CONTENTS

To jump to a specific page,
please click the page number.

Features and specifications are subject to change depending on requirements of each individual market.

A Legacy of Excellence and Trust

Nissan's all-new NP300 NAVARA pickup truck embodies the culmination of 80 years of innovation and excellence in the field. Since 1933, with the launch of the first model in Japan—the Datsun 14T—followed by a continuous series of improved models over the decades featuring bold new ideas and technologies and ever greater operational performance and reliability, Nissan has literally defined new standards and set expectations for pickup truck potential.

Nissan pickups are a mainstay in over 180 countries, with more than 14 million units produced to date for markets far and wide. The brand is known as a reliable workhorse and for excellence in handling, ruggedness and safety. The new NP300 NAVARA represents the twelfth generation in the Nissan line, and is destined to once again raise the bar in terms of dependability and productivity, as well as style, comfort and convenience.

1930
1935
1940
1945
1950
1955
1960
1965
1970

1933 Datsun 12 Pickup production starts

Birth of the Datsun Truck series, the Datsun 12 Pickup was the company's first small commercial vehicle. The pickup was based on the Datsun 12 passenger cars, though there were many design differences. It featured the DAT 748cc side valve engine (12hp) and a floor change 3-speed transmission. It measured 2,770mm in length.

1935 Datsun 14 Pickup

The Datsun 14 Pickup adopted the entire front section of the Datsun 14 passenger cars. It offered the new Datsun Type 7 engine, a side valve 4 cylinder engine with a displacement of 722cc. With 15hp, it was also more powerful with a top speed of 80 km/h. Length was increased to 2,800mm.

1946 Production resumed, Datsun 1121 launched

With materials in short supply following the war, Nissan opted to manufacture a modified version of the Datsun 17T. The formerly ornate grille was replaced with a sheet of steel with holes cut in, while the front bumper was simple formed steel. The chassis and mechanics, including the Datsun Type 7 engine, were retained.

1955 Datsun 120

While the Datsun 120 was based on the Datsun 110 sedan, its chassis and the suspension were both completely new designs—a reverse Elliot I beam front and a solid rear axle with longitudinal leaf springs front and rear. Its D10, 860cc, 4 cylinder engine (25hp) was mated to a floor-change 4-speed transmission.

1957 Datsun 220

The Datsun 220 was a major step, becoming the first pickup to come equipped with a very modern engine—a new 988cc overhead valve C type. The engine produced 34hp, a significant improvement. It was the first to have a 12-volt electrical system. Updates continued with the 221, 222 and 223. This series made Nissan far more global than ever.

1961 Datsun 320

The Datsun 320 offered a strong chassis together with its robust E1 60hp 1,189cc engine and independent front-wheel suspension, with load-carrying capability up to 910 kilograms. It was an enormous sales success for the brand and established a reputation for being virtually indestructible.

Back to top page

Nissan Pickup Truck History

1965

1965 Datsun 520

The Datsun 520 was another step towards a more modern looking pickup. Inside, the vehicle came with a new top-padded dash—the first in a Datsun pickup. The 520 had a new chassis, steering and suspension design, along with the new 1,299cc J series engine, which provided 67hp.

1970

1975

1972 Datsun 620

The first Datsun pickup to offer the King Cab and Double Cab styles, the Datsun 620 was equipped with a J15 engine (77hp) and had a top speed of 135 km/h. Some markets also offered a 2.2-litre diesel engine (66hp). Its reputation for durability and reliability helped it compete against much larger pickup trucks in the United States.

1980

1979 Datsun 720

Offering both regular and King Cab models, the Datsun 720 also provided a choice of regular and long bed options. This model was the first Datsun pickup that offered 4WD variant to meet recreational use. The 720 also had a significant redesign. The exterior featured a bigger front grille, bumper and corner lights.

1985

1985 Nissan Pickup (D21) launched

The D21 offered a whole new level of comfort and innovation, with single-cab, dual-cab, and King Cab and a choice of five-speed manual or four-speed auto models. As it evolved, all models came fitted with power steering as standard (1990). The biggest addition was the introduction of the V6 engine in some models.

1990

1995

1997 Nissan Pickup (D22)

The Nissan Pickup D22 series was available in variety of cabs, and was introduced with five engines—a 2.0 litre and 2 types of 2.4 litre 4-cylinder petrol engines, along with 2.7- and 3.2-litre diesel engines—and rear or four-wheel drive. Following were a 2.4-litre DOHC petrol engine model (1999) and 3.3-litre V6 petrol engine (2000).

2000

2005

2005 Nissan NAVARA (D40)

As a middle-size pickup slightly larger than the D22, the D40 was released. This is a model between a full-size pickup, Titan (A60), that debuted in 2003 and the D22. Although this model was not introduced in the Japanese market, this has been and still is popular under the name of Frontier and NAVARA as a global product produced mainly in United States, Spain and Thailand. This model shares a platform with the third-generation Pathfinder (R51) released in 2005.

2010

2015

2014 NP300 NAVARA

The next chapter begins....

Back to top page

The NP300 NAVARA is a reliable pickup, with more than 40,000 tests initiated for proven quality and 1,000,000 km driven in real-world conditions, to secure the reliability and durability. That is not all. With its strong design, premium comfort and advanced technology, it was able to combine the tough and smart to create a whole new innovative pickup.

