



snapshot

Prado 150 GX D-4D

Price: **\$58,490 (automatic)**

Engine: **3.0L/4-cyl turbo diesel, 127kW/410Nm**

Transmission: **5-speed automatic, dual-range full-time 4WD**

Economy: **8.3 litres/100km (official), 13.2 litres/100km (on test)**

Discovery 4 2.7L TDV6

Price: **\$68,490**

Engine: **2.7L/V6 turbo diesel, 140kW/440Nm**

Transmission: **6-speed automatic, dual-range full-time 4WD**

Economy: **10.2 litres/100km official, 12.8 litres/100km on test**



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difficult, rutted and rough set-piece climb there was nothing between the two. The 150 touched down once or twice on the ascent, but countering that it wasn't working quite as hard as the D4.

Our test D4 didn't have the optional (\$1060) self-locking electronic diff, which makes a big difference. For anyone keen to take their D4 offroad it's a great option.

For trail driving, the Prado rides better than the D4, especially when the Discovery's suspension is jacked up.

Countering that, the D4 changes gear far more smoothly in low range than the clunky Prado. Furthermore, its transmission is so

smart you can leave it in Drive uphill and down, yet it always seems to make the right decision, whereas the Prado is best driven using the "manual" tip-shifter.

The Prado, however, has a more practical wheel-and-tyre package: 245/70R16s compared with the D4's 255/60R18s.

The Prado GX is only a five-seater although, for an extra \$2500, third-row seating can be fitted as an option.

The GX is a basic vehicle, but you don't sit in it and feel short-changed.

Like the GX, the D4 2.7 comes standard with cloth trim and five seats but for an extra \$2500 you get both leather and third-row

seating. In addition, the 2.7 comes with climate control, rain-sensing wipers, auto headlights, fog lights, rear parking sensors and a tow pack.

Both vehicles are big and comfortable inside, but the D4 feels more spacious. Its front seats are more comfortable and the second seat is better for three adults.

If you do fit third-row seats, those in the D4 do a better job of accommodating adults than the Prado's.

Both vehicles score when it comes to practicality. The Prado's trump card is its standard 150-litre fuel capacity, but it also has a sensible wheel-and-tyre package. Not

so impressive is the Toyota's 2500kg (braked) towing capacity.

The D4's towing capacity is 3500kg, but its 82-litre fuel capacity is pretty ordinary. Both vehicles have a similar payload.

So, is the 2.7 D4 worth \$10,000 more than the GX? It's certainly better equipped and has a more sophisticated engine, drivetrain and suspension. Perhaps more important, it manages to offer excellent offroad performance while sacrificing very little in terms of onroad finesse.

The GX, on the other hand, is more compromised, suffering onroad for the sake of its impressively fuss-free offroad performance.