All new Nissan NV300: completing one of the broadest LCV ranges on the market

- **Available as panel van, crew van, platform cab and combi**
- **Gives Nissan one of the widest LCV ranges in the market**
- **Ideal platform for bespoke conversions**
- **Market-leading five year / 160,000 km manufacturer warranty**
- **Two years / 40,000 km service intervals help keep running costs down**
- **Efficient and powerful engines, with fuel economy as low as 5.6 litres / 100 km**

The NV300 is Nissan's all new competitor in the mid-sized van segment, and the eagerly anticipated replacement for the Primastar. Sitting in the range between the NV200/e-NV200 and the NV400, it's a hugely important vehicle for Nissan as it completes the rejuvenation of the brand's LCV family line-up.

With the launch of NV300, Nissan has one of the widest commercial vehicle ranges on the market, allowing dealers to provide a convenient 'one-stop shop' for van, truck and pick-up customers.

Supporting the brand's wider LCV strategy – which also includes the NT400 and NT500 trucks, plus the award-winning Navara pick-up – the NV300 is available as a panel van, crew van and as a combi passenger vehicle. In addition, a platform cab version is offered as a 'rolling chassis' and is the perfect platform for bespoke conversions.

For unrivalled peace of mind, the NV300 is backed by Nissan's comprehensive five-year / 160,000 km warranty, which also applies to Nissan genuine accessories fitted to the vehicle.

With its efficient engine range and low servicing costs, the NV300 is the brand's new 'running cost champion'. It has been carefully designed to provide business users with a versatile 'mobile office' environment, offering passenger car levels of cabin comfort and driving refinement. Add in exceptional on-road dynamics, plus in-control driver assistance and safety technologies, and the Nissan NV300 is a highly desirable new LCV.

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Built at the Renault-Nissan Alliance plant at Sandouville, France, the NV300 is on sale across Europe from November. Prices have been confirmed and vary by market.

The new Nissan NV300 in detail

The NV300 is a flexible and highly adaptable LCV platform, designed to provide practical and user-friendly service to business drivers across a wide range of industries. These could include transportation and logistics, construction, property maintenance, multi-drop delivery, fast-fit repairs and mobile workshop.

Such diverse use is catered for by a wide range of NV300 variants. There are four sizes of panel van (L1H1, L1H2, L2H1, L2H2), two sizes of six-seater crew van (L1H1, L2H1) plus the platform cab (L2H1). Numerous rear tailgate and side door combinations – solid or glazed – are available for extra flexibility. For users who need space for passengers, there are two variants of the NV300 combi (L1H1, L2H1), providing seating for up to nine people.

The full NV300 range, including cargo volume and maximum payload, can be found in the accompanying technical specification.

Integrated exterior design

The exterior of the NV300 has been deliberately styled to integrate with Nissan's existing range of LCVs, as well as the brand's award-winning crossovers – the Qashqai, Juke and X-Trail. The 'V-motion' front grille provides an immediately recognisable family link, framing the large air intake which is at the heart of the van's bold nose. Beyond it are the slender light units. The windscreen is more steeply raked than that of the Primastar, creating a clean break with the line of the bonnet – a styling cue more commonly associated with passenger cars.

In profile, the NV300 is visually more dynamic than its predecessor, thanks to its expressive new styling lines, while the rear is squared-off to create the maximum possible amount of usable load space. A number of styling features are available as factory-fit extras, including side protectors, colour-coded bumpers and colour-coded mirrors.

A range of 10 exterior colours is available for NV300 customers – the four solid finishes are Magma Red, Mole Grey, Glacier White and Bamboo Green, while the six metallic are Oyster Grey, Mercury Grey, Jet Black, Panorama Blue, Copper Brown and Stone. The standard wheels are 16-inch steel rims with centre caps, while 17-inch steel rims with wheel covers and 17-inch alloys can be specified.