Smart.

Tough.

Back to top page

Tough and Dependable Body/Chassis

Body/Chassis

At its core, the NP300 NAVARA is one of the toughest trucks on the road and at the work site, thanks to a fully boxed ladder frame design and rigid construction, which applies high-tensile strength steel in strategic areas. Exceptional angles of approach and departure allow it to handle roads with a lateral tilt of up to 31.0 degrees, with all components concealed under the frame for increased ground clearance. The steel double-wishbone front suspension and under-slung rigid leaf-spring rear suspension ensure a smooth and comfortable ride.

Fully Boxed Ladder

The NP300 NAVARA's fully boxed light weight ladder frame is engineered to withstand the rigors of the work site and punishment of intense daily usage.


NP300 NAVARA's Boxed Frame

High-strength Steel

For added toughness, high-strength steel reinforces the durability of the frame.

DQR (Durability, Quality and Reliability)

The NP300 NAVARA excels in durability, quality and reliability attributes, with 1,000,000 km driven in real-world conditions and more than 40,000 tests for proven quality.


■ DQR testing


■ Rigorous testing processes

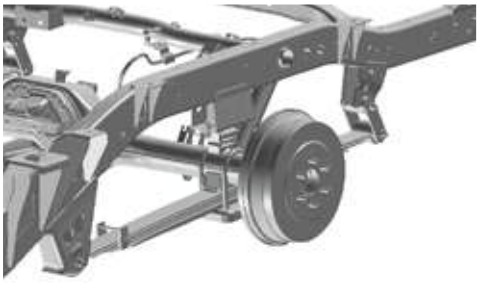
Back to top page

Tough and Dependable Suspension

The NP300 NAVARA features a durable suspension system, which provides for a more comfortable ride as well as better handling.

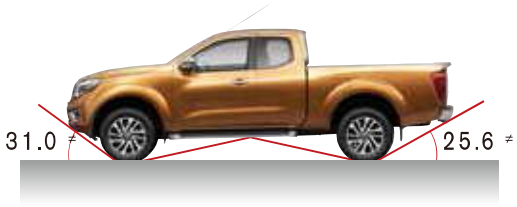
Rigid Leaf-spring Rear Suspension

The rigid structure LEAF suspension applies shortened leaf springs for reduced weight and improved interference.



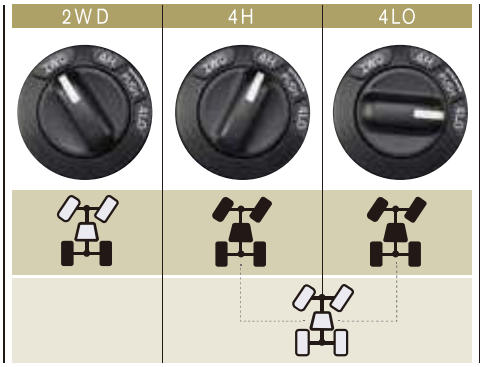
4x4 Performance and Technology

The NP300 NAVARA delivers improved off-road capability through a variety of technologies that ensure safer starts, stops and operation on all types of hazardous surfaces or terrain. A genuine off-road vehicle, the new design achieves improved off-road capability, through a higher ground height, sharper approach (31.0 degrees) and departure (25.6 degrees) angles, optimized ramp over angle, and wading depth of up to 450 mm. It can even handle roads with a lateral tilt of 50 degrees.



Shift-On-the-Fly

The shift-on-the-fly 4WD system lets the driver shift between 2WD and 4WD with the simple twist of a dial, at speeds of up to 100 km/h.



Electronic Locking Rear Differential

The electronic locking rear differential is an ultimate off-road feature designed to transmit engine power to the right and left wheels equally. It helps to keep the truck moving forward in any situation.

HDC (Hill Descent Control)

HDC aids off-road driving on steep downhill grades, by maintaining a low vehicle velocity on the descent—even without braking or acceleration.

- Speed limiting control in low speed range (without driver applying brake)

HSA (Hill Start Assist)

HSA makes for safer starts on a slope. When stopped on a slope, if you step off the brake pedal the system maintains the stop, permitting easy change from brake to accelerator pedal.

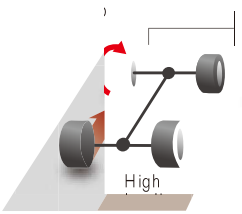
- Momentary prevention from rolling back, for easy change from break to accelerator pedal.

Back to top page

Brake LSD (Limited Slip Differential)

For ease of starting on slippery roads, in addition to the 4WD mechanism, brake LSD optimizes the driving force of each individual wheel.

■4WD without brake LSD



■riving force of a tire
n high traction side is
nited, causing low
traction side tire to slip.

