

Light commercials overview

The ute segment continues to be an incredibly hard fought one, with Toyota and Ford still slugging it out for the top spot. But not just the top spot in the Light Commercial segment – the Hilux and Ranger are currently competing for the top spot in overall new vehicle sales in New Zealand, writes Damien O'Carroll.



As this is being written, the Ford Ranger has slightly more than double the sales of the venerable Toyota Corolla, the top selling passenger vehicle in New Zealand.

At 6,320 as of the end of August, the Ranger comfortably tops the Corolla's 3,138 sales. But that is not all, because the Toyota Hilux also outsells the Corolla (5,497), while the Holden Colorado sits just behind it with 3,075 sold year to date.

In fact, four of the top five top selling vehicles in New Zealand are utes, as the Mitsubishi Triton also slips in there ahead of the Kia Sportage (2,748 and 2,514 respectively).

While total SUV sales figures still handily eclipse ute sales, we still clearly love our utes here in New Zealand.

While the Ranger has had a fairly dominant year so far in 2017, leading the Hilux by close to 1,000 units, Toyota is far from out of the battle, with the Hilux taking the top spot back for August, with 779 rolling off Toyota yards compared to 690 Rangers. If Toyota can continue to build on these numbers, then it will be a close run thing at year's end.

But it is not just utes that make up the Light Commercial segment – the van is also an important player here as well, and this is where Toyota storms to the overall lead in the segment.

Toyota's overall Light Commercial sales figures are currently 7,727 units, eclipsing

Ford's total of 6,939.

The Hiace adds 2,037 sales to this figure, in stark contrast to the Ford Transit's contribution of just 615 units so far this year. In fact, the Hiace has also snuck into the top ten in terms of overall sales numbers, outselling the likes of the Mitsubishi Outlander, Suzuki Swift and Holden Commodore so far this year.

Perhaps the most telling figure, however, is the overall van sales figures so far this year – that number is currently 4,175, meaning that the Hiace accounts for just under half of the vans sold new in New Zealand so far this year.

The rest of the main players in the van segment all sell broadly similar numbers, with the aforementioned Transit sitting in third place behind the Hyundai iLoad's 670 sales YTD.

The Fiat Ducato (576) and Mercedes-Benz Sprinter (464) round out the top five so far this year, with the LDV V80 snapping at the Sprinter's heels with 449 sales.

With a number of updates in both the ute and van segment still to come this year, and a new player in the ute segment in the form of Chinese manufacturer LDV's first foray into the ute market, things could well be shaken up before the end of the year, but one thing remains obvious – there doesn't seem to be any sign of a softening in the Light Commercial segment any time soon.

UTILITIES



Ford Ranger

The Ranger remains the biggest-selling ute in New Zealand, and there are several reasons why, not least of which is its tough truck good looks, improved upon even more by a recent facelift.

First, all models in the range, from 2WD cab-chassis through to the 4WD Double Cab versions, are powered by the same 3.2-litre 147kW five-cylinder turbo-diesel engine, and linked to a choice of manual or auto six-speed gearboxes.

Second, it's very big, spacious, and has great load carrying ability.

And third, it's got car-like ride and handling, coupled with great features, including, on top models, latest safety tech such as lane departure warning, as well as reversing cameras and parking aids.



Foton Tunland

Foton is a major player in China, where, among other things, it has a trucks JV with Daimler. In New Zealand it is part of the Ateco Group.

Available in New Zealand as a dual cab only, the Tunland comes as either a 4x2 or 4x4. All models come with a proven 2.8-litre Cummins turbo-diesel engine, producing a respectable 130kW/365Nm, linked to a

Getrag five-speed gearbox, as well as a Borg Warner transfer case for the 4x4 system and Dana axles. On top of that all models come with Bosch electronics and ABS and ESC including traction control.

All models are extremely well-equipped for the price, including air conditioning, an audio system and Bluetooth, while the top-spec 4x4 model also gets leather trim, 17-inch alloy wheels and cruise control.

Payload is 1,025kg for all models and the Tunland can also tow 2,500kg on a braked trailer.



Great Wall Steed

Great Wall utes used to be imported by the Ateco group, but are now imported directly into New Zealand by Great Wall Motors Ltd itself.

The company's newest ute - the Steed - was recently launched locally to replace the elderly V200 and V240.

Available only as a dual cab only, the Steed can be had in 4x2 configurations with a petrol engine, or in 4x4 with a diesel engine.