More practical than ever

Designed to carry up to three standard Europallets even in L1 guise, the load bay is 110mm longer than that of the Primastar, and can easily accommodate up to 10 plasterboard sheets of 2.5 metres length. A hatch in the cabin bulkhead can be specified to allow for loads up to 3.75 metres (L1) and 4.15 metres (L2) long. In the open position, this hatch provides an opening that is 510mm wide x 2280mm high and extends the maximum load length by 43cm. It is held open securely by two magnets. A second flap, situated under the passenger seat, increases maximum load length by a further 80cm.

For additional versatility, a clever rear door design means it's possible to drive with the right side open and the left side shut, to allow even longer items to be carried (subject to local market legislation). This means the vehicle's licence plate will remain visible.

Load space in the rear ranges from 5.2 m^3 to 8.6 m^3 depending on the model chosen.
The vertical nature of the body sides maximises the utility of the load space, creating a truly practical design. Compared to Primastar, the NV300 load area volume is improved by 200 litres in H1 versions and 300 litres in H2 versions.

Depending on the weight of the likely load, it's possible to specify different versions of the NV300. For the panel van and crew van there are two Gross Vehicle Weights (2.7 or 2.9 tonne), permitting a payload of 1,073 – 1,310Kg.

Factory-fitted protective wokheads trim and LED roof lights are available, along with versatile interior racking, plus solid and glazed body-coloured bulkheads. In addition, up to 18 interior hooks for securing cargo can be specified, including up to eight on the floor (six for L1 versions). There are even hooks on the bulkhead to allow work clothes to be hung in the cargo area. A tow ball with electric hook-up is on the options list, as is Trailer Sway Mitigation technology.

NV300 platform cab: the perfect base for bespoke conversion

The NV300 is more flexible than ever for today's business customers, and nowhere is that more obvious than with the platform cab. For operators with their bespoke LCV needs, this 'rolling chassis' can support conversions across a wide range of industries. From camper vans and refrigerated transport to tipper trucks and multimedia broadcast units, Nissan LCVs cover 97% of the conversion market by vehicle registration.

NV300 combi: comfortable transport for up to nine people and luggage

The passenger version of Nissan NV300 is called the combi, and provides space for up to nine people (three rows of three seats). It still has room for their luggage, with carrying capacity of 550 and 890 litres for the L1 and L2 versions respectively. The modularity of the two rear bench seats ensures a choice of several layouts to further increase the boot capacity. Access to the third row is via the second row's outer seats, the backs of which can be lowered. Boot volume can be further adapted thanks to a luggage cover, which can be positioned at one of two heights. Cleverly, it can also be positioned vertically in order to compartmentalise the load carrying space. Passenger versions of NV300 are equipped as standard with a single glazed sliding side door, with a second door available as an option (RHD versions come with both as standard).

'Mobile office' cabin design

The cabin of the all new NV300 has been carefully developed to be as ergonomic and comfortable as possible. Compared to the Primastar, the driver's seat cushion has been lowered by 36mm to create additional headroom, and the seat back is naturally shaped in a more reclined style for a more car-like driving position. For maximum driver comfort, there is the choice of two seats; both are height-adjustable, but the more premium one comes with lumbar adjustment and an arm rest. With improved fore-aft travel (+18mm vs Primastar) and a reach / rake adjustable steering wheel, drivers of all shapes and sizes will be able to get comfortable.

All versions of the NV300 come with a fully adjustable cockpit-style driving position and 'mobile office' modularity that allows drivers to specify features that will make their work life easier. A smartphone cradle, tablet docking station, laptop storage solution and delivery note holder are all available, with up to 89 litres of storage space provided. A removable clipboard is integrated into the centre seat back, and can be either positioned to face the driver, face the passenger, stowed away or removed completely.

There are 14 storage areas of all different shapes and sizes, ranging from 0.2 to 54 litres. All have been carefully integrated into the cabin's overall design and are positioned to be as practical as possible. They can house the everyday items that business drivers need, including water bottles, cans, cups, mobile phones, notebooks and pens. The largest stowage space has a capacity of 54 litres and is situated beneath the front passenger bench seat.