■4WD with brake LSD

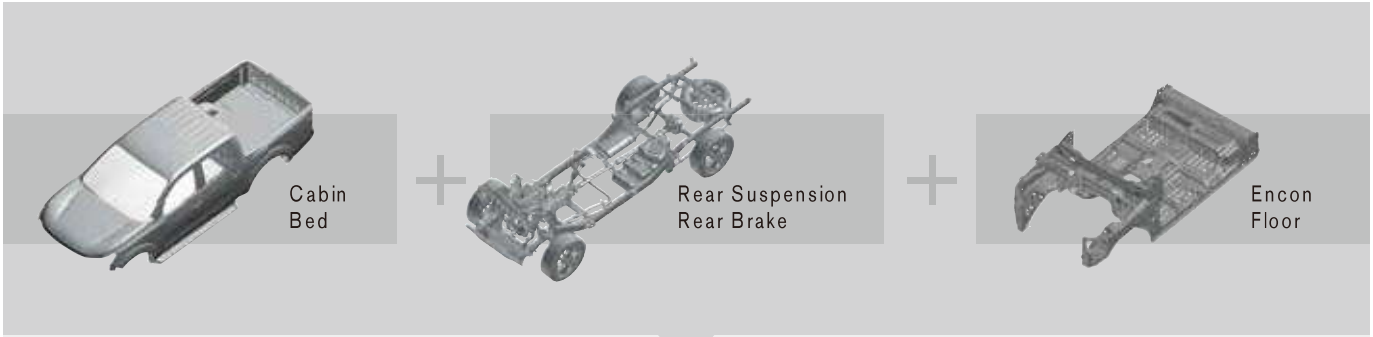
Driving force

Start more easily so that
a ter driving force is
a to the high traction
lde, since brake LSD
duces the low traction
side wheel slip.

The NP300 NAVARA excels in fuel efficiency, made possible by a reduction in mass, improved aerodynamics and a power train with excellent performance.

Mass Reduction

Through a combination of structural and materials changes, significant mass reduction has been achieved in the upper body, chassis, under body and other components. The vehicle is lighter than others in its class, achieving a challenging fuel economy target higher than EUR NCAP requirements.



Total Weight Reduction

About **-70** kg

Aero Dynamics

Subtle design adjustments including flowing roofline, optimized side glass surface offset and tailgate spoiler have resulted in improved aerodynamics, which contribute to enhanced fuel economy and reduced CO_2 emissions.

Power Train

Improvements in engine and transmission materials as well as overall performance also contribute to improved fuel economy.

Back to top page

The NP300 NAVARA features improvements in engine design and performance, developed for top-of-class fuel efficiency and emissions ratings, impressive power output and acceleration, and trustworthy operation.

YD25 Engine

Features an upgraded cylinder head parallel port, large EGR/C with bypass, 200MPa injector, and high boost turbocharger with electrical actuator and low compression ratio.

▪ More Power, Higher Acceleration, Better Fuel Economy

The new YD25 engine excels in performance, with higher power output and acceleration, and better fuel economy by as much as 11%.

YD25 ENGINE

Max. POWER: 140kW (3600rpm) | Max. TORQUE: 450Nm (2000rpm)

QR25 Engine

The QR25 features reduced friction through improved valve and valve lifter, piston shape and ring materials, and timing chain, along with new intake and exhaust manifolds, as well as added piston oil jet for combustion chamber cooling, and new A/F sensor with shorter activation time.

▪ Impressive Power Output and Emissions Ratings

The new QR25 delivers excellent power output performance as well as impressive emissions ratings.

Back to top page

Tough and Dependable Transmission

7-speed Automatic Transmission

The NP300 NAVARA features a 7-speed automatic transmission that provides for low fuel consumption at slow speeds as well as improved acceleration. An expanded gear ratio makes for a wider range of speeds, along with smooth acceleration and shift changes. Fuel economy is underpinned by the adoption of idle neutral control, as well as the application of a long travel L/U damper torque converter which enables low revolution of the L/U without sacrificing NVH. In all, performance establishes the top benchmark for trucks.

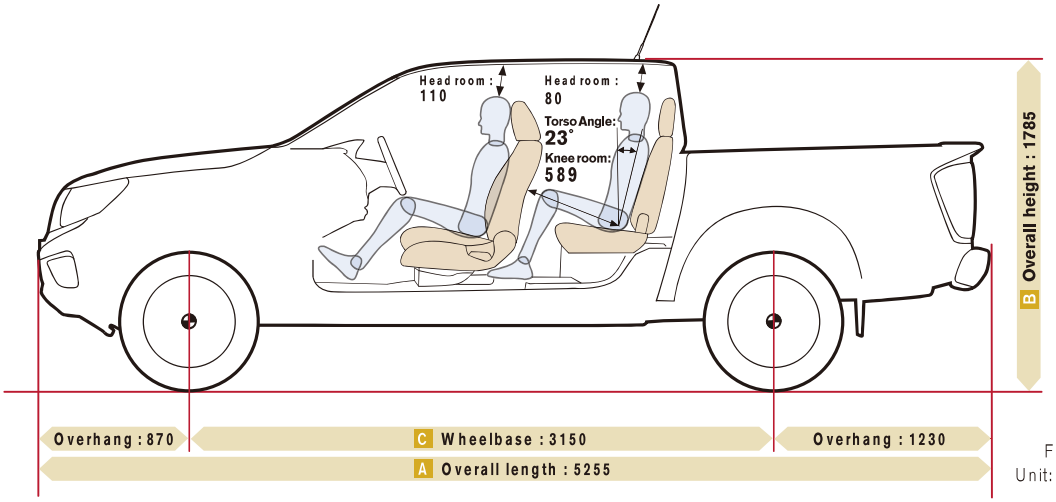
6-speed Manual Transmission

A 6-speed manual transmission option features enhanced fuel efficiency from low to high gear, with an optimized shift stroke and select rigidity increases that improves shifting performance to provide for more agile control during operation.