Although slightly down on power compared to the previous model, the Steed's 2.4-litre four cylinder petrol engine still produces a useful 100kW/205Nm and is mated to a five-speed manual gearbox.

The diesel gets more power, with 110kW/310Nm, plus a six-speed manual gearbox.

Features include a 1-ton carrying capacity and 2-ton braked tow capacity, plus Bluetooth, cruise control, a sound system, tyre monitors, a reversing camera and sensors, heated seats and six airbags, as well as ESP electronic stability programme.



Holden Colorado

Holden got off to a rocky start with the latest generation of the Colorado when it first launched a ute that lagged well behind the competition, in particular, the Ford Ranger.

Several updates and some serious development work later, the latest version is far closer to the opposition in terms of quality. This is largely thanks to significant Australian input to the Brazilian-designed ute, sorting out things such as ride quality, engine refinement, NVH and adding in such high-tech features as electric power steering, a new torque converter, reversing camera, knee airbag, and, on top models, lane departure warning and forward collision alert, front and rear parking sensors, and tyre pressure monitoring.

Of course it also gets the superb MyLink infotainment/communication system with Bluetooth.

What hasn't changed is the power output of the four-cylinder turbo-diesel engine, at 147kW/500Nm (auto version), among the best of the bunch.



Isuzu D-Max

Despite it being seen in some quarters as a Holden Colorado clone (the two were originally developed side-by-side) there are more than enough differences between the two to have turned the lower-profile D-Max into a good mid-range player in the LCV market.

The differences between the D-Max and the Colorado are

important to its key buyers, many of them farmers. First up, the engine is a tough re-work of the previous model's 3.0-litre turbo-diesel, with output boosted to 130kW/430Nm and hooked up to a choice of six-speed manual or automatic transmissions.

And, finally, it's made in a different factory to the Colorado, being built in Isuzu's Thailand truck plant. The line-up includes both 2WD and 4WD models, single and double cab, with a top-spec 4x2 double also in the line-up.



LDV T60

New to the local market is Chinese manufacturer LDV's first foray into the ute segment - the T60.

The van manufacturer has hit the segment head on with a boldly styled ute with sharp pricing and seriously high standard equipment levels.

Two models (standard and Luxury) are currently available, both only in 4x4 double cab wellside guise and with a choice of six-speed manual or six-speed automatic transmissions.

All models are powered by LDV's 110kW/360Nm 2.8-litre turbo diesel engine and come standard with an impressive array of safety equipment, including blind spot monitoring, hill descent control, hill start assist, a backing camera and park assist.



Mahindra Pik Up

There are two distinct Mahindra

utes available in New Zealand, the tough Pik Up, and the more sophisticated Genio.

The Pik Up is definitely aimed at the bottom of the market, and is more suited to off-road work than the urban environment, with a full 4x4 setup, in a range which includes single and double cabs, plus chassis-cabs

And it does have a few frills on top versions, including aircon, power windows, an audio system, and front fog lamps, while power comes an 88kW/280Nm 2.2-litre turbo-diesel engine hooked up to a five-speed manual gearbox.



Mahindra Genio

The Genio is a more-modern

ute, giving a more refined and more comfortable ride than the Pik Up.

Available in both single and double cab, the former delivering a payload of 1.2 tons, it's well equipped, with a plush interior and lots of features.

It gets the same 2.2-litre 88kW/280Nm turbo-diesel engine as the Pik Up, and drives through a five-speed manual gearbox. Both 4x2 and 4x4 versions are available, and wellside and cab/chassis, the latter able to fit a 2.5m long tray.



Mazda BT-50

With the latest update of the BT-50, Mazda decided to approach the ute segment in a different way to its design partner, the

Ford Ranger, and to simplify its model range, lower prices and focus on the mid-range of the segment.

At the same time styling has been changed, and much of the chrome replaced by matt black, while the grille shape is far more horizontal and forward-thrusting.

At the same time there are more features, including a locking rear diff. on all models.

The BT-50 still boasts the same big, brawny 147kW/470Nm 3.2-litre inline five-cylinder diesel turbo engine, hooked up to a choice of six-speed manual or six-speed automatic transmissions. Models range from single cab/chassis through freestyle, to double cab, with both 2WD (six models) and 4WD (seven models) versions available in various trim levels.



Mitsubishi Triton

The latest incarnation of the Triton features a completely new body that improves on its predecessor's looks, yet still remains distinctly a Triton.

