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## New Isuzu D-Max – Road Test

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Kim Henson test drives the latest, boldly restyled and significantly upgraded Isuzu D-Max pick-up, in V-Cross Double Cab 4x4 form.

(All words and photographs © Kim Henson and Wheels-Alive).

For a long time Isuzu vehicles have rightly and widely been recognised for their reliability, toughness, practicality and reasonable running costs. Sales of the D-Max pick-up range have been rising year by year, and, having test-driven three different examples in the last three years or so, I can quite understand why. (My reports on these vehicles can all be found on Wheels-Alive; to find/read them, please enter 'Isuzu' in the website's search box).

As we move through 2025, Isuzu has recently introduced a new generation of the D-Max, and I was keen to see how this new kid on the block would rate, compared with the previous



examples I had test-driven.

My vehicle for this road test was the high specification V-Cross Double Cab 4×4 variant of the D-Max, capable of comfortably seating five adults, yet still providing a spacious pick-up load area and with excellent capabilities in terms of load-carrying and towing. In automatic transmission form, this is expected to be the best-selling model in the line-up.



All the latest D-Max versions feature strong external restyling and transformed interiors, plus many technical advancements to assist the driver. More details on these changes later in this report...

What hasn't changed under the skin of the latest D-Max is its strong ladder-frame chassis



and its acclaimed 1.9 litre (1898cc) four cylinder turbo diesel engine (Euro 6d-compliant), giving 164 PS at 3,600 rpm and 360 Nm (266 lb.ft) of torque, this produced between 2,000 and 2,500 rpm for strong pulling performance from relatively low engine speeds.

In our test vehicle this proven motor propels the rear wheels for normal road use (or, by driver selection, all four wheels), via a six speed automatic transmission, and although it is academic for most users, will (according to Isuzu figures) accelerate to 62 mph from rest in 13.0 seconds, and provides a top speed of 112 mph.



On paper, the specifications for the latest D-Max look very promising. It has a maximum payload of 1,205 kg (2,657 lb) and a towing capacity of 3.5 tonnes. Four wheel drive versions all have a standard-fit rear differential lock.



Importantly, for peace of mind for potential buyers, all D-Max models come with a five year/125,000 mile warranty.

Now I know that this is 'advertising speak' but Isuzu says that as 'The Pick-up professionals' (and they only build 'commercial' vehicles), all their dealer staff undergo a comprehensive training course covering product, finance and legislation aspects for commercial vehicle operators. In addition, their 'Fleet Services' set-up enables the sourcing and fitting of conversion upgrades on behalf of their customers. Depending on your individual circumstances, all of this is worth investigating/following up, I feel, if you are in the market for a pick-up.

## Setting the scene – recent Isuzu history

The firm was founded in 1916, but it was in 1987 that Isuzu first came to the UK, with the first imports of the 4×4 Trooper.

There followed the TF pick-up (1988), and the Rodeo (2004 – one of the best-selling pick-ups here in that year).

The D-Max arrived in Britain in 2012, from the outset becoming popular with tradespeople and farmers.

Five years later the D-Max gained a more efficient, cleaner-burning 1.9i diesel power unit, which met Euro 6D emission targets, and notably, at that time, with no need for AdBlue additive.

In 2021 an all-new generation D-Max was offered from an expanded Isuzu dealer network (now more than 100 strong). The new vehicle featured improved safety, refinement and comfort, while importantly retaining its payload capability in excess of one tonne, and with a towing capacity of 3.5 tonnes.

Recent D-Max changes have included the arrival of 'New Look' models in 2023, featuring



new road wheels, a redesigned front grille and fresh interior design incorporating cloth and leather.

The latest D-Max generation, and the subject of this road test, was introduced early in 2025, deliberately building on the sound foundations and tough performance credentials of its predecessors, but with further revised exterior styling, enhanced interior equipment, and an all-new 'Rough Terrain' mode. Isuzu tells us that this is the best-equipped model range to date in their line-up.

From this year (2025), Isuzu has simplified the D-Max line-up, which previously some prospective buyers could find confusing. Now there is the 'Business with Utility' model, and the All-Purpose range, with DL20, DL40 and V-Cross variants.

More later in detail about all this.

It is worth noting too that an all-electric D-Max is scheduled to make its debut here in 2026 (the first fully capable electric pick-up in the UK market, they tell us).

The D-Max has enjoyed positive sales results in Britain ever since the first examples were sold here in 2012, and since the global pandemic hit the figures in 2020 and 2021, sales have been increasing year on year.