Back to top page

Cabin Roominess

Optimum relaxation and comfort are made possible by adjustments to the interior, including instrument shapes and orientations, mirror base positioning and seat torso angle, which combine to create a wider, higher and more spacious effect. In the rear seat, the result is an optimum balance between knee room and torso angle.



Figures are for Double Cab.
Unit: mm [Measured by Nissan]

Dimension Comparison

Figures are for Double Cab.

			NP300 NAVARA
A Overall length		mm	5255
Overall width		mm	1850
B Overall height		mm	1785
C Wheelbase		mm	3150
Overhang	Front	mm	870
	Rear	mm	1235
Interior height	height	mm	1200
Head room	Driver and front passenger seat	mm	110
	Rear passenger seat	mm	80
Knee room	Driver and front passenger seat	mm	682
	Rear passenger seat	mm	589
Torso angle	Rear passenger seat	degree	23
Shoulder room	Driver and front passenger seat	mm	1450
	Rear passenger seat	mm	1441
Hip room	Driver and front passenger seat	mm	1398
	Rear passenger seat	mm	1360

[Measured by Nissan]

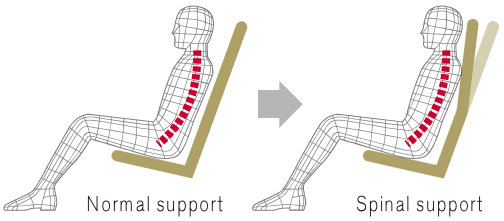
Rear Seat Space

The rear seat features ample headroom, optimized torso angle and improved knee room.

Back to top page

Spinal Support Front Seats

For improved riding comfort, spinal support front seats have been adopted, which results in reduced fatigue during long durations of sitting. The seat distributes body pressure on the seating surface through a folding seat back in the middle section.



Back to top page

Interior Features

The NP300 NAVARA includes a variety of amenities for driver and passengers alike.

Interior storage features improved capacity and convenience. A center console allows for storing and retrieval of smaller items. Oversized pockets located in the driver and passenger doors offer ample, easy-access storage. High-capacity glove compartment and convenient storage trunks located under the rear seat keeps tools and other important items out of sight.

1 Cup Holder (front and rear)

2 Glove Box

3 Front Door Pocket

4 Bottle Holder

Sunglasses Storage

Rear Underseat Storage

5 Side Pocket
6 Box Console
7 Upper Tray

Dual Zone Air Conditioning

Dual zone air conditioning system delivers optimum cooling to driver and passenger separately for a more comfortable ride.

Manual Air conditioning is also available.

Rear Ventilation

Comfort in the rear seat is ensured through a new design with rear vents in the front seat or console.

Back to top page

Interior Design

The NP300 NAVARA's approach to interior design is to move beyond plain and practical and add sportiness and modernity, and luxury and quality materials to no-nonsense functionality. The dashboard, which features a gentle sweep from the center panel to the door side with 3-dimensional rich sections, offers a feeling of spaciousness. Fine and tactile design, and modern and crafted finish represent a new quality benchmark in the segment.

▪ Well Thought-out Functionality

The dashboard's multiple easy-view indicators and a large center console with full array of easy-access features combine with steering wheel controls to enable selection of all audio and navigation content without risk of losing grip while driving.

▪ Metal-like Finishers

Panel detailing includes metal-like finishers which enhance the high quality appeal of the interior design.

▪ Meters

Meter options include two types of combination meter configurations, included segment display type and color TFT display. Meters can display a variety of fixed and customized content, easily selected from a steering wheel control.

▪ Seat Stitching

NP300 NAVARA seat configurations include high quality stitching for durability as well as a finely crafted aesthetic appeal.

Back to top page

Interior Colors

The luxurious nature of the NP300 NAVARA is underscored by not just quality of materials, but color options.

Black Interior

Black interior options include seat material variations with perforation as well as suede-like tricot with embossing.

Upholstery may differ slightly from country to country.

Beige Interior

Beige interior options including genuine leather with perforation as well as suede-like tricot with embossing.

Upholstery may differ slightly from country to country.

Back to top page

I-key and Ignition Button

The I-key system provides for added convenience by permitting unlocking of the door without using the key, by pressing the request switch on the door handles or using a key fob to activate unlocking wirelessly. Moreover, an ignition switch inside the cabin can be used to start the engine.

Meters

Meter options include two types of combination meter configurations, included segment display type and color TFT display. Meters can display a variety of fixed and customized content, easily selected from a steering wheel control.

Driver can see full range of indicators at-a-glance.

Meter display options can be selected via the steering wheel.

■ Meter Displays

Multiple displays provide easy indication of a variety of situations and functions, including average speed, driving distand and time, instant and average fuel economy, audio, TBT/compass, distance till empty, and more.

■ Customize Function

Various functions can be customized for driver convenience, including settings for driver assistance, clock, meter setting, vehicle setting, alert, maintenance, language, and more.

Back to top page

Display Audio System

Display audio system for certain markets feature easy access to audio content.

Standard Audio System

Standard audio system in key markets features new styling, high resolution LCD, USB (with iPod control and charging) + AUX, Bluetooth TEL and Bluetooth audio (excluding Thailand).

