

# DACIA LOGAN MCV

By Jim Mc Cauley



With the advent of the Pound shop gaining respectability on the high street, it seems there is no longer any shame in cut price shopping. Once upon a time, cut price equated in no uncertain terms to 'cheap' in the lowest meaning of the word, but no longer as manufacturing quality is now the preserve of robots with unquestionable dedication.

In the case of Dacia, the modern manufacturing techniques have also the advantage of being overseen by parent company Renault and the end product is one that can stand scrutiny even for the most discerning of buyers.

The Logan MCV, or Maximum Capacity Vehicle, is an estate model which boasts a 573 litre boot, extendible to 1518 litres with the rear seats folded. Not only does it provide a very usable volume, but with level access through the wide opening tailgate, the boot area can accommodate loads just over one metre long with another metre clearance in width between the wheelarches.

While a 3-cylinder turbo petrol engine powers the range opening model, test choice was the dCi 90 diesel engine offering an official combined fuel consumption of 74.3 mpg and a tax-free emissions of 99 gms/ km.

Driving through its standard 5-speed manual gearbox, the car returns a 0-62 mph time of 12.1 seconds with the potential to top 107 mph.

On road, this engine is impressively smooth, and while maximum torque of 220 Nm is reached at 1750 rpm, throttle response is more petrol-like, being active over a wider rev band. A gear shift indicator prompts the driver when best to change for maximum economy and for those chasing the best in fuel consumption, then there is also an 'Eco' switch to



stretch the distance between fill-ups as far as possible. Fifth gear is set very much on the high side and the car really needs to be sitting at over 50 mph before it settles comfortably in top. Hydraulic power steering provides better road feel than some electrically assisted units, while brakes also perform well to complete a very acceptable and enjoyable driving package.



Inside, and what raises the car beyond expectations are the comfortable and supportive seats. On this particular car in top Lauréate specification, the seats are finished in contrasting greys with white stitching highlighting the edging. Door panels are all plastic with storage pockets in all four doors, while the dash is pleasantly designed, but unfortunately shares the hard plastic finish of the door panels. Chrome detailing around the three circular instruments and on the air vents lift the bleakness a little, but a softer finish on this moulding would do so much to raise the

quality of the interior which is far from lacking in other respects with adjustable height seat belts, touch-screen infotainment unit, air conditioning, electric mirrors, auto locking on moving off and radio controls on steering column.

Safety provision is also quite good with twin front and side airbags, Electronic Stability Control and Traction Control.

On the economy front, the test vehicle returned 54.3 mpg over a week's mixed driving, representing a very acceptable 73% of the official figure while its 99 gms/km CO2 emissions places it in Band A for zero road tax. The vehicle tested is placed in Group 12P for insurance purposes and for business users it enjoys a 15% BIK rating.

Overall, the Dacia Logan MCV is a pleasantly styled vehicle, its lines disguising its load carrying potential. In Lauréate trim, it has all the creature comforts expected in a modern car, but at a price that undercuts the comparable competition. The model tested is listed at £10,795 with extras fitted including metallic paint at £495, full size spare wheel at £95 and 7-inch touchscreen navigation and infotainment system with Bluetooth connectivity at £300. Other available extras include rear parking sensors at £250 and extended warranty cover. This is available for 5 years / 60,000 miles for £395 and 7 years / 100,000 miles for £850.