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LDV Deliver 9 2021 review: Mid-roof Auto GVM test LDV Deliver 9 LDV Deliver 9 2021 LDV Deliver 9 Reviews **LDV** Reviews LDV Commercial Range



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Book a Test Drive

Locate a Dealer Download a Brochure There are currently 14 rivals competing for customers in the Light Duty or

LD (3501-8000kg GVM) segment of Australia's heavy commercial vehicle

Deliver 9 van range that's priced to entice. We spent a week aboard one to see how LDV's claim of superior value stacks up when there's work to be done. Read More: LDV Deliver 9 2021 review GVM test

features does it come with? Our test vehicle is the long wheelbase mid-roof, which is part of a three-model Deliver 9 range offering mixed wheelbase and roof height combinations. According to local distributor Ateco, the van's unusual name has no real significance beyond the fact that in

Available only with a 2.0 litre turbo-diesel engine, the standard transmission is a six-speed manual or there's the optional six-speed automatic like our test vehicle, which has an RRP of \$44,726. Needless to say, that's a massive saving compared to top-selling van rivals like

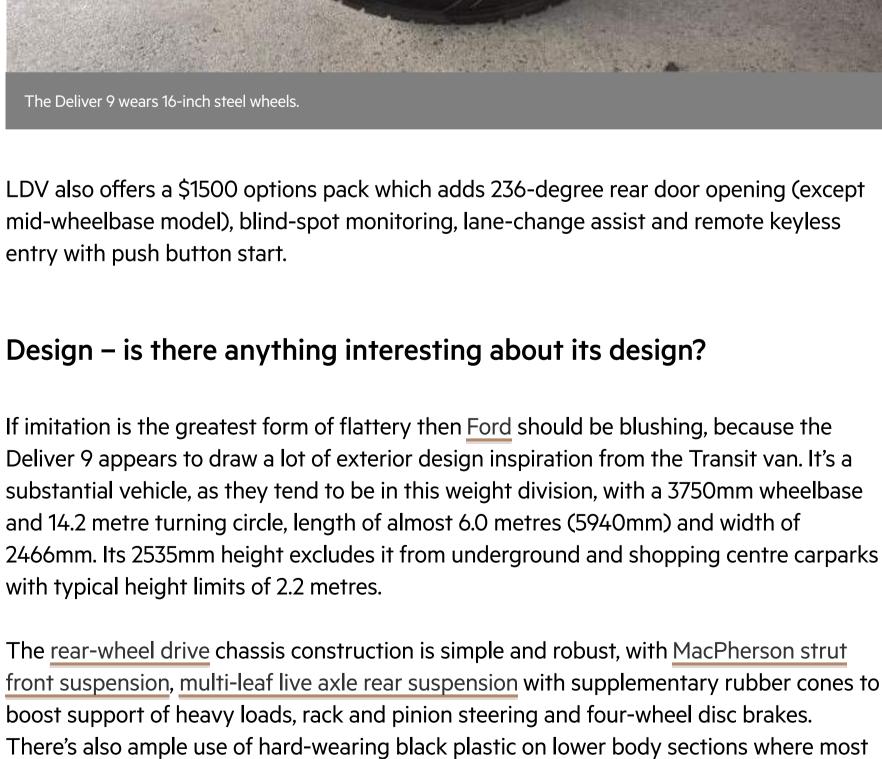
Colour choice is limited to Blanc White or Pacific Blue. It comes equipped with 16-inch

rubber flooring throughout, LED cargo bay lighting, big truck-style power adjustable and

steel wheels and 235/65R16C tyres with a <u>full-size spare</u>, plus checker-plate-pattern

heated side mirrors with indicators, seating for three including an eight-way adjustable driver's seat with fold-down inboard armrest and an multimedia system with big 10.1-inch touchscreen, two USB ports and Apple CarPlay (but no Android Auto) to name a few. There's even a rare and endangered cigarette lighter and ashtray.