RearView Camera

With the RearView Monitor, when you engage reverse the NP300 NAVARA's rearview monitor features a discreet color camera mounted on the rear of the vehicle to help you see what's directly behind you.

LED Headlamp

The NP300 NAVARA features a new LED headlamp configuration, which is the first application of its type in the 1-ton pickup segment. The LED gives off the impression of daylight and secures wide visibility about 1.4 times compared to previous types. It is more practical through a reduced need for changing the bulb, as well as power consumption of about half compared to previous types.

Exterior Design

The look of the new Nissan NP300 NAVARA is sporty and injected with emotion, all the while maintaining Nissan's distinctive design DNA. The view from the side is marked by a smooth silhouette, thanks to the high beltline and blacked B-pillar, which bestows upon the NP300 NAVARA a unique character.

▪Sporty Nissan Truck Face

The truck face projects a sportier look, characterized by smooth round and slanted front-end styling and a massive fender. Nissan's signature "V-motion" motif flows from the grille and into the hood through to the front fender, resulting in a smooth and dynamic character line.

▪Massive Door Section, More Dynamic Line Flow

The door section with dynamic convex and concave surface boldly expresses an energetic and dependable appearance, as do the massively sculpted fenders.

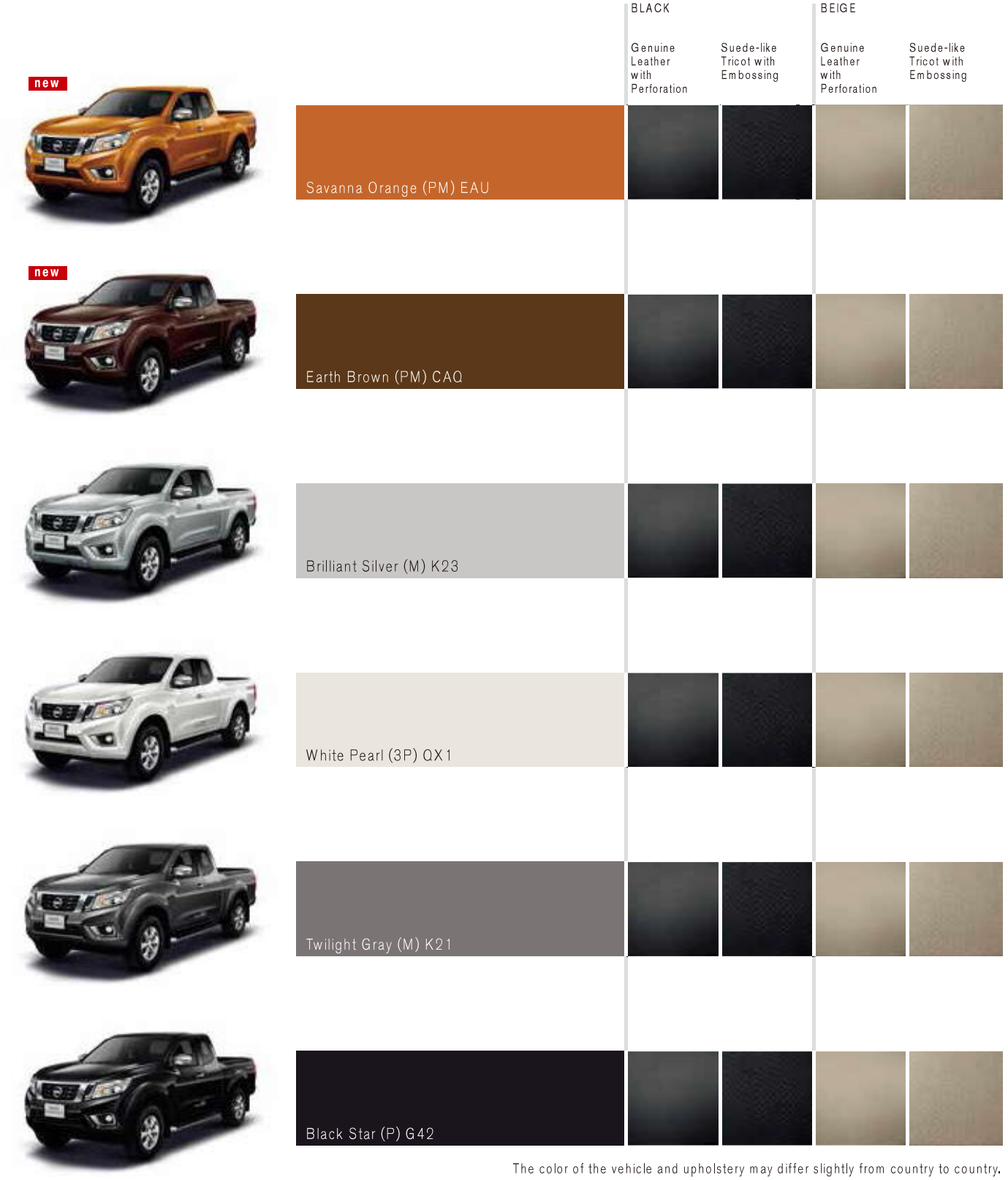
▪Clean Rear View with High Quality Rear Comb Lamp

Sleek character lines continue in the tailgate section, which supports the brand logo. A rear spoiler emphasizes the sportiness of the vehicle.