To illustrate this, total D-Max registrations in the last six full years have been 4,770 in 2019, 3,154 in 2020, 3,662 in 2021 and 4,348 in 2022. Sales of 6,315 examples in 2023 represented a record for the company (the previous highest figure was 6,220 in 2015), while this was bettered again in 2024 with 6,574 examples finding buyers.

Business sales have been increasing strongly in recent years (in fact by 98% since 2016), as has demand for the higher specification 'lifestyle and adventure' versions of the D-Max, which have become progressively better-equipped.

During 2024, 27% of D-Max sales were represented by Business versions, 32% by All-



Purpose models, and 32% by range-topping 'Adventure' variants.

Interestingly, in 2024 for the first time sales of automatic transmission versions exceeded those fitted with the manual gearbox (57% versus 43%, respectively).

## What's what?

Before looking closely at our V-Cross road test vehicle, and the recent specification changes, I feel it is worth explaining the various D-Max models on offer today.

To start with there is the 'Business Range', featuring Utility trim and available with two wheel drive or four wheel drive (in this case with a rear differential lock fitted as standard), and with a choice of three different body types; 'single cab', 'extended cab' and 'double cab'.

The single cab body is only available in conjunction with the Utility trim designation, while the extended cab bodywork is offered only on the Utility and DL20 versions. (During 2024, 9% of D-Max UK sales featured single cab bodywork, 9% of models sold had the extended cab body, and the remaining 82% were all double cab versions).

### Utility (Business Range)

It is true that the Utility model is the entry level D-Max, deliberately designed for hard work. Tough features for tough operations include heavy duty steel wheels (16-inch on single cab versions; 18-inch for extended and double cab variants), plus door handles, door mirrors and bumpers all in hard-wearing black plastic, also easily-cleanable vinyl flooring. However it is far from basic...

The vehicle is bristling with safety equipment and features upgraded 'Advanced Driver Assist Systems' (ADAS), standard across the D-Max line-up. These include Attention Assist, Autonomous Emergency Braking, Blind Spot Monitor (on Double Cab versions), Emergency Lane Keeping, Forward Collision Warning, Intelligent Adaptive Cruise Control (IACC),



Intelligent Speed Limiter, Lane Departure Warning and Prevention, Lane Keep Assist, Rear Cross Traffic Alert and Braking (on Double Cab Versions), Traffic Jam Assist, Traffic Sign Recognition and Turn Assist (that can automatically operate the brakes), as well as the Tyre Pressure Monitoring System.

Enhancements to the ADAS set-up include improved stereo cameras at the top of the windscreen (including a heater for better visibility if the screen steams up). The current D-Max models have upgraded Autonomous Emergency Braking (with a 'predictability' feature), more comprehensive IACC operation, an increase in the cameras' horizontal field of view coverage (from 40 to 120 degrees, thereby increasing distance cover from 120 to 150 metres), better identification of other vehicles, pedestrians, cyclists, etc, and new traffic sign recognition functions.

A Multi-Collision Brake system automatically applies the brakes after a collision in which the airbags have been activated.

For versions with automatic transmission, an 'AT Pedal Misapplication Mitigation' system reduces engine torque and activates audible and visual warnings to the driver if the vehicle accelerates suddenly in front of an object.

Double cab models incorporate eight airbags; other versions have seven.

Standard on all D-Max variants is the E-Call system, which contacts the emergency services if airbag deployment occurs or if the overhead console-mounted SOS button is activated.

The D-Max holds the coveted 5-Star rating in the EURO NCAP safety test.

Standard equipment also includes a raft of convenience/comfort items, for example a new fully wireless 8-inch Multifunction Colour Touchscreen with comprehensive phone connectivity, a reversing camera, a DAB radio, automatic headlamps with high beam assist, automatic screen wipers, a new 'Rough Terrain Mode' for four wheel drive versions (more about this anon.), speed-sensitive power steering and an engine 'stop and start' system to



save fuel and emissions.

Utility models are all fitted with a six speed manual gearbox (there's no automatic transmission option).

## All-Purpose Range

Moving up through the D-Max line-up, the All-Purpose Range takes in DL20 (extended cab or double cab versions), DL40 (all are double cab) and top of the tree V-Cross (again, all are double cab) variants. Six speed automatic transmission is available as an alternative to Isuzu's six speed manual gearbox.

