

## NV200: SPACIOUS AND FLEXIBLE

**Nissan's compact NV200 brings news levels of space, comfort and practicality to the small van market. It also delivers greater levels of versatility as the LCV model is just one of three distinctly different variations on the theme to be sold globally: joining the van is a functional Combi version, and they will be joined by a comfortable Family version in 2010.**

"Europe's small van market is extremely competitive. To succeed, a van needs to be compact on the outside but roomy inside with a design that's both stylish and practical. It needs to be affordable to buy and have low operating costs. It must also be easy to drive and it needs to be flexible. NV200 is all those things, but sets new standards for interior space in such a compact body."

Simon Thomas, Nissan's European Senior Vice President for Sales and Marketing

### At a glance

- Range of three practical vehicles
  - Roomiest cargo carrier in small van class
  - Functional seven seat Combi version
  - Comfortable seven seat Family model to follow
- Sliding side doors for ease of entry
- Economical petrol and diesel engines
- Low cost of ownership
- Global model for multiple regions

### Overview

New from the ground up, the NV200 reinvents Nissan's approach to this sector of the LCV market by setting new standards for interior cargo space, but packaged in extremely compact exterior dimensions.

Those compact exterior dimensions – 4.4m long, 1.86m, tall and 1.69m wide – coupled with agile driving dynamics and a tight turning circle make it ideal for the city. As a business tool NV200 benefits from Nissan's enviable reputation as a trusted maker of successful commercial vehicles.

Built on a modified version of Nissan's flexible B-platform, NV200 is designed to be agile around town, with a commanding driving position and good visibility. Despite its compact exterior dimensions, intelligent packaging delivers a cargo load bay more than 2m in length, sufficient to carry two standard Euro pallets at the same time. Thanks to a low floor, the load cube offers a cargo volume of 4.2m<sup>3</sup>, around 25 per cent greater than its key rivals, which equates to around 1m<sup>3</sup>.

Designed in Japan with an emphasis on class-leading quality and with key contributions from Nissan's European R&D and design facilities, NV200 is a true global offering. In Europe it's an innovative segment-busting vehicle straddling two market segments. It's available both as a light commercial vehicle (LCV) and as a passenger car providing almost as much interior space as much larger LCVs in a package no bigger than rival car-derived vans (CDV).

The Combi version of NV200 offers three rows of seats for passengers with outstanding leg and knee room, while even w

With all seven seats in use there's still space for two large suitcases in the luggage area. Fold the two rear seats away and there's enough space for five such suitcases. A more comfort orientated Family version will follow in 2010.

Practical touches include the availability of twin sliding side doors and, on the van version, a pair of side-hinged 'French' rear doors. The Combi is available with an estate-car style top-hinged tailgate.

Initial production for Europe will come from the Nissan Shatai plant in Japan, before production moves to the company's plant in Barcelona at the end of 2009.

Power comes from either a 1.6-litre petrol unit with 81 kW/153Nm or a 1.5-litre diesel developing 63 kW/200 Nm. A higher output diesel engine will follow.

*"Customers will appreciate the NV200 as a tool which supports them in their business. We believe it brings a new intelligence to the market," says Simon Thomas, Nissan's Senior Vice President for Sales and Marketing in Europe. "Innovative packaging ideas have created a vehicle with a large cargo area despite a comparatively small footprint.*

*"The option of a Combi version further underlines NV200's versatility. NV200 is totally in tune with customers' needs," adds Thomas.*

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