Hands-free access and ignition is now part of the NV300 package, via a card-style key which can be left in the driver's pocket. Doors are locked or unlocked simply by pressing the button located on the driver's door, passenger door or rear door handle. Using the 'boot button' on the card, it's possible to open only the rear doors – useful when loading and unloading frequently.

A number of audio systems are available on the NV300, including the range-topping NissanConnect infotainment system. Based around a seven-inch touch screen interface, it comes with Bluetooth connectivity, satellite navigation with USB map update, DAB digital radio and Siri voice control for iPhone users.

Reducing cabin noise was a key goal for engineers developing the Nissan NV300. The windscreen contains a special resin which enables it to filter out vibrations and minimise the transmission of engine noise to the cabin. It also reduces high-frequency wind noise at higher speeds. In addition, noise-damper technology is incorporated into the windscreen pillar – a priority because of its proximity to the driver's ears. In the case of crew cab and passenger versions, the sliding side door mechanism has been engineered minimise interior noise when it is closed.

Wide engine range for maximum versatility

Four engine options are offered on the NV300, designed to cover the needs of every business user. All use Nissan's trusted 1.6-litre dCi diesel engine – best known from the brand's Qashqai and X-Trail crossovers – with power outputs of 95hp, 120hp, 125hp and 145hp. The two former are single turbo, while the latter pair are twin turbo. This new engine line-up is expanded significantly from that of the Primastar's single turbo-only line-up. To optimise fuel economy and driving pleasure, all the NV300's engines are mated to a six-speed manual transmission.

All come equipped with a diesel particulate filter and meet the latest Euro 6 emissions standards. In addition, all are fitted with Selective Catalytic Reduction (SCR) technology; using AdBlue urea solution poured in a separate 20-litre on-board tank, this permits nitrogen oxide (NOx) reduction reactions to take place in an oxidizing atmosphere, cutting NOx exhaust emissions.

The twin turbo models have Stop & Start engine technology for reduced fuel consumption, plus an ECO mode switch with gear shift indicator. It's also an option on the 95hp unit. This allows drivers to optimise fuel consumption by limiting torque and smoothing accelerator response.

Twin turbo technology

Two turbochargers on a diesel engine brings a raft of benefits for the LCV driver, including optimised fuel economy and CO_2 emissions. The first, low-inertia turbo delivers high torque at low revs to provide strong pull-away and mid-range acceleration performance without having to shift down – perfect for overtaking. The second turbo takes over at higher engine speeds to boost power for smooth and dependable acceleration.

The NV300's twin turbo engines incorporate Stop & Start (S&S) for reduced fuel consumption, and Energy Smart Management technology (ESM), which allows energy to be recovered under braking and deceleration. S&S is also available as an option on the 95hp single turbo engine. All engines come with a dual-mass damping flywheel which filters out vibrations, especially at low engine speeds.

Efficiency as standard

The most efficient panel van is the 125hp, with Official Combined Cycle fuel economy of 5.9 litres/100km and CO_2 emissions of only 155g/km. The figures are even better for the Combi, at 5.6 litres/100km and 145g/km.

The full engine line-up can be found in the accompanying technical specification.

Across the range, fuel consumption is on average 1.0 litre/100 km lower than on the Nissan Primastar. For the typical business user driving 30,000 km a year, this represents a potential saving of around €1,000 over three years.

When combined with Nissan's comprehensive five-year/160,000 km warranty and recommended service intervals of two years / 40,000 km, the NV300 is Nissan's new running cost champion.

Outstanding dynamic performance

The Nissan NV300 provides a level of steering precision and ride comfort comparable with that of the brand's renowned crossovers, such as the Qashqai and X-Trail. A MacPherson-type front suspension layout with anti-roll bar is connected to the spring damper assemblies via articulated mountings. Dynamic comfort is further enhanced by new front dampers which ensure better road holding through corners.