Taking each of these in turn, in addition to the items just listed for the Utility (Business Range):

### The DL20...

...comes with standard-fit floor carpeting, heated front seats, a central rear arm rest, body-coloured front and rear bumpers, silver-coloured door handles, a black/grey front grille and freshly-styled silver-coloured aluminium alloy road wheels.

### The DL40...

...is equipped with front and rear parking sensors, keyless entry, a push-button start system, a 'welcome' light, revised leather (plus other materials) upholstery (also a leather-covered steering wheel), an eight-way electrically-adjustable driver's seat, a new 7-inch Multi-Information Display, and a dual-zone climate system (permitting different settings for driver and front seat passenger).

Standard too are Bi-LED headlamps, LED front fog lamps, daytime running lights with integrated indicators, and new rear combination lamps.



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The DL40 is identifiable by its dark grey/chrome front grille, two-tone body side steps and new two-tone 18-inch aluminium alloy road wheels.

The V-Cross...

...is the range-topper, and features a premium grade interior with an updated and fully wireless 9-inch Multifunction Colour Touchscreen (with full connectivity), eight audio system speakers, an auto-dimming rear view mirror and automatic headlamp levelling.

External identifiers of the V-Cross include dark grey treatment for the front grille, side steps, door mirrors and door handles, plus new style 18-inch 'Tough Style' dark grey aluminium alloy road wheels.





## Fresh styling and more features



Across the range, the new D-Max models have a noticeably bolder new appearance, including a restyled front grille, new design headlamps (halogen on the Utility and DL20; Bi-LED types, with integrated LED daytime running lights and indicators, on the DL40 and V-Cross).

At the rear, all variants have a redesigned tailgate, and on range-topper, there is a 'V-Cross' decal on the tailgate. The rear bumpers on all models incorporate a step, enabling easier access to the load deck, and from Utility double cab versions upwards, a tailgate damper is



standard-fit.

By its nature the D-Max is a large vehicle, and to help drivers when parking and/or in tight spaces, the new line-up feature multiple parking aids. These include a reversing camera (across the line-up), and (according to version) front and rear parking sensors, plus a rear radar system, to protect when reversing out of a tight space, with Rear Cross Traffic Alert and Braking.

The V-Cross and the DL40 have the lot, as standard.

A Rain and Light Sensor, found at the top of the windscreen on all versions, detects light levels and moisture on the windscreen, to activate the Automatic Headlamps, auto-dipping High Beam Assist system and Automatic Windscreen Wipers.

## Inside Story

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Much attention has been given by Isuzu to incorporate transformational changes to the D-Max interiors. They tell us that 'the new horizontal and layered design gives a more spacious feel', also that 'the new soft-touch panelling and elegant detailing with geometric design elements contribute to a more premium interior which remains fuss-free and practical to operate'.

Importantly, since many pick-up drivers spend long hours at the wheel, the seats have been redesigned to improve comfort and reduce driver fatigue. Notably, in each case the backrest central panel more evenly disperses body pressure and provides a comfortable fit for the occupant, the side bolsters are firmer and more prominent, providing enhanced grip when cornering, and the seat cushion is constructed from an 'Anti-Vibration Elastic Comfort' foam, which minimises vibrations from the road.

The seat covering material varies according to model. The Utility version has a durable



'tricot' upholstery (and has built-in head restraints), the DL20 features a high grade woven material, whereas the DL40 and V-Cross come with newly-designed leather trim.

The front seats have six-way manual adjustment in the Utility and DL20 models, with eight-way electric adjustment in the DL40 and V-Cross.

Adjustable lumbar support is provided on all models, with power adjustment on all double cab variants.

Heated front seats are found in the DL20, DL40 and V-Cross.

The steering wheel is adjustable for height and reach.

The Dual Zone Climate Control System, standard on DL40 and V-Cross versions, enables the driver and front seat passenger to individually set temperature levels, and in addition on these variants there's a new Rear Ventilation Panel, improving comfort for rear seat occupants (and there are rear heating ducts on the DL20).

## Interior storage

Thought has been given to everyday practicality within the vehicle, for example including the provision of upper dashboard storage for flat items such as a notebooks, up to 10 cup holders, a small compartment above the fuel release point, twin gloveboxes, a compartment within the central armrest (standard from DL20 upwards) and holders for business cards, sunglasses and a phone. Useful spacious door pockets/bottle holders are provided too.

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## Information galore – and better

Comprehensive information is provided for the D-Max driver, starting with the 'Infotainment' system...



All versions of the new D-Max have a Multifunction Colour Touchscreen, with Bluetooth connectivity and wireless 'Apple CarPlay' plus 'Android Auto' (both are Trade Marks).