At the same time it also got a new 135kW/437Nm 2.4-litre turbo-diesel engine, and top models are well-stacked with features, including the SuperSelect 4-II 4WD setup from the Pajero.

The range starts with 2WD single cab/chassis models aimed at the "working ute" market, with similar versions in 4WD, and there are club cab and double cab models in various trim levels.

All models, including the 2WD "tradie" models, come in with Bluetooth hands free phone connection and a music system, with voice activation and steering wheel controls, plus cruise control.

One of its greatest benefits

is its greater manoeuvrability – without losing out on carrying capacity – while its lighter weight means a better combination towing ability than some of the more powerful players.



Nissan Navara

Nissan has gone off the beaten track a little with its latest Navara, fitting optional coil-sprung rear suspension on some models and redesigning the vehicle with curvier lines – without losing out on its ruggedness.

With a total of 18 different variants, mixing and matching six-speed manual and seven-speed automatic transmissions, petrol, single turbo diesel and twin turbo diesel engines, and single cab, king cab and dual cab bodies, as well as both 2WD and 4WD, the latest Nissan Navara series offers the company's most varied range of utes yet.

Starting at the "tradie" end of the scale, the new DX double cab 2WD packs the same 122kW/238Nm 2.5-litre four-cylinder petrol engine that is found in the X-Trail, making it relatively unique in the local ute market by offering a small petrol engine, while other models get a new 2.3-litre turbo-diesel in either 120kW/403Nm or 140kW/450Nm states of tune. The top-end model is super-lux, with leather upholstery.



SsangYong Actyon

It's been around a while now, but the Korean-built SsangYong

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Actyon still manages to represent good value for money in the competitive ute segment.

Currently there are three different models on offer, all double cabs – the Workmate, available in 2WD, Ltd 4WD, and the Sports, in 4WD all are diesel powered.

Workmate and Ltd can be had with either a six-speed manual or five-speed auto. The Sports is available with a choice of a six-speed manual or six-speed auto.

Workmate and Ltd's turbo-diesel is a 2.0-litre with 114kW/360Nm, while the Sports is powered by a 130kW/400Nm 2.2-litre diesel.

All models get Bluetooth, aircon, audio system, central locking and power windows and mirrors; top versions include reversing camera, cruise control, and alloy wheels. A ute that rides well and is a handy size, with great manoeuvrability.



Toyota Hilux

Toyota has delivered on its promise to produce a new-generation Hilux, and it's bigger, better-looking, and even tougher and more capable off-road than the previous model.

There's a new 2.8-litre engine which produces more power than the old 3.0-litre, as well as new six-speed manual and automatic gearboxes, and better suspension, especially at the rear. There's also a brand-new chassis which is stronger and more rigid, improving handling as well as lifting towing capacity on some models to 3,500kg.

Fifteen of the new models (which finally include a high-riding top-spec 2WD double cab) are powered by the 130kW/450Nm 2.8-litre diesel engine, while the three S grade 2WD models have a slightly

detuned 126kW version.

The other three get Toyota's venerable four-litre 207kW/381Nm V6 petrol engine. Buyers have a choice of six-speed automatic or six-speed manual gearboxes. A five-speed manual is fitted to the three entry level 2WDs.



Toyota Land Cruiser 70

Rough and tough, incredibly capable and powerful, the 70 Series Land Cruiser range has taken over the mantle of the only really tough off-road ute in New Zealand now the Land Rover Defender is no more.

And it's not just tough – there's a degree of on-road refinement there, too.

The lineup ranges from single cab/chassis through double cab/chassis and common to all is the 151kW/430Nm V8 turbo-diesel engine, which drives through a five-speed manual gearbox.

A snorkel forms part of the specification, as well as Bluetooth, aircon and a good audio system.



Volkswagen Amarok

The Amarok came to New Zealand in a blaze of projected glory, and was the first of the new generation of bigger utes to hit New Zealand's shores, but its premium pricing and the fact that initially only a 2.0-litre four-cylinder turbo-diesel engine (admittedly a very powerful one) was initially available mitigated

against it, especially against Ford's mighty 3.2-litre Ranger.

The current line-up comprises five double cab 4x4 utes, with three of them powered by the 132kW/420Nm (400Nm with the manual transmission) 2.0-litre twin-turbo diesel, with either a six-speed manual or eight-speed automatic.

The remaining two are powered by VW's answer to the Ranger's big power unit – a mighty 165kW/550Nm 3-litre turbo diesel V6.