The rear flexible beam suspension arrangement improves acoustic comfort by filtering out road noise. The rate of the hydraulic rear dampers varies as a function of the vehicle's load – the heavier the load the firmer the handling becomes.

A comprehensive safety package

In addition to its reinforced body structure, the new Nissan NV300 benefits from a long list of equipment designed to protect the driver and passengers. This includes driver and front passenger front airbags; lateral curtain airbags (plus thorax airbag for versions equipped with an individual front passenger seat); an impact detection pressure sensor; seat belt load limiters; front seat belt pre-tensioners linked to the front airbags; anti-whiplash head rests; Tyre Pressure Monitoring System (optional for the panel van); rear seat belt load limiters; and three-point ISOFIX anchorage for outer second row seats.

Wide-view door mirrors are standard, while a Park Assist system – with a rear view camera image displayed in the rear view mirror and rear parking sensors – is available. A blind spot mirror, built into the passenger side sun visor, is standard on selected models. Trim levels and exact specifications vary by market.

Electronic safety and driver assistance technologies fitted to every NV300 include an Anti-lock Braking System (ABS), Electronic Brakeforce Distribution (EBD), Electronic Stability Program (ESP), Anti-Slip Regulation traction control (ASR), and Hill-Start Assist. A Tyre Pressure Monitoring System is standard on the combi.

Additional safety features include:

- Extended Grip: This function acts on the front wheels to optimise traction on difficult surfaces (eg, soft ground, mud, snow or sand). Simply pressing a button optimises the performance of the ESP to facilitate starting and moving at low speeds when grip is at a premium
- Anti-rollover protection: This system automatically detects potentially hazardous situations by monitoring the angle of body roll. If this angle is deemed excessive, the brakes are applied to one or more wheels until the vehicle's stability is restored
- Load Adaptive Control: The ESP settings automatically adjust as a function of how the vehicle is loaded in order to optimise the system's performance

Intelligent Mobility

Announced at this year's Geneva Motor Show in March, Nissan Intelligent Mobility is the brand's strategy for a more sustainable future. It was created to guide the Nissan product evolution – both LCVs and passenger cars – and will anchor critical company decisions around how all vehicles are powered, driven and integrated into society. Intelligent Mobility centres around three pillars; Intelligent Power, which is about creating more efficient powertrains, such as the award-winning e-NV200 zero emissions van; Intelligent Integration, which focuses on creating new links between vehicles and society, such as EC battery vehicle to grid (V2G) projects; and Intelligent Driving, which is creating more driver confidence on the journey towards ProPilot – Nissan's autonomous driving technology which will launch in Europe in 2017.

Intelligent Driving features available on the NV300 include:

- Hill Start Assist: This system is automatically activated when the vehicle pulls away on a gradient of more than 3%. When starting on a slope, it prevents the vehicle from moving backwards for two seconds to give the driver time to lift off the foot brake and press on the accelerator pedal
- Trailer Sway Control: When swaying of a trailer is detected, this system reduces engine torque and alternately applies the brakes of the driven wheels to reduce the swaying movement and bring the trailer back in line
- Park Assist reversing camera (with display in the rear view mirror): Available as a factory-fit option, the camera is located alongside the rear left brake light at the top of the rear doors, providing the ideal image of the area immediately behind the vehicle

Intelligent Power features available on the NV300 include:

- Engine Stop & Start (S&S) and Energy Smart Management (ESM), which recover energy otherwise lost during braking and deceleration.

A market leading five-year / 160,000 km warranty

The new NV300 is backed by Nissan's best-in-class LCV warranty. It's comprehensive five-year / 160,000 km reassurance for LCV owners, and covers the entire LCV range (100,000 km on Nissan e-NV200). It is a manufacturer warranty, full transferrable to second and subsequent owners of the vehicle and, in many cases, covers Nissan genuine accessories specified as part of the original vehicle order. Many of Nissan's LCV conversions to the NV300 platform cab are also covered.

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