There's a new 8 inch Touchscreen system in the Utility, DL20 and DL40 versions, and an updated 9 inch Touchscreen in the V-Cross.

All variants have a DAB radio, with two speakers on Utility models, four in the DL20, six in the DL40 and eight in the V-Cross.

A front USB C Port is provided for all versions, with twin front USB C Ports in the V-Cross, and with a rear USB C Port in all double cab D-Max models.

The instrument panel ahead of the driver takes the form of an electroluminescent Multi-Information Display. A 4.2 inch set-up is incorporated into the dash of the Utility and DL20 models, with DL40 and V-Cross versions instead featuring a new 7 inch screen system.



The displays are designed to advise the driver of the operational state of a wealth of vehicle systems (including the Advanced Driver Assist Systems), in addition to showing information such as speed, fuel level, engine temperature, outside/ambient temperature (with ice warning), also covering 'system health checks' and trip computer aspects.

Manual gearbox versions feature a gearchange indicator lamp, to help the driver optimise fuel consumption and emissions levels.



## Technical Aspects



I have already mentioned the fact that the new D-Max is equipped with the much-praised and proven engine/transmission drivetrain of its predecessor. This is good news, as the vehicle's legendary strong performance and frugal fuel consumption continues.

To help save fuel and to reduce emissions, a stop and start system automatically switches off the engine when the vehicle is stationary in traffic, restarting it when moving off again.

It is worth noting that although pre-2023 D-Max models didn't require AdBlue additive, in



order to achieve the latest Euro 6D emissions standard, a Selective Catalytic Reduction (NCR) system is employed in today's models, meaning that AdBlue is needed... (and the reservoir must be kept topped up).

As with the engine and gearbox set-up (manual or auto), the steering, suspension and braking systems - which I rated highly during test drives in 2024 - remain as before, with speed-sensitive power-assisted steering, coil spring front suspension, leaf springs at the rear, and front disc/rear drum braking.

However, Isuzu has made some important tweaks to the transmission set-up for the four wheel drive versions...

All 4×4 variants come with a standard-fit rear differential lock, and all of these now feature a differential lock harness protector. The diff lock, which ensures that both wheels on the rear axle rotate at the same speed, is said by Isuzu to provide greater traction than a Limited Slip Differential, and will only engage (by means of a button on the gear lever) when low ratio four wheel drive is selected and the vehicle speed is below 5 mph. The diff lock automatically disengages when the vehicle's speed rises above 19 mph.

As with the outgoing D-Max, the four wheel drive system of the 4×4 variants features three drive modes, easily engaged using a rotary control.

'2H' means drive to the rear wheels only, in a high gear ratio, and used for on-road motoring. It provides optimum fuel economy.

'4H' delivers drive to all four wheels, also in a high gear ratio, helping progress on slippery surfaces such as grass or mud.

'4L' drives all four wheels using a low gear ratio, for extra traction when driving in extreme off-road terrain.

Rapid 'Shift-on-the-fly' transfer between these three modes is provided too.



All four wheel drive D-Max versions have a built-in trailer sway control system that uses sensors to detect the onset of 'trailer swing', reducing vehicle speed if it identifies swaying.

On all D-Max models, Hill Start Assist and Hill Descent Control are standard-fit, helping the driver to negotiate hills smoothly and safely.

Under-vehicle protection is vitally important for 4×4 off-road use, and the D-Max features a 1.5 mm steel skid plate, a 1.0 mm steel guard for the engine oil sump, transmission and transfer case, and a 5 mm underbody air deflector (resin).

### All-new Rough Terrain Mode

A useful new feature, and an extension of the Traction Control System, is the Rough Terrain Mode (RTM). It can work in conjunction with the differential lock in very extreme conditions, and when engaged, reduces wheelspin and feeds power to the wheels with the most grip. Isuzu tells us that it does this by fine-tuning the throttle and rapidly applying the brakes to each spinning wheel.

## Important Legalities

First, since all versions of the D-Max weigh less than 2,040 kg (4,497 lb), passenger car speed limits (rather than reduced commercial vehicle limits) apply even to the extended and double cab versions.

Recent legislative amendments by HMRC in Britain have changed the taxation rules applying in the UK from April 2025. Essentially, from 1<sup>st</sup> April 2025, double cab pick-ups (and extended cab pick-ups) are now designated as 'company cars' in terms of capital allowances (previously classified under the 'plant and machinery' heading) and, from 6<sup>th</sup> April 2025, these pick-ups have also been reclassified as 'company cars' for Benefits-in-Kind purposes.

