

2016 Titan packs a new powerplant under the hood

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a heavy-duty six-speed automatic transmission with four-wheel-drive.

The Cummins will be offered in all XD cab and trim configurations. It will arrive initially as a Crew Cab to be followed by Single and King Cab versions.

Being a diesel, XD is exempt from reporting fuel economy, but in the U.S., Motortrend reported (US) 15.8/20.8/17.7 mpg city/highway/combined.

Towing and hauling is the primary reason for the XD being in the lineup. To that end, maximum payload is 2,000 lb and towing is a maximum of 12,000 lb when properly equipped.

Nissan claims this offers a 20 per cent increase over its gasoline competition while towing.

At the press launch of the XD in Arizona, Nissan made a big deal about this, having a brace of XDs with 1,000 lb loads in the bed and towing boats and 9,000 lb Bobcats

in mountainous terrain.

My co-driver, who is vastly more experienced than I at towing, said the performance of the XD was "sweet," adding the torque of the Cummins and the ability of the suspension to cope was one of the best he had ever experienced.

Nissan put a lot of thought into towing, starting with hitching a trailer, which usually involves two people - the driver and a spotter to see when the hitch comes over the ball.

To get around this, the XD uses Nissan's Around View monitor and backup camera.

As the driver backs up, the camera's adaptive guidelines help align the hitch with the ball. The guideline does not cover the ball and there is an audible alert when the trailer tongue is directly over the ball - brilliant.

Another thing that eliminates two people is XD's exclusive trailer light check that uses the key fob to see if the brake lights, turn sig-



The heart of the 2016 Nissan Titan is its Cummins-sourced 5.0-litre two-stage turbo diesel engine putting out 310 hp and 555 lb/ft of torque.

nals, running and clearance lights are all operational.

There is an integrated trailer brake control along with Downhill Speed Control and Trailer Sway Control.

XD is the first non heavy-duty truck to be offered with an integrated gooseneck hitch, which is located directly above the rear axle and removable with a flick of

a lock.

Ride and handling were also a key objective, with the XD's suspension tuned primarily for towing comfort but also with "acceptable performance" with a light or no load.

This we found out at a off-road park outside Phoenix with the rugged XD Pro-4X model across desert floor, up boulder strewn grades and down the same using downhill decent control and all the while with great traction and the ability to make tight turns even in 4WD.

It comes with 18-inch aluminum-alloy wheels, all-terrain off-road tires, Bilstein off-road shock absorbers, electronic locking rear differential and skid plates.

Optional on XD are dual lockable in-bed storage boxes that sit sight-unseen at street level and can hold a wide range of essential work and recreational equipment.

These are accessible from inside the bed without having to

remove a camper top or tonneau cover. The boxes are watertight (and drainable) and can be used as a cooler for picnics or tailgating. They are also removable for times when extra bed capacity is required.

Adding to storage is a second row area under the seat with a locking lid for added security and the integrated fold out flat floor.

The centre console can hold a computer tablet with case or a 15-inch laptop.

In the box is an industry-first Utili-Track Bed Channel System with four heavy-duty aluminum alloy cleats that move and lock anywhere along the walls, bed floor and header tracks that give the user endless tie-down possibilities.

There are five trim models in Crew Cab with 4X4 models starting with (all starting prices) the S (\$52,400), the SV (\$56,300), Pro4X (\$63,950), SL (\$70,250) and Platinum Reserve (\$73,900).

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