**Vauxhall Vivaro LWB Sportive 125ps BiTurbo 2900**

### Ten Second Review

The Vauxhall Vivaro is back; bigger and better finished than ever before. There's a choice of two lengths and two roof heights for the panel vans. The interiors are a good deal more comfortable and practical and the engines comprise either a 1.6 turbodiesel or a 1.6 twin turbodiesel, both powerplants available with two different power outputs.

### Background

Nobody could accuse Vauxhall of rushing the second generation Vivaro into production. Some thirteen years after the original appeared, we now have a successor. It's not as if Vauxhall had its hand forced by dwindling sales either, with the Vivaro and its sister vehicle, the Renault Trafic, commanding a ten per cent market share Europe-wide. Almost a million units were sold during that period, with Vauxhall continually tweaking the formula according to customer demands. In that period it learned a lot about how to build a mid-sized panel van.

The results of all that experience have been poured into this latest Vivaro. The playing field has changed too in the interim, and the Vauxhall now has to face down increased competition from some smart medium sector rivals such as the Volkswagen Transporter, the Mercedes Vito and the Ford Transit Custom. Even with those contenders in its path, you wouldn't bet against the Vivaro reprising its previous success.

### Driving Experience

The engines that power the Vivaro are both 1.6-litre turbodiesel units, but aside from that, they deliver very different results. Most buyers will probably opt for the 1.6-litre CDTi unit, available in either 89 or 113bhp power outputs. In order to match the sort of power outputs Mercedes can deliver with the Vito, Vauxhall has also introduced the 1.6-litre BiTurbo CDTi engine, available in 119 or 138bhp guises. Powered by two turbochargers working together, this engine combines excellent performance with decent fuel economy. From just 1,500rpm, the 119bhp BiTurbo generates an impressive maximum torque of 320Nm, while the 138bhp variant delivers 340Nm. From just 1,500rpm, the 119bhp BiTurbo generates 320Nm torque, while the 138bhp variant delivers 340Nm, so there's plenty of muscle even if you're fully loaded.

The driving position, though not as lofty as in some models nevertheless affords a decent view up the road. You get big door mirrors to help with manoeuvring and tried and tested transmissions.

### Design and Build

The Vivaro looks anything but another anonymous panel van. There's a bluff Vauxhall front end, with plenty of chrome and huge headlight pods set in high-gloss black mouldings. The LED daytime running lights come with signature Vauxhall wing graphic design. Move round to the side and you'll spot the crisp blade feature flowing from under the side mirrors back to the rear wheel-arches in the same style found on the Insignia family and Astra GTC models.

The new Vivaro colour palette comprises eleven standard colours, with five solid and six two-coat metallic finishes. The cabin is much improved as well, with better refinement, a focus on utility, plus darker and more durable materials used throughout. Comfort has been improved as well, with seats that rake back and more adjustability for the steering column. There are also some neat touches like a detachable clipboard and a place to hide your laptop.