



Refinements all round

Mahindra hopes extra features will give its updated Pik-Up a higher safety rating, write **Mark Hinchliffe** and **Graham Smith**

MAHINDRA has added some basic safety and a host of interior and exterior updates, and adjusted the prices of its diesel Pik-Up utes.

The Indian-made utes now get ABS and dual airbags, which importer Mahindra Automotive Australia hopes will lift its safety rating to three stars once it is tested by ANCAP.

The company also has updated the seat shape and cloth material, added audio controls to the now tilt-adjustable steering wheel, replaced the gear knob and included a shorter handbrake and longer seatbelts.

It also gets an updated audio system, powered wing mirrors, new headlights and fog lamps, a bonnet scoop, new front grille and "road armour" bumpers.

Just a few months after dropping prices up to \$3000, or 15 per cent, the importer has again lifted its pricing.

While the difference in price for the double cab 4x4 cab/chassis is only \$9, other prices are up as much as \$3000.

Mahindra Automotive Australia CEO Claire Tynan says the company was in for the long haul with two new models due early next year — the Scorpio sports utility vehicle, based on the Pik-Up platform, and a Xylo multipurpose vehicle, both powered by turbo-diesel engines. The Scorpio could arrive as a five, seven or eight-seater.

Farmers might not appreciate the dual front airbags as they prevent them from using their vehicles to push and shove gates, equipment and stock around their farms, but the extra safety is sure to appeal to city-slickers.

Town dwellers are also likely to be attracted to the new grille, headlights, fog lamps, bumper and bonnet scoop that combine to give the Pik-Up a fresh new face and make it more appealing.

As it was in the first generation of the Pik-Up, the range consists of single and dual-cab utes and cab-chassis models, with two or four-wheel drive, powered by a 2.5-litre common rail turbo-diesel

engine boasting 79kW at 3800 revs and 247Nm at 1800-2200 revs.

A five-speed manual gearbox is standard, there is no auto available, and the four-wheel-drive transfer case has electric selection.

The suspension is a proven tough combination of front torsion bars and rear leaf springs, the steering is power-assisted and the brakes are a combo of front discs and rear drums with standard ABS antiskid electronics.

All models boast a payload of at least a tonne, with the single-cab two-wheel-drive boasting the highest at 1160kg. All will tow up to 2.5 tonnes.

Mahindra's warranty is for three years or 100,000km and there's 24-hour roadside assistance for three years.

Mahindra Automotive Australia, which last year launched as a joint venture between Mahindra and Mahindra India and Australian importers TMI Pacific, has 24 dealers on the eastern seaboard of Australia.



TAKE-AWAY INDIAN: The Pik-Up range consists of single and dual-cab utes and cab-chassis models, with two or four-wheel drive. All boast a payload of at least a tonne



Mahindra prices

- 2.5 CRDe Single Cab 4x2 Cab/Chassis \$18,999 (was \$16,990)
- 2.5 CRDe Single Cab 4x2 \$20,499 (was \$18,990)
- 2.5 CRDe Double Cab 4x2 Cab/Chassis \$23,299 (was \$21,990)
- 2.5 CRDe Double Cab 4x2 \$24,199 (was \$23,990)
- 2.5 CRDe Single Cab 4x4 Cab/Chassis \$24,199 (was \$20,990)
- 2.5 CRDe Single Cab 4x4 \$25,599 (was \$22,990)
- 2.5 CRDe Double Cab 4x4 Cab/Chassis \$25,999 (was \$25,990)
- 2.5 CRDe Double Cab 4x4 \$26,999 (was \$26,990)