Back to top page

Color Options

The NP300 NAVARA comes in a variety of exterior colors, including two new choices inspired by the great outdoors—Savanna Orange and Earth Brown. Others include Brilliant Silver, White Pearl, Twilight Gray and Black Star.



The color of the vehicle and upholstery may differ slightly from country to country.

SAFETY SHIELD

SAFETY SHIELD "Vehicles should protect people" is our belief

Nissan puts people first, placing priority on support for driving operations that give direct feedback to the driver. The vehicle activates various barriers according to the circumstances, from normal driving to post-accident, to provide continuous support against dangerous situations.

Driver support functions

- LED Projector Headlamps
- High Mount Stop Lamp (LED Type)
- Rear View Camera

Driver support that helps you return to safe conditions when danger is imminent.

- VDC (Vehicle Dynamic Control)*
- ABLS (Active Brake Limited Slip)*
- HDC (Hill Descent Control)*
- HSA (Hill Start Assist)*
- LSD (Limited Slip Differential)*

*4WD only

Minimizing harm when a collision is unavoidable.

- Dual Front Airbag
- Curtain Airbag
- Side Airbag
- Driver Knee Airbag
- New Energy-absorption Steering Column
- Seatbelt with Pre-tensioner and Load Limiter
- Energy-absorption Hood Structure
- Zone Body Structure
- Side Impact Door Beam
- Automatic Fuel Valve Cut (in case of rollover)

Back to top page

Platform and other Dimensions

DIMENSION & WEIGHT			DOUBLE CAB (Calibre)						DOUBLE CAB	
			Calibre S 6MT	Calibre E 6MT	Calibre EL 6MT	Calibre EL 7AT	Calibre V 7AT	Calibre VL 6MT	S 6MT	E 6MT
A Overall length		mm	5,255	5,255	5,255	5,255	5,255	5,255	5,230	5,230
Overall width		mm	1,850	1,850	1,850	1,850	1,850	1,850	1,790	1,790
B Overall height		mm	1,785	1,785	1,785	1,785	1,785	1,820	1,750	1,775
C Wheelbase		mm	3,150	3,150	3,150	3,150	3,150	3,150	3,150	3,150
Tread front/rear		mm	1,570/1,570	1,570/1,570	1,570/1,570	1,570/1,570	1,570/1,570	1,570/1,570	1,560/1,560	1,550/1,550
Min. turning radius		m	6.2	6.2	6.2	6.2	6.2	6.2	5.9	5.9
Min. ground clearance		mm	218	218	218	218	218	218	180	204
Rear bed dimension (L x W x H)		mm	1,503 x 1,560 x 474	1,503 x 1,560 x 474	1,503 x 1,560 x 474	1,503 x 1,560 x 474	1,503 x 1,560 x 474	1,503 x 1,560 x 474	1,503 x 1,560 x 474	1,503 x 1,560 x 474
Curb weight		kg	1,820	1,825	1,825	1,835	1,840	1,875	1,780	1,785
Wheels & tires	Wheels		Alloy 16 x 7J	Alloy 16 x 7J	Alloy 16 x 7J	Alloy 16 x 7J	Alloy 16 x 7J	Alloy 18 x 7J	Steel 15 x 5.5J	Alloy 16 x 6J
	Tires		255/70R16	255/70R16	255/70R16	255/70R16	255/70R16	255/60R18	195R15C	205R16C
Spare wheel & tire			Steel 255/70R16	Steel 255/70R16	Steel 255/70R16	Steel 255/70R16	Steel 255/70R16	Alloy 255/60R18	Steel 195R15C	Steel 205R16C
ENGINE										
Model			YD25DDTi	YD25DDTi	YD25DDTi	YD25DDTi	YD25DDTi	YD25DDTi	YD25DDTi	YD25DDTi
Type			In-line 4-cylinder DOHC 16 valves VGS Turbo Intercooler						In-line 4-cylinder DOHC 16 valves VGS Turbo Intercooler	
Fuel supply system			Commonrail controlled by ECCS 32 bits						Commonrail controlled by ECCS 32 bits	
Bore x stroke		mm	89.0 x 100.0	89.0 x 100.0	89.0 x 100.0	89.0 x 100.0	89.0 x 100.0	89.0 x 100.0	89.0 x 100.0	89.0 x 100.0
Displacement		cc	2,488	2,488	2,488	2,488	2,488	2,488	2,488	2,488
Max. power		kW (hp) /rpm	120 (163) / 3600	120 (163) / 3600	120 (163) / 3600	120 (163) / 3600	120 (163) / 3600	140 (190) / 3600	120 (163) / 3600	120 (163) / 3600
Max. torque		Nm (kg-m) /rpm	403 (41.1) / 2000	403 (41.1) / 2000	403 (41.1) / 2000	403 (41.1) / 2000	403 (41.1) / 2000	450 (45.9) / 2000	403 (41.1) / 2000	403 (41.1) / 2000
Compress ratio			15 : 1	15 : 1	15 : 1	15 : 1	15 : 1	15 : 1	15 : 1	15 : 1
Fuel tank capacity		L	80	80	80	80	80	80	80	80
Emission class			Euro 4	Euro 4	Euro 4	Euro 4	Euro 4	Euro 4	Euro 4	Euro 4
TRANSMISSION										
Type			6MT	6MT	6MT	7AT with Manual mode	7AT with Manual mode	6MT	6MT	6MT
Gear ratio	1st		4.685	4.685	4.685	4.887	4.887	4.685	4.685	4.685
	2nd		2.479	2.479	2.479	3.170	3.170	2.479	2.479	2.479
	3rd		1.624	1.624	1.624	2.027	2.027	1.624	1.624	1.624
	4th		1.208	1.208	1.208	1.412	1.412	1.208	1.208	1.208
	5th		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
	6th		0.809	0.809	0.809	0.864	0.864	0.809	0.809	0.809
	7th		—	—	—	0.775	0.775	—	—	—
	Reverse		4.709	4.709	4.709	4.041	4.041	4.709	4.709	4.709
	Final gear ratio		3.692	3.692	3.692	3.357	3.357	3.692	3.357	3.539
SUSPENSION										
Front			Independent double-wishbone with front stabilizer bar						Independent double-wishbone with front stabilizer bar	
Rear			Multi-leaf with shock absorber						Multi-leaf with shock absorber	
BRAKES										
Front			Ventilated disc	Ventilated disc	Ventilated disc	Ventilated disc	Ventilated disc	Ventilated disc	Ventilated disc	Ventilated disc
Rear			Drum brake with load-sensing proportioning valves (LSV)	Drum brake					Drum brake with load-sensing proportioning valves (LSV)	
STEERING										
Type			Rack and Pinion	Rack and Pinion	Rack and Pinion	Rack and Pinion	Rack and Pinion	Rack and Pinion	Rack and Pinion	Rack and Pinion