The revised rates applying since these dates to double cabs (and extended cab versions) for



capital allowances and Benefits-in-Kind are based on CO2 emissions levels.

(Note: Previously, Benefits-in-Kind charges were applied by a flat rate of £3,960).

These changes mean that costs to buyers/businesses are now higher than before!!

To clarify also... With regard to the VAT on the purchase price of the vehicle, the situation is unchanged, so that, as before, the VAT can still be reclaimed by eligible business users.

For detailed current information on these aspects, please consult your Isuzu dealer.

## Living With The Latest V-Cross



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My first impressions of the new V-Cross were very favourable; I feel that it's a neat-looking pick-up, and the fresh interior design works well. The smart facia design, comfortable and supportive seats, and the high quality in terms of materials, fit and finish, plus generous leg and head room for all occupants, add up to provide an experience more akin to travelling in a luxury car than a pick-up.

As with previous versions, I found that the 1.9 litre turbo diesel engine produces low speed torque in quantity, hence pulling strongly from low engine speeds.

Similarly, the new D-Max was a relaxing to drive, quiet vehicle on long journeys. At 70 mph



on motorways, the motor was running quietly at just under 2,000 rpm, also wind and road noise levels were low.

When accelerating hard, and when hill-climbing, the engine was more audible but the sound was not intrusive.

Our vehicle's six speed automatic transmission provided smooth and rapid ratio changes (both up and down). Readily-engaged manual gearchange control was easy to activate too, when required (including the employment of engine braking during descents).

With a large vehicle like the D-Max, that may often be carrying heavy loads, effective power steering assistance for low speed manoeuvres is essential and in this respect the test vehicle was excellent. I also found the power steering perfectly-weighted at higher road speeds, providing minimal assistance but with a positive feel.

The V-Cross coped admirably with rough sections of tarmac, with the large diameter wheels and tyres helping to smooth the way, and with the suspension set-up minimising the transmission of movement and noise to the cabin.

Of course, in a pick-up the suspension must be 'heavy duty' and capable of carrying/towing heavy loads, but even with our test vehicle lightly laden the ride quality was impressively compliant for all occupants.

The brakes were reassuring and progressive in action, and I liked the 'traditional' mechanical handbrake lever; the parking brake was very effective on my 'test' hills.

On all my journeys in the Isuzu I appreciated the high driving position, providing a wide-ranging view of the road ahead, and was happy with the handling and roadholding characteristics - very good for a tall, large vehicle.

The D-Max was straightforward and enjoyable to drive, on motorways or winding lanes.



It was easy to manoeuvre too, assisted greatly by relatively compact turning circle, the effective power-assisted steering, the large, door-mounted rear view mirrors and the reversing camera (which I feel is essential since rearward visibility is restricted by the high rear bodywork).

I liked the comprehensive driver information displays provided on this V-Cross, with clear, unmistakable instrumentation and positive touch-screen operation.

For safety, I applaud the way that the heating/ventilation settings can be operated independently of the central touch screen, using a range of 'buttons' beneath the screen.

The twin zone air conditioning/ventilation system worked very well.

Night-time journeys were helped by well-lit instrumentation, and by effective headlamps on both dipped and main beams, giving good reach and spread – without dazzling other drivers.

The screen wipers and washers were effective, notably with the screenwash fluid delivered to the screen via the wiper arms, providing excellent cleaning power with minimal fluid use.

During my time with the D-Max I didn't have the opportunity to shift heavy loads, but when moving some furniture, on one occasion, and some classic car fuel tanks, on another, I found that the spacious pick-up load bed was ideal. On our test vehicle it was lined with a resilient 'carpet-like' material, protecting both the vehicle and the items being carried. Lashing points were provided within the load compartment too.



The vehicle's load compartment was very easily accessed, via the horizontally-divided tailgate set-up; our vehicle featured a welcome Elysium canopy (an extra cost option on our vehicle) providing weather protection for loads. (The canopy was much appreciated, although on our test vehicle its upper tailgate/rear window section required a very hefty push to fully close it; probably a question of slight adjustment).

With the vehicle's own main (lower) tailgate closed and the canopy's upper tailgate section open, items could be lifted into or out of the back of the vehicle, over the lower tailgate and with the bumper-mounted integral rear step aiding access.