The Amarok is notable for its super space, big load carrying ability, and comfortable ride, although many of its more-luxurious features are only available as options.



Volkswagen Transporter

The dropside versions of the VW Transporter were introduced locally last year in single and double cab forms, available in SWB or LWB versions and fitted with either 103kW/340Nm or 132kW/400Nm TDI engines.

The only fully independent suspension dropside on the market, they can carry up to 1,058kg and in tray lengths of either 2,529 or 2,939mm.

The feature and safety lists are comprehensive, and include ESP and Bluetooth; in true German fashion you can spec it up as you wish.

VANS



Fiat Ducato

The Ducato comes as standard with just one engine these

days – a beefy 130kW/400Nm 3.0-litre turbo-diesel engine linked to an excellent six-speed manual gearbox in the MWB and LWB versions, with an automated clutchless manual available in the LWB and standard in the XLWB version.

Styling was upgraded in 2015, with a new front end, but as often happens it's the stuff you can't see that's most important, including anti-UV paint, more reinforcing on the body, stronger moving parts, and an upgraded brake system which includes a more comfortable pedal unit, and a better clutch "feel".

There are three versions of the latest Ducato in Fiat's price list in NZ – the MWB low roof, the LWB medium roof version and an XLWB medium roof version. Aircon is standard on all models, as well as cruise control, a touchscreen audio system with Bluetooth, and all get parking sensors.



Ford Transit Custom

Since launch the Transit Custom has only been available with a manual gearbox, but the good news is that auto versions are arriving as we write this guide.

There are four versions in the Transit Custom line – SWB low roof with or without side windows, a LWB low roof and a LWB high roof. The Transit Custom is aimed at the Hiace market, but with a European feel and features that make it more car-like features, including a Ford Focus-style ESP stability control system with torque vectoring control.

Engine is a 125kW/405Nm 2.0-litre turbo-diesel, and the Transit Custom's features include cruise control with speed limiter, a full-width



steel bulkhead with window and load-through hatch, integrated roof rack (SWB only) and Ford's SYNC in-vehicle communications system with Bluetooth.



Ford Transit Cargo

The good news about automatic gearboxes for the Custom also extends to Ford's big mass-mover Transit Cargo, which also gets a lazy box this year.

The Cargo comes in two heights and three lengths, all powered by a 114kW/385Nm 2.2-litre diesel engine, and has a number of high tech features, including stop-start for better economy, plus stability control which includes curve control, torque vectoring, and traction control.

Load space ranges from 11cu.m to 15.1cu.m, and payload from 1,223kg to just over two tons. Both closed van and cab-chassis versions are available.



Hyundai iLoad

Hyundai was the first manufacturer in New Zealand to fit reversing cameras as standard across its range, and that included the iLoad van – arguably the most important vehicle in the range to have it, and a great safety breakthrough.

There's only one model of iLoad van, fitted with a 2.5-litre turbo-diesel (100kW/343Nm manual or 125kW/441Nm auto)

driving through either a six-speed manual gearbox or a five-speed auto.

This 5m long van has dual sliding side doors and a fully opening rear, and there are three rear reversing sensors, as well as an electronic stability system with traction control, plus dual airbags. Other features include Bluetooth and connectivity.



Iveco Daily

Iveco upped the Daily's game drastically last year, with more options, including a full-on eight-speed automatic from ZF. The industry-first eight-speed automatic gearbox is a class exclusive for the new Iveco Daily,

The latest Iveco range has been widely extended, with vans coming in three roof heights (low, medium and high), two wheelbases, and a total of five different lengths giving eight size options from 9 cu.m to 19.8 cu.m with 3.5 and 5.0T load capacities.

This is supplemented by six cab-chassis options covering four wheelbase lengths from 3,450mm to 4,750mm, four overall length options and 3.5, 5.0 and 7.0T load capacities. There is also a dual cab option on the 5.0T and 7.0T models. There's even a 4x4 version.

To cover the range there are four turbo-diesel engine options ranging from the base 2.3-litre with 93 kW/320Nm standard on the 3.5T models, through 3.0-litre 125kW/430Nm standard on the 5.0 and 7.0T models and optional on the 3.5 range. The range-topping 3.0-litre twin-turbo 150kW/470Nm motor is optional on all models.