Back to top page

Platform and other Dimensions

DIMENSION & WEIGHT			DOUBLE CAB 4WD	
			4WD S 6MT	4WD VL 7AT
A Overall length		mm	5,255	5,255
Overall width		mm	1,850	1,850
B Overall height		mm	1,790	1,820
C Wheelbase		mm	3,150	3,150
Tread front/rear		mm	1,570/1,570	1,570/1,570
Min. turning radius		m	6.2	6.2
Min. ground clearance		mm	220	220
Rear bed dimension (L x W x H)		mm	1,503 x 1,560 x 474	1,503 x 1,560 x 474
Curb weight		kg	1,905	1,960
Wheels & tires	Wheels		Alloy 16 x 7J	Alloy 18 x 7J
	Tires		255/70R16	255/60R18
Spare wheel & tire			Steel 255/70R16	Alloy 255/60R18
ENGINE				
Model			YD25DDTi	YD25DDTi
Type			In-line 4-cylinder DOHC 16 valves VGS Turbo Intercooler	In-line 4-cylinder DOHC 16 valves VGS Turbo Intercooler
Fuel supply system			Commonrail controlled by ECCS 32 bits	Commonrail controlled by ECCS 32 bits
Bore x stroke		mm	89.0 x 100.0	89.0 x 100.0
Displacement		cc	2,488	2,488
Max. power		kW (hp) /rpm	120 (163) / 3600	140 (190) / 3600
Max. torque		Nm (kg-m) /rpm	403 (41.1) / 2000	450 (45.9) / 2000
Compress ratio			15 : 1	15 : 1
Fuel tank capacity		L	80	80
Emission class			Euro 4	Euro 4
TRANSMISSION				
Type			6MT	7AT with Manual mode
Gear ratio	1st		4.685	4.887
	2nd		2.479	3.170
	3rd		1.624	2.027
	4th		1.208	1.412
	5th		1.000	1.000
	6th		0.809	0.864
	7th		—	0.775
	Reverse		4.709	4.041
	Final gear ratio		3.692	3.357
SUSPENSION				
Front			Independent double-wishbone with front stabilizer bar	Independent double-wishbone with front stabilizer bar
Rear			Multi-leaf with shock absorber	Multi-leaf with shock absorber
BRAKES				
Front			Ventilated disc	Ventilated disc
Rear			Drum brake	Drum brake
STEERING				
Type			Rack and Pinion	Rack and Pinion

Back to top page

Platform and other Dimensions

DIMENSION & WEIGHT			KING CAB (Calibre)				KING CAB		
			Calibre S 6MT	Calibre E 6MT	Calibre EL 6MT	Calibre V 7AT	S 6MT	E 6MT	V 6MT
A Overall length		mm	5,255	5,255	5,255	5,255	5,230	5,230	5,230
Overall width		mm	1,850	1,850	1,850	1,850	1,790	1,790	1,790
B Overall height		mm	1,755	1,755	1,755	1,755	1,720	1,745	1,745
C Wheelbase		mm	3,150	3,150	3,150	3,150	3,150	3,150	3,150
Tread front/rear		mm	1,570/1,570	1,570/1,570	1,570/1,570	1,570/1,570	1,560/1,560	1,550/1,550	1,550/1,550
Min. turning radius		m	6.2	6.2	6.2	6.2	5.9	5.9	5.9
Min. ground clearance		mm	219	219	219	219	181	205	205
Rear bed dimension (L x W x H)		mm	1,788 x 1,560 x 474	1,788 x 1,560 x 474	1,788 x 1,560 x 474	1,788 x 1,560 x 474	1,788 x 1,560 x 474	1,788 x 1,560 x 474	1,788 x 1,560 x 474
Curb weight		kg	1,560	1,564	1,564	1,590	1,520	1,533	1,538
Wheels & tires	Wheels		Alloy 16 x 7J	Alloy 16 x 7J	Alloy 16 x 7J	Alloy 16 x 7J	Steel 15 x 5.5J	Alloy 16 x 6J	Alloy 16 x 6J
	Tires		255/70R16	255/70R16	255/70R16	255/70R16	195R15C	205R16C	205R16C
Spare wheel & tire			Steel 255/70R16	Steel 255/70R16	Steel 255/70R16	Steel 255/70R16	Steel 195R15C	Steel 205R16C	Steel 205R16C