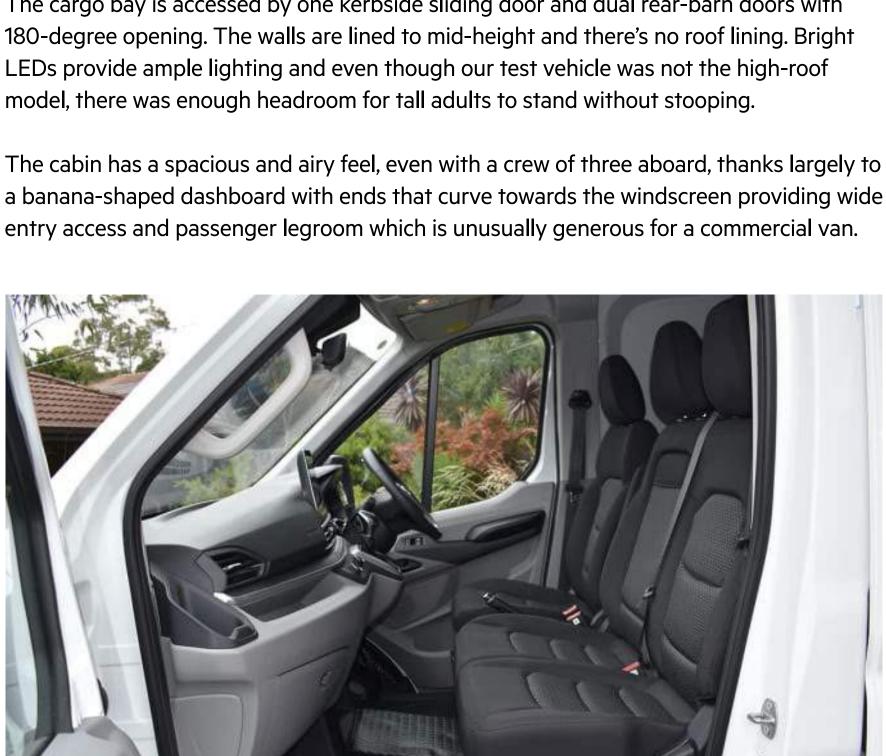
The Deliver 9 wears 16-inch steel wheels. LDV also offers a \$1500 options pack which adds 236-degree rear door opening (except



scrapes and dents appear.

The cabin has a spacious and airy feel.

comfortable, supportive seats with quality-feel fabrics.



talkback) and a poor-quality image projected by the reversing camera. Engine and transmission – What are the key stats for the engine and transmission?

The cabin has higher-grade look than you would expect at this price, with a tasteful two-

tone blend of light/dark grey plastics and faux carbon fibre inserts on the dash along with

However, there is room for improvement, as there's no cargo protection for driver and

passengers, no driver's left footrest, crackly AM radio reception (too bad if you like

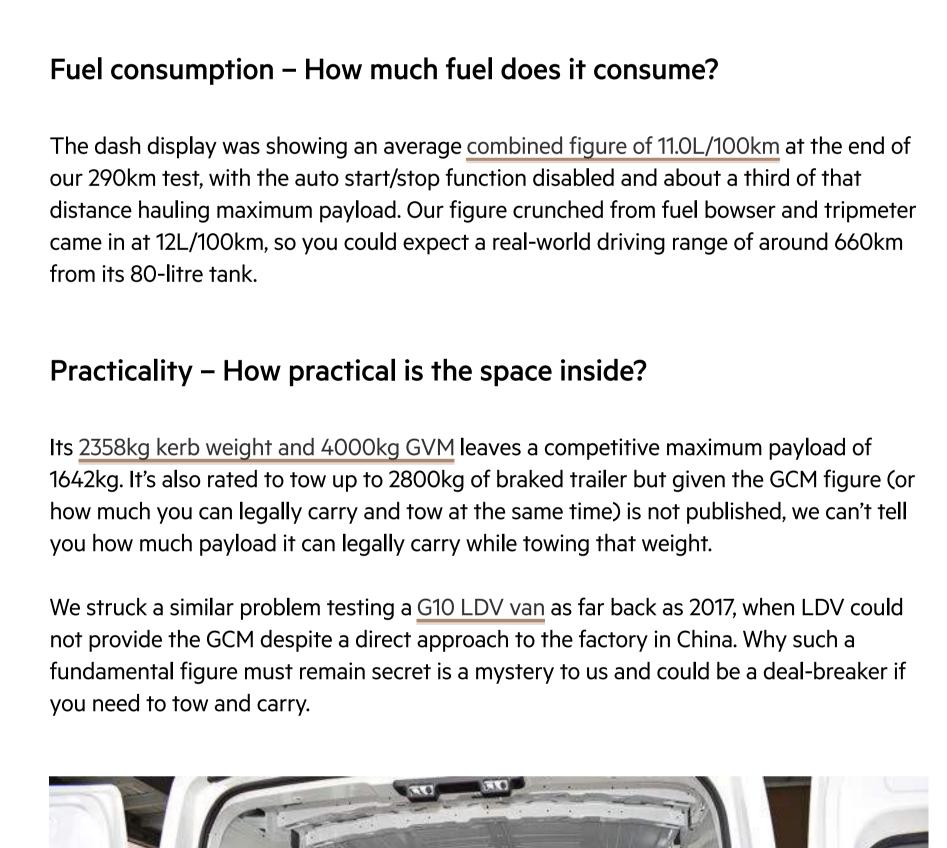
The six-speed torque converter automatic is smooth-shifting and easy to use. It also has

heavy loads, particularly in hilly terrain to save the transmission from continually hunting

the option of sequential manual-shifting which can be handy at times when hauling

The 2.0-litre four-cylinder turbo-diesel produces 110kW/375Nm.

for gears.