LDV G10

The LDV G10 2.4 five-speed manual van has a four-cylinder Mitsubishi-sourced petrol engine producing 105kW/200Nm, and driving the rear wheels. Features include dual sliding side doors, a lift-up tailgate, 16 inch alloy wheels, front power windows and mirrors, Bluetooth phone and streaming, tilt-adjustable steering, and a seven-inch screen and radio/CD.

Then there's an automatic version, which gets a 2.0-litre direct injection turbo-charged petrol engine producing 165kW/330Nm, linked to a ZF six-speed automatic transmission. Rear suspension sees a five-link coil setup, and additional features include cruise control.

New this year is the 1.9-litre 106kW/350Nm diesel engine that is hooked up to a six-speed manual transmission. The Euro styled, Hiace sized G10 is packed full of features which include cruise control, aircon, power windows, audio and Bluetooth, parking sensors and a rear camera. Cargo volume is 5.2 cu.m with a payload of 1,093kg.



LDV E80

Based on the popular V80 this is the pure electric version due for launch around the time this magazine comes out. LWB, mid roof size (and with a cab/chassis also available), 1,000kg

payload, 10.4 cu m capacity, two hours to fully charge and a 192km range (half loaded) will make this an interesting option for round town work.



LDV V80

They've been around longer than the G10s, and the V80 models have established quite a reputation for value and economy.

Although tightly priced, the LDV units are well-specced, with a suspension tuned for our conditions, and a whole flock of features.

Two wheelbases are on offer, as well as a high roof version, with the short wheelbase model rated at 3,200kg GVM and the long wheelbase at 3,500kg. Cargo volume ranges from 6.4cu.m to 11.6cu.m.

Engine is an Italian VM Motori 2.5-litre turbo-diesel producing 100kW/243Nm, and drive is through the front wheels via a six-speed manual gearbox or a six-speed automated clutchless manual.



Mercedes-Benz Vito

Mercedes-Benz now offers its Vito van in front-wheel drive or rear-wheel drive, depending on model and power output. It offers a high level of standard-fit safety equipment, with numerous innovative assistance and safety systems such as Attention Assist and Crosswind Assist

Six versions are available. The 111 is LWB, with front-

wheel drive, a six-speed manual gearbox, and 84kW/270NM 1,600cc turbo diesel.

The 114, in SWB or LWB, has rear-wheel drive, and is powered by a 100kW/330Nm turbo-diesel hooked up to either a six-speed manual (LWB only) or seven-speed auto.

Topping out the range is the 119, which is the same size as the 115, but with a 140kW/440Nm engine and a seven-speed auto.



Mercedes-Benz Sprinter

The latest Sprinter models offer lots of cutting edge technology and modern styling.

Safety features are high on the agenda, with Crosswind Assist, Collision Prevention Assist, Blind Spot Assist, High beam Assist and Lane Keeping Assist, all aimed at reducing accidents.

Short and long wheelbase models are available, with four different overall lengths, as well as standard and high roof versions. Payload ranges from 1,152kg to 2,500kg and load capacity from 8.5cu.m to 17cu.m

Engines, all turbo-diesel, range from 2.2-litre 95kW/305Nm through to a 3.0-litre 140kW/440Nm V6, and there's six-speed manual or seven-speed automatic transmission.



Peugeot Partner

The Partner is carlike to drive,

yet because it was designed as a van from the outset, the load compartment is integrated into the shape of the vehicle, providing a larger, more useable load space, enhanced aerodynamics, and ease of access and manoeuvrability for the driver.

Power comes from power from a 1.6-litre 66kW/215Nm turbo-diesel, driving through the front wheels via a five-speed manual transmission. It features sliding doors each side, asymmetric hinged rear doors, while the can has a three-person bench, an audio system with Bluetooth hands-free phone, and a cruise control plus speed limiter. Load volume is 4.1cu.m, and payload of 750kg.



Peugeot Expert

The Peugeot Expert van is about the same size as the smallest M-B Vito, and has modern styling and easy-drive characteristics.

The Expert can carry a payload of 1,200kg, with an effective volume of 6 cu.m, and comes with a two-litre 120kW/340Nm turbo-diesel, and either six-speed manual or auto transmission.

There's three-across seating in front, sliding side doors for easy access, plus features such as cruise control/speed limiter, Bluetooth and USB.



Renault Kangoo

Distinctive European styling

and a whole bunch of features, including Bluetooth, highlight the latest Renault Kangoo small van, which is available in three different variants.

