX earlier, based on what Cargo magazine learned of the vehicle during the release of the 2008 model X-Trail at the beginning of the year, that's how long Nissan has been sitting on its latest ute.

However, we wanted to see for ourselves if the DX was going to measure up and, no surprises, it does.

One week with the DX, and Cargo's drive team unanimously decided that we wanted one on a longer term basis, if not permanently.

This shouldn't be hard for Nissan at this point, in spite of the laughable price tag of the DX, which should see the double cab utes flying out the showroom doors. Duck as you go into your local Nissan dealer to find out more!

All hyperbole aside, the DX was partly introduced in response to the comments of ST-x Navara buyers, that while the big fellas are outstandingly good utes, they are a little too pricey and too well specified to be considered everyday workhorses. Some have also suggested the engines are a tad oversized.

Nissan's response? Deliver a slightly less specified vehicle for a reduced price.

Nissan's conundrum? How to keep the expected Nissan level of quality in such a product.

Nissan's answer? The Navara DX - or more precisely - the DX range.

There are 6 DX variants, a couple of 2WD versions with four 4-wheelers, all running the same 2.5-litre turbo diesel engine.

The specifications are slightly varied throughout the range – some models for instance don't have the ABS or the dual airbags, but on the plus side, for every model that doesn't, there is a model that does. You also have the option of single or double cab, of cab chassis or well-side.

With any luck, Cargo will be able to review more of the DX range, but for the first time out, Nissan New Zealand

found a 4WD double cab well-side with full specification.

This is the top of the tree version of the Navara DX and yet it's \$3,100 under the cheapest ST-x model.

Some might infer from that and the tone of this review that the DX range is a poverty pack version of the ST-x. You couldn't be more wrong.

The DX models are cheaper, but they don't lack Nissan quality as a result.





Shut lines join, nothing rattles or creaks and even if you were to take offence at the supposedly budget vinyl floor covering, look at it from the time saving advantage of cleaning it.

Seat upholstery is durable, but not tacky, and even if you could call the switchgear dated, you can't argue with its practicality or functionality.

We'd like to find something wrong with the DX, but to be perfectly honest – we couldn't. Even things we initially thought might be issues, turned out not to be.

In one instance, we thought the load points in the tray were a little under budget, but closer inspection showed them to be immensely practical, very strong and good security tie-down points.

How do you fault that? So they don't look pretty? This is a working ute!

And the DX will work – anywhere. Nissan makes no bones about it, the DX is as at home down on the farm as it is on the city construction site.

With the black plastic fender guards and turbo scoop, it even passes itself off as a respectable Queen St cruiser.

And before you assume the DX is all about mutton dressed as lamb (it isn't), it will certainly handle the workload.

The 2.5 turbo diesel generates 98kW of power at 3600rpm and 304Nm of torque at 2000rpm.

With the manual's long legged gearing added into the mix, acceleration is quite impressive for what is basically a worker.

The DX's towing capacity is 2800kg for a braked trailer and 750kg for an unbraked one.

And being a double cab, you might expect a trade-off in rear seat passenger space or the rear tray. But the DX doesn't disappoint in either area.

Load carrying area measures 1395mm long x 1390mm wide and 435mm deep.

This does bring the DX load area into the smaller end of the spectrum in comparison with other utes, but it is still useful space and rear seat passengers will appreciate the extra space afforded them.

And the owners of the DX Navaras will appreciate the extra cash offered to them when they buy a DX .

With the 2WD single cab starting at a ludicrously low \$28,200, the DX Navara is rewriting the pricing book. Our tested double-cab, 4x4 wellside with ABS, dual airbags, air conditioning, stereo with CD player comes in at \$41,600.

Look up 'value' in the dictionary and you should find a picture of the new, fully specified DX Navara from Nissan. ■



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