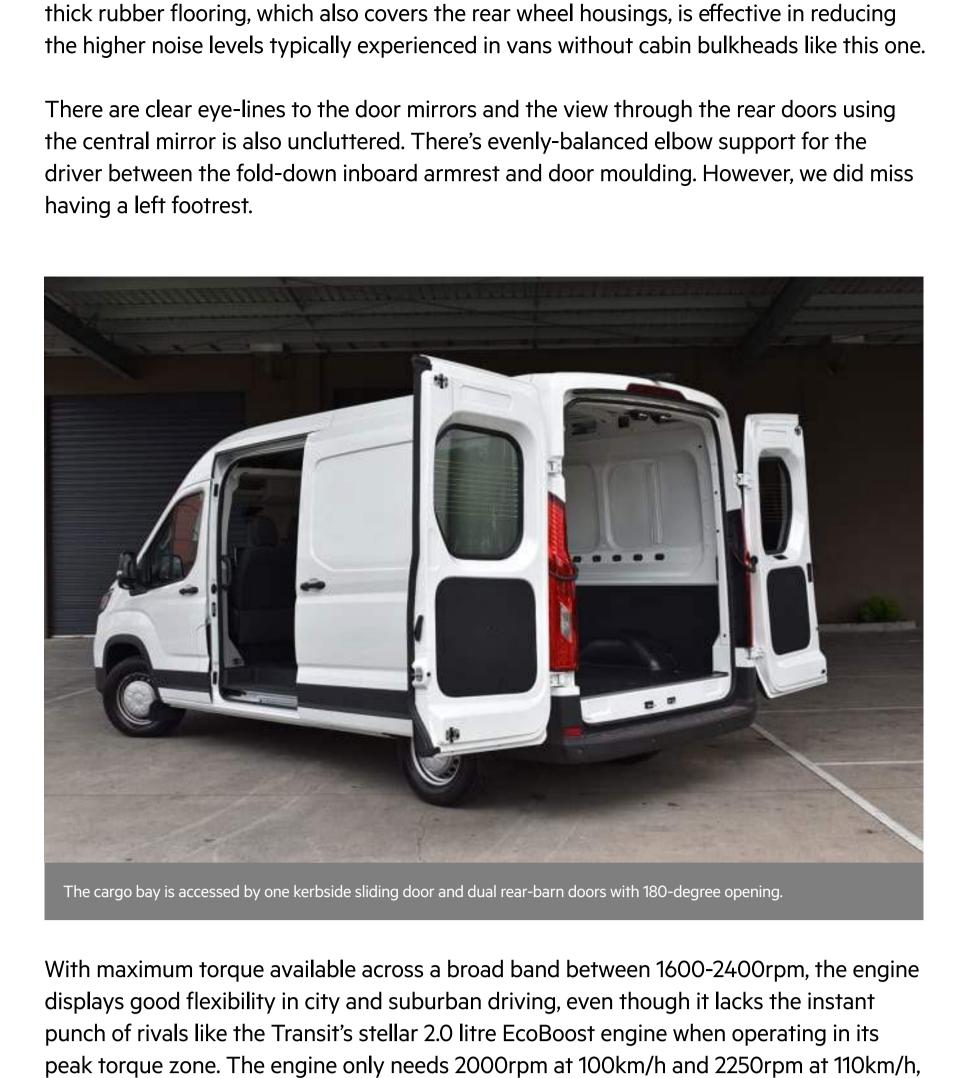


The cargo bay offers a competitive 10.97 cubic metres of load volume. The cargo bay offers a competitive 10.97 cubic metres of load volume. Its load floor's 3413mm length, 1800mm width and 1366mm between wheel housings means it can easily carry two 1165mm-square Aussie pallets or up to four 1200 x 800mm Euro pallets, held in place by a choice of eight sturdy load anchorage points. There's also a small cave above

There's more than ample cabin storage too, with large-bottle holders and two levels of

storage in each front door, numerous nooks of different shapes and sizes across the

dashboard including a driver's cup holder, plus a single glove-box and large overhead



with the rubber booster cones providing a second stage of load support. The front end dropped 7.0mm, which maintained a fairly level ride height. It rode well with this load on board, maintaining good directional stability and soaking up the largest bumps on a variety of road surfaces. The engine also proved competent on our 2.0km 13 per cent gradient set climb at 60km/h, with the auto self-shifting down to third gear and 2600rpm for the climb to the top. However, it didn't feel like it had much steam in reserve, given the accelerator pedal was not far from the floor the whole way.

