



# Nissan's new Tiida a worthy replacement for popular Pulsar

Even the small car market is going six-speed and in a New Zealand first it is the Nissan Tiida that has done it.

The latest entry into the small car market is the Tiida sedan and hatch, meaning the end of Nissan's Pulsar.

Within a few weeks the range will expand yet again with the addition of a wagon version with a strange kind of name - Wingroad - that will feature a continuously variable transmission with six speed manual mode complete with paddle shift levers on the steering column for manual use.

The Tiida has taken the place of the long popular Pulsar range which has been a New Zealand favourite for years. Though hardly breath-taking or trendy in styling the Tiida will

no doubt appeal to a good number of Kiwi motorists.

In things mechanical it is a step up from Pulsar in many respects with a new 1.8-litre engine and six-speed manual gearbox — a first in the small car class. Apart from a revised four-speed automatic transmission, the Tiida inherits nothing from the Pulsar, which had a range of 1.6 and 1.8 litre motors.

All Tiida and Wingroad models are powered by a 1.8 litre aluminium engine capable of 93 kW at 5200 rpm and 174 Nm of torque at 4800 rpm. Thankfully it has enough mid-range pulling power through more than 150 Nm being developed from as low as 2400 rpm.

The engine, manual gearbox and chassis

were jointly developed by Nissan and Renault to add to a package that provides reasonable interior space for those seated front and rear.

Yet ironically, Tiida's front seats are nearly as large as those in the Maxima, providing plenty of comfort.

The Tiida sedan has one of the largest cargo areas of any small sedan at 467 litres and its interior length is aided by a wide instrument panel and dashboard, plus low centre console.

While the Tiida sedan is shorter than the Pulsar — 4395mm versus 4495mm — it sits on a slightly longer (65mm) wheelbase of 2600mm.

Tiida hatch has the same 2600 mm wheelbase and is slightly longer than the Pulsar hatch at 4205mm versus 4184mm.

The longer wheelbase

has been achieved by placing the wheels nearer the corners of the car. That means Tiida's front track is up 10mm to 1480mm, while the rear track has increased between 25mm and 35mm (model dependent) to 1485mm on the Tiida.

Overall it gives the Tiida a far better stance that enables impressive enough handling for a small car that isn't designed to be a high performance model. It's a tidy package atop 15 inch wheels, with alloys on the Ti models.

The Tiida sedan and hatch are \$28,980 for the ST manual, \$30,380 for the ST automatic and \$32,450 for the Ti automatic. The Wingroad ST-L wagon will be available in early April from \$30,380.

