

Refined Triton armed for battle

 By [Henrie Geyser](#)

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The long-awaited Mitsubishi Triton has finally arrived in South Africa and it was well worth the wait because in its new guise it is much more attractive, better equipped and capable enough to muscle right into the upper domain of bakkie fiefdom.



Gone are the rather bland looks, workman-like interior and 2.5 engine of the old generation and up steps a spruced up, well decorated and well-furnished bakkie armed with a much more sophisticated 2.4 turbodiesel engine that produces a solid 133kW and 430Nm from as low as 2 500rpm.

The new Triton will initially only be available in double cab format but this will soon be followed by single and club cab models. At the media launch I drove the Triton from Lanseria to Heidelberg on smooth surfaces and gravel roads and the much improved ride quality, smartened up and more spacious living quarters, smooth transmission and spunky engine immediately impressed.

I also piloted the new bakkie along a challenging off-road trail where it was quick to flex its muscle and demonstrate its confident clinging and climbing abilities. The Triton offers the choice of a six-speed manual transmission or five-speed auto shift in 4x2 or 4x4 derivatives.

As befitting an upper-class bakkie the Triton has a clever four-wheel drive system which can be clicked into four modes, including low-range for off-roading, and it is also equipped with diff lock to further enhance its rock-rabbit abilities.



Extra finesse

Not being a big fan of bundu-bashing and un-tarred roads, what impressed me most of the new Triton is its airy, spacious and well insulated cabin, confident handling, smart appearance, comfortable ride and the pleasing engine and transmission pairing.

But the real cherry on top – and contrary to what one might expect from the average bakkie workhorse – the new Mitsubishi has the additional finesse of a fully-adjustable steering column which makes it easy for drivers of different shapes and sizes to find a comfortable driving position.

Additional comforts and eye-pleasers include an attractive instrument lay-out complete with a touch-screen infotainment system with Bluetooth connectivity plus a rear-view camera, cruise control and even dual-zone climate control.

Occupant protection and driving aids include airbags, an ASTC (Active Stability and Traction Control) system, which modulates both braking and engine power to maintain a chosen driving line in slippery conditions, ABS and EBD as well as Hill Start Assist (HSA) plus the assurance of a five-star safety rating.

It might not initially cause sleepless nights in the Ford Ranger, Toyota Hilux, Isuzu and VW Amarok strongholds but it has more than enough appeal to spark off and rapidly grow a fan club all of its own.



Models and pricing

The models and prices (which include a five-year/90,000km service plan and three-year/100,000km manufacturer's warranty) are:

Mitsubishi Triton 2.4 Di-D 4x2 (man) – R479,900

Mitsubishi Triton 2.4 Di-D 4x2 (auto) – R499,900

Mitsubishi Triton 2.4 Di-D 4x4 (man) – R539,900

Mitsubishi Triton 2.4 Di-D 4x4 (auto) – R559,900

ABOUT HENRIE GEYSER

Henrie Geyser joined the online publishing industry through iafrica.com, where he worked for five years as news editor and editor. He now freelances for a variety of print and online publications, on the subjects of cars, food, and travel, among others; and is a member of the South African Guild of Motoring Journalists. henrieg@iafrica.com

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