For large/heavy items, the vehicle's lower main tailgate was easily lowered; opening/closing operations were 'damped' on our test V-Cross. (Note: Of course the lower tailgate, when



open, covers the bumper-mounted step).

Ferry good...

During my time with the D-Max it was my companion for a day trip to the Isle of Wight, and happily I discovered that although of a very generous size overall , the vehicle qualifies within the same size classification as a car, for ferry ticket price purposes. Oh, and although large, the vehicle was a joy to drive on the Island's roads.



Frugal...



The official 'Combined' fuel consumption figure for our V-Cross is 31.4 miles per gallon, but in a variety of use, including local trips and long distances, and with protracted queues at times, the on-board computer recorded an overall average of 35.2 mpg over 355 miles... Very impressive, and importantly, with its large fuel tank this provides a potential range between fill-ups of nearly 600 miles...

## Off-road credentials

As stated, my driving of the test vehicle was carried out only on tarmac roads. However, last year I had the chance to briefly drive the previous version V-Cross (mechanically near-identical) on an off-road route. This covered steep gradients, high 'humps' and deep gulleys, and the vehicle acquitted itself well.

I was impressed by the compact turning circle, enabling obstructions such as trees to be avoided very easily, and the long-travel suspension/axle articulation, helped the vehicle to cope with the very steep 'hills and valleys' encountered.

At the necessarily low speeds involved, with 'low ratio' four wheel drive mode engaged, the engine pulled strongly and smoothly, with the automatic transmission doing its job imperceptibly, ensuring steady, safe progress and keeping the vehicle moving, regardless of terrain.

I also talked to the owner of a D-Max who uses his vehicle for towing in slippery situations, and he was full of praise for its abilities and toughness in this role.

## VERDICT

Tough, likeable, effective, economical to operate and easy to own; a terrific double cab pick-up that should definitely be on your shortlist if you are in the market for such a vehicle.



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## Wheels-Alive Tech. Spec. in Brief:

### Isuzu D-Max V-Cross Double Cab Auto pick-up

Total On The Road 'Commercial Vehicle' price before extras: £39,995. This figure includes: Delivery and number plates, plus DVLA first registration fee of £55 (VAT exempt), and first year's road tax of £355 (VAT exempt).

(Manual transmission version, Total On The Road 'Commercial Vehicle' price before extras: £37,995).

Note 1: The vehicle price excludes VAT, where applicable.



Note 2: Our test V-Cross was equipped with a selection of very useful extra-cost accessories, including the following (prices 'fitted', excluding VAT):

Elysium Canopy - £2,982.50

Bed Rug - £482.50

Roof Rails - £580.65

Alloy Cross Bars - £517.50

Lazer Linear-36 Elite - £960.00

Bonnett Lift - £111.25

Wireless Charger - £117.50

Tow Bar - £360.00

13-pin Electrics - £227.50

Engine: Four cylinder, turbodiesel 1.9 litre (1898cc), RZ4E designation, Euro 6d compliant.

Power: 164 PS @ 3,600 rpm.

Torque: 360 Nm (266 lb.ft) @ 2,000 to 2,500 rpm.

Transmission: Six speed automatic; all wheel drive .

Performance:

0 - 62 mph: 13.0 seconds (manual version, 12.7 seconds)

Top speed: 112 mph.

Fuel consumption ('Official' figures):

WLTP figure: Combined, 31.4 mpg (manual version, 32.5 mpg)



Actual overall figure achieved during our Wheels-Alive road test: 35.2 mpg over 355 miles.

Fuel tank capacity: 16.7 Imperial gallons

Projected mileage range on a full tank at our overall consumption figure: 585+ miles

CO2 Emissions, WLTP: 235 g/km (manual version, 227 g/km)

Road Tax: First year, £355; subsequent years, £345 annually (as for road tax purposes the vehicle is considered to be a light goods vehicle).

Warranty: 125,000 miles/five years

Dimensions:

Length: 5,280 mm (17.32 ft)

Width: 1,870 mm (6.14 ft)

Height: 1,790 mm (5.87 ft)

Wheelbase: 3,125 mm (10.25 ft)

Ground clearance (rear axle): 230 mm (9.05 in)

Kerb weight: 2,015 kg (4,442 lb)

Wheels and Tyres: 18 x 7.5J wheels, shod with 265/60R18 tyres

Load bed dimensions:



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Length: 1,520 mm (59.84 in)

Width: 1,530 mm (60.23 in)

Depth: 500 mm (19.68 in)

Payload: 1,085 kg (2,392 lb)

Towing capacity: 3.5 tonnes