

VANGUARD

LDV'S G10 SETS NEW BENCHMARK FOR CHINESE OFFERINGS

Peter Barnwell

AFTER a succession of fairly average offerings from Chinese manufacturers comes the great leap forward in LDV's new G10 van.

Yep, a van is making the running in terms of quality from China.

LDV already has a larger van in the marketplace but this one is light-years ahead on every score and, topping it all off is the fact that the G10 offers more performance than any other van, bar none.

HURRY

NOT that it's an important fact but if you're in a hurry, best get into a G10 which calls up a healthy 165kW/330Nm from its 2.0-litre turbo petrol engine.

The drive experience verifies the spec' sheet. This puppy gets going in no uncertain terms and better yet, makes mincemeat of hauling a tonne.

LDV is handled here by Ateco which looks after other Chinese brands and Ferrari/Maserati – strange bedfellows to be sure.

HOW MUCH

THE G10 lobs with a price of \$29,990 drive away.

It's up against Hiace, iLoad, Traffic, Transit and others, all of which the G10 comfortably sees off on a number of scores including features.

AUTO ONLY

IT'S currently available only with a six speed ZF auto.

The van is spawned from a seven or nine-seat LDV G10 passenger van, which follows a little down the track. So does a manual and also a diesel engine variant with the manual a couple of grand less than the auto tested.

IN THE BEGINNING

G10'S passenger car beginnings show in terms of driver and passenger comfort, noise and vibration suppression and creature comforts along with how it rides and handles. It weighs in at a hefty 1907kg and can tow up to 1500kg.



The G10 van ... discs all around.

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Crash testing hasn't been carried out yet but the G10 seems likely to achieve four stars at least with features like two airbags, ABS, stability control, emergency brake assist, roll movement intervention and tyre pressure monitoring.

KIT

IT RIDES on coil spring suspension, has rear wheel drive, a reverse camera, park assist, a DVD player, Bluetooth, aircon, power windows and mirrors, alloys and plenty more.

The payload is a handy 1093kg/5200 litres with loadspace liners and a rubber floor mat protecting the G10's interior.

Two standard pallets can be loaded into the back through the side sliders or the rear tailgate.

There's a full size spare under the rear floor and a 75-litre tank which would give you potentially 6-700km with the claimed combined fuel consumption of 11.7 litres/100km.

G10 has disc brakes all around where some competitors have rear drums.

Manufactured by China's largest automaker SAIC, the G10 has a fresh

and appealing look. The inside is a step up for vans which are generally cheap and nasty.

DRIVING

WOW, the first thing to hit you is how much giddy up is available across the entire engine speed range. At no time is the G10 labouring or lacking in acceleration. Push the throttle and away it goes – like a sporty passenger car.

The engine is a new unit from the SAIC group and could very well appear in other models at a later date.

It runs smoothly and quietly and delivers its torque progressively.

It's comfortable and easy to drive.

VERDICT

THIS drive came as something of a shock on a whole lot of levels not the least being price, performance and equipment. G10 looks great, seems well built and will put a rocket under other manufacturers – on price alone.