325 KG

small cubic displacement and the sizeable payload it was trying to restrain. Safety – What safety equipment is fitted? What safety rating? There's no ANCAP required in the 3501-800kg GVM class but it comes well equipped for the money with AEB, lane-departure warning, reverse parking sensors and wide-view reversing camera, hill-hold assist, adaptive cruise control and stability control. There's also driver and passenger front, side and curtain airbags. No cross-traffic alert but blind-spot

Engine-braking on the way down, in a manually-selected second gear, also produced

60km/h limit. However, this was not unexpected and typical of type, given the engine's

minimal retardation on overrun, requiring plenty of braking to avoid exceeding the

occurs first. **Pricing & Specs**

months/35,000km whichever occurs first and 12 months/30,000km after that. Capped-

price servicing program of \$1895 covers the first three years or 95,000km whichever

+ Low price + Noise suppression + Ride quality laden/unladen \$44,726

3.8/5

 $\star\star\star\star\star$

Likes

 Three-year warranty **VIEW PRICING & SPECS** Based on new car retail price

Dislikes

- No cargo barrier

- No driver's footrest

3.8/5

market. Business buyers and fleet operators are thick on the ground here and competition for their business is fierce. Chinese brand LDV, a division of the huge SAIC Motor conglomerate which is now the seventh largest automotive company in the world, recently joined this battle with its new

Price and Features – Does it represent good value for the price? What China it's sold as the V90, so given Volvo's existing V90 nomenclature, LDV changed the name to Deliver 9 in export markets. the Ford Transit 350L LWB RWD auto at \$54,090 and Mercedes-Benz Sprinter 314 CDI LWB RWD auto at \$66,240.

The Deliver 9 measures in at almost 6.0 metres long and 2.4 metres wide. The cargo bay is accessed by one kerbside sliding door and dual rear-barn doors with

LDV's Euro 5-compliant 2.0-litre four-cylinder turbo-diesel produces 110kW at 3500rpm and 375Nm between 1500-2400rpm, which is adequate but not class-leading. It also offers a choice of Eco and Power driving modes and auto stop/start.

the cabin which is ideal for carrying straps, ropes, load padding, tarps etc.

storage shelf with central sunglasses holder.

There's are large-bottle holders and two levels of storage in each front door. Pivoting the two passenger seat base cushions forward reveals another big storage area beneath them. The centre seat backrest also folds down to reveal a handy work desk on the back if it, which includes two cup holders. Overall, there's smart use of space here. What's it like as a daily driver? It's pleasantly civilised to drive unladen, even on bumpy roads. With rock-hard tyre pressures (front 51psi, rear 71psi) recommended for load-carrying, the unladen ride remained disciplined and relatively smooth, so LDV has done a good job with the suspension tuning. We were also pleasantly surprised by the low internal noise levels, not only in city and

suburban driving but also at highway speeds. We can only assume that the load floor's

but the degree of push required on the accelerator pedal to maintain it feels like it's punching above its weight a little in either drive mode. Our only major gripe is the adaptive cruise control. Usually these systems will automatically resume their pre-set speed, after being given clear road ahead following a lane change from behind a slower vehicle. However, our test vehicle required tapping the

What's it like for tradie use?

accelerator each time a lane change was made to resume the set speed. It also required

this reset technique after downhill braking, so some refinement here would be welcome.

We maxed-out on GVM for this test, with more than 1.5 tonnes in the cargo bay plus

driver equalling the 1640kg payload limit. The rear leaf springs only compressed 45mm,

The Deliver 9 can easily carry two 1165mm-square Aussie pallets.

monitoring and lane-change assist are available as part of the previously mentioned options pack. Ownership – What does it cost to own? What warranty is offered? LDV's national network of 82 dealers inspires more confidence than the three years/160,000km warranty, which is less than the major players – but then its purchase price is much lower too. Scheduled servicing is six months/5000km then 12

Verdict It has its flaws, like any vehicle, but it's not as far away from segment leaders in terms of refinement and performance that its bargain-basement pricing might suggest. Whichever way you look at it, this is a lot of van for not a lot of money.

> Daily driver score **Tradies score**

3.8/5 $\star\star\star\star\star$ Mark Oastler Contributing Journalist