The Kangoo Compact features with 3 cu.m of load space and is powered by a 1.2-litre petrol engine with a six-speed dual clutch transmission.

The Kangoo Maxi has a 4 cu.m load space and is powered by a 1.5-litre 81kW/240Nm turbo diesel engine hooked up to the six-speeder.

What really makes the Kangoo stand out from the crowd, however, is the fully electric version of the Maxi. With a 44kW/220Nm electric motor and a 22kWh lithium ion battery pack, the Kangoo EV has a range of 170km, but there is also a 33kWh battery pack coming soon that will up that to an impressive 270km.



Renault Traffic

The latest version of the Renault Traffic was introduced locally last year, with new styling and an impressive new engine.

The new engine is Renault's latest 1.6-litre twin turbo diesel, producing 103kW/340Nm – a massive boost from the previous model – and remarkable 6.2L/100km fuel economy, and driving the front wheels via a six-speed manual gearbox.

At less than 2m tall the vehicle is low enough to access most underground car parks without damaging the roof, while twin sliding doors and wide-opening rear doors ease access inside.

The Renault Traffic is a mid-sized van, carrying 6cu.m, and 1,274kg. Bluetooth, aircon, and an audio system are standard.



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Renault Master

Recently updated with a new, bold, grille, the Master is Renault's big operator, and four models are now available – MWB and LWB mid-roof and ELWB high-roof, with six-speed manual or six-speed automated transmissions.

Load volumes are from 8 cu m to 17 cu.m.

Power comes from a lusty 2.3-litre turbo-diesel with 120kW/360Nm (manual) or 110kW/350Nm (auto) driving through either a six-speed manual or six-speed automated manual gearbox. Bluetooth is standard and integrated sat-nav optional; there's also aircon, electric doors and mirrors, and a chilled glovebox! There's also seating for three in the cabin.



Toyota Hiace

There are now no fewer than seven variants in the Toyota Hiace range, which was significantly updated in 2015, with exterior body style options, interior updates and enhanced safety specification some of the highlights.

There are both ZL and LWB high roof ZX grades, and powered by a choice of either 118kW/243Nm 2.7-litre petrol or a 3-litre turbo-diesel (100kW/300Nm), with either five-speed manual or four-speed automatic transmissions.

Safety features include Vehicle Stability Control, traction control, Brake Assist and hill start assistance, and it

achieved four stars in ANCAP safety testing. A reversing camera is fitted to all models.

Carrying volume ranges from 6 cu.m to 9.8 cu.m and payload from just under a ton to 1,130kg.



Volkswagen Caddy

Volkswagen's Golf-based Caddy range offers two wheelbase versions, standard and Maxi, with the Runner model powered by a 1.2-litre 62kW/160Nm petrol engine hooked up to a five-speed manual, while the others are powered by a 1.2-litre 92kW/220Nm direct injection and turbo-charged petrol engine with a choice of a six-speed manual or a seven-speed DSG.

Manoeuvrability is a strong point, and it comes well-equipped, with Bluetooth, plus a radio/single CD, cruise control, heated and electrically-adjusted mirrors, power windows, sliding doors each side and a large lift-up tailgate, a full partition with an upper grille section, and rubber floor coverings, and central locking with deadlocks



Volkswagen Transporter

Now in Generation Six, the mid-size Transporter comes in short and long wheelbase, and power comes from either a 2.0-litre TDI producing 103kW/340Nm, or the twin-turbo 132kW/400Nm unit, and driving through

six-speed manual or seven-speed double clutch automatic gearboxes. Payload varies from 824kg to 881kg, but a heavy suspension package can increase this further.

There are also 4WD 4Motion versions of the Transporter in manual or automatic.

Like the smaller Caddy, an entry level Runner model has been added to the Transporter range this year, powered by a 75kW/250Nm version of the 2.0-litre engine, hooked up to a five-speed manual transmission.



Volkswagen Crafter

Last but definitely not least is the Volkswagen Crafter. This big fella comes in a choice of weight categories, ranging from 3.0t to 5.5t GVW, and two wheelbases, MWB and LWB. High roof and super high roof versions are optional.

The Crafter also has the 2.0-litre TDI engine, in two outputs – 103kW/340Nm and 130kW/410Nm. Load volumes range from 9.3cu.m to 18.4cu.m.

Safety features include ESP stability programme, and there's central locking with deadlocks.

As with the Caddy and Transporter, the newest addition to the Crafter range is the entry-spec Runner model.



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