



Plugging the gap

We drive the Nissan DX Navara

The introduction of the DX Navara has been a smart move from Nissan. The ST-X Navara is arguably the best diesel ute on the market, and possibly the most expensive, at around \$50,000. The DX comes in at not much more than \$30,000 (for gst registered businesses) making it the cheapest of the Japanese options. Basically the DX is the old model Navara with a 2.5 engine, not the same 2.5 as the ST-X though. Where the ST-X squeezes a whopping 400+ NM of torque from its modest size motor the DX gets by with just over 300NM and a more

modest 98Kw of HP.

So how does it go?

Bloody well actually, the DX is a little smaller and lighter than most of the new crop of utes and it feels nimble and responsive. The motor pulls right off the bottom and coupled with the lower overall gearing the DX accelerates briskly with that nice torque thrust you get from a standstill or accelerating out of corners that you used to only get out of a V8.

What's it like on the road?

OK, it's no Ferrari, well actually the firmish ride with the very slight jiggles over the bumps does feel a little like an old fashioned stiff

suspension sports car, but that's really the only comparison you could make. The DX would ride a little better with a load on board, that's what it is designed to do, no problems there. It's relatively quiet and the figures tell us it's economical.

With a tow rating of 2,800kg braked and the normal (not really relevant in our market) 750kg unbraked rating, the DX is only 200 shy of the top line utes in its towing capacity.

There are a number of models with all the options you could want in a ute. Airbags, ABS, if you want it, plus all comes with

Nissans build quality and assurance of longterm reliability.

The DX is ideal for tradespeople or farmers who want a no nonsense workhorse, yes, in terms of refinement and overall performance it gives a little away to its top of the range stablemate, but not much. It still looks good, the clean straight waistline gives it a practical workman look that hasn't dated although we did notice that it doesn't turn heads like having a brand new model - realistically we don't see that as being a problem with the market the DX is intended for.



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