ENGINE									
Model			YD25DDTi	YD25DDTi	YD25DDTi	YD25DDTi	YD25DDTi	YD25DDTi	YD25DDTi
Type			In-line 4-cylinder DOHC 16 valves VGS Turbo Intercooler				In-line 4-cylinder DOHC 16 valves VGS Turbo Intercooler		
Fuel supply system			Commonrail controlled by ECCS 32 bits				Commonrail controlled by ECCS 32 bits		
Bore x stroke		mm	89.0 x 100.0	89.0 x 100.0	89.0 x 100.0	89.0 x 100.0	89.0 x 100.0	89.0 x 100.0	89.0 x 100.0
Displacement		cc	2,488	2,488	2,488	2,488	2,488	2,488	2,488
Max. power		kW (hp) /rpm	120 (163) / 3600	120 (163) / 3600	120 (163) / 3600	120 (163) / 3600	120 (163) / 3600	120 (163) / 3600	120 (163) / 3600
Max. torque		Nm (kg-m) /rpm	403 (41.1) / 2000	403 (41.1) / 2000	403 (41.1) / 2000	403 (41.1) / 2000	403 (41.1) / 2000	403 (41.1) / 2000	403 (41.1) / 2000
Compress ratio			15 : 1	15 : 1	15 : 1	15 : 1	15 : 1	15 : 1	15 : 1
Fuel tank capacity		L	80	80	80	80	80	80	80
Emission class			Euro 4	Euro 4	Euro 4	Euro 4	Euro 4	Euro 4	Euro 4
TRANSMISSION									
Type			6MT	6MT	6MT	7AT with Manual mode	6MT	6MT	6MT
Gear ratio	1st		4.685	4.685	4.685	4.887	4.685	4.685	4.685
	2nd		2.479	2.479	2.479	3.170	2.479	2.479	2.479
	3rd		1.624	1.624	1.624	2.027	1.624	1.624	1.624
	4th		1.208	1.208	1.208	1.412	1.208	1.208	1.208
	5th		1.000	1.000	1.000	1.000	1.000	1.000	1.000
	6th		0.809	0.809	0.809	0.864	0.809	0.809	0.809
	7th		—	—	—	0.775	—	—	—
	Reverse		4.709	4.709	4.709	4.041	4.709	4.709	4.709
	Final gear ratio		3.917	3.917	3.917	3.357	3.539	3.692	3.692
SUSPENSION									
Front			Independent double-wishbone with front stabilizer bar				Independent double-wishbone with front stabilizer bar		
Rear			Multi-leaf with shock absorber				Multi-leaf with shock absorber		
BRAKES									
Front			Ventilated disc	Ventilated disc	Ventilated disc	Ventilated disc	Ventilated disc	Ventilated disc	Ventilated disc
Rear			Drum brake with load-sensing proportioning valves (LSV)	Drum brake			Drum brake with load-sensing proportioning valves (LSV)		Drum brake
STEERING									
Type			Rack and Pinion	Rack and Pinion	Rack and Pinion	Rack and Pinion	Rack and Pinion	Rack and Pinion	Rack and Pinion

Back to top page

Platform and other Dimensions

DIMENSION & WEIGHT			KING CAB 4WD
			4WD V 6MT
A Overall length		mm	5,255
Overall width		mm	1,850
B Overall height		mm	1,760
C Wheelbase		mm	3,150
Tread front/rear		mm	1,570/1,570
Min. turning radius		m	6.2
Min. ground clearance		mm	220
Rear bed dimension (L x W x H)		mm	1,788 x 1,560 x 474
Curb weight		kg	1,600
Wheels & tires	Wheels		Alloy 16 x 7J
	Tires		255/70R16
Spare wheel & tire			Steel 255/70R16

ENGINE			
Model			YD25DDTi
Type			In-line 4-cylinder DOHC 16 valves VGS Turbo Intercooler
Fuel supply system			Commonrail controlled by ECCS 32 bits
Bore x stroke		mm	89.0 x 100.0
Displacement		cc	2,488
Max. power		kW (hp) /rpm	140 (190) / 3600
Max. torque		Nm (kg-m) /rpm	450 (45.9) / 2000
Compress ratio			15 : 1
Fuel tank capacity		L	80
Emission class			Euro 4
TRANSMISSION			
Type			6MT
Gear ratio	1st		4.685
	2nd		2.479
	3rd		1.624
	4th		1.208
	5th		1.000
	6th		0.809
	7th		—
	Reverse		4.709
	Final gear ratio		3.692
SUSPENSION			
Front			Independent double-wishbone with front stabilizer bar
Rear			Multi-leaf with shock absorber
BRAKES			
Front			Ventilated disc
Rear			Drum brake
STEERING			
Type			Rack and Pinion

Back to top page