



ISUZU TRUCKS

JAPANESE TRUCKS FOR AFRICA

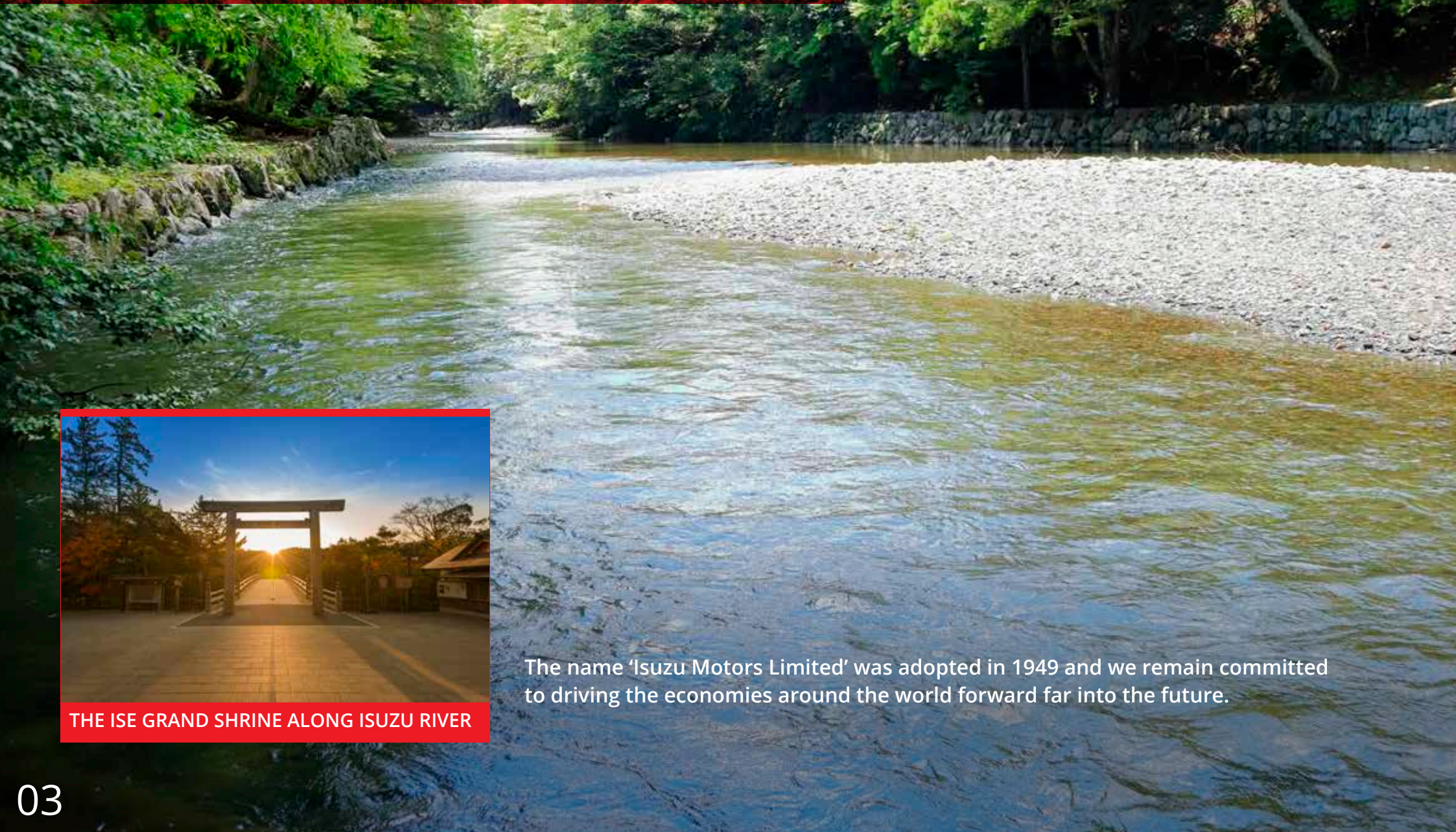
ISUZU
MADE FOR AFRICA



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The holy ISUZU RIVER through ISE Grand Shrine,
the oldest and most important shrine in Japan.



THE ISE GRAND SHRINE ALONG ISUZU RIVER

The name 'Isuzu Motors Limited' was adopted in 1949 and we remain committed to driving the economies around the world forward far into the future.



ABOUT ISUZU



MORE THAN 100-YEAR LONG HISTORY

The purpose of transportation is to connect people, and we at **ISUZU** pride ourselves in doing beyond that.

In the past, ships were the best way to transport large amounts of goods and people. In fact, the history of **ISUZU** dates back to a shipyard established by the Tokugawa shogunate in 1853. Water transportation inevitably shifted towards that of land and the shipyard began, in 1916, to plan the manufacture of automobiles. This was the foundation of **ISUZU**.

ISUZU's grand heritage includes the manufacture of our first passenger car, the A9 in 1922, the first truck, the CP in 1924, and the first air-cooled diesel engines, the DA4 and DA6 in 1936.

"**ISUZU**" was first used as the name of the TX trucks and the BX bus in 1934. It is also the name of the holy river that flows through ISE Grand Shrine, the oldest and most important

shrine in Japan. **ISUZU** was adopted as the company name in 1949.

ISUZU has supported logistics and mobility for connecting people's lives from the outset. Our products have widely been used in more than 120 countries around the world including on the vast African continent.



MADE FOR AFRICA

THE BEST PRODUCT WITH THE BEST VALUE



DID YOU KNOW?

Dedicated ISUZU ENGINEERS are on stand-by for the vast African continent.

We at **ISUZU** have an extensive Research and Development program for our African vehicles. This ensures that **ISUZU** Trucks in Africa have all been built for optimal use in African conditions. When buying an **ISUZU**, you'll be getting the best product with the best value – and at the shortest lead-time.

TRIED, TESTED & TAILORED FOR AFRICA

ISUZU Trucks offer a superior payload topped with great startability and gradeability, making it easy to drive and operate with a variety of customer usage specifications on demand. What's more, **ISUZU** Trucks are extremely durable and easy to inspect, maintain and repair thanks to readily available **ISUZU** Genuine Parts.



THE BEST VALUE FOR YOUR INVESTMENT

We make sure that all **ISUZU** dealership inventories are managed optimally in order to cut unnecessary logistical costs when it comes to the safe delivery of new vehicles. **ISUZU** builds TRUCKS according to customer's needs, allowing us to cut over specification and additional waste packaging.

EFFICIENT PRODUCTION AND DELIVERY, GUARANTEED

We know time is money, and so is lead-time. That's why we ensure that all **ISUZU** dealers keep ready-to-drive **ISUZU** Trucks (truck and body) – with a specialized inventory for immediate delivery. If your ideal truck is not available, the requested truck will be produced and shipped promptly via the **ISUZU** Production System.

WHY CHOOSE ISUZU FOR YOUR BUSINESS?

An **ISUZU** TRUCK is a workhorse like no other, and those to be found on the African continent are no exception. A good workhorse does one thing well: Generate Income. They generate income because the Total Cost of Ownership (TCO) is remarkably low. This makes our trucks very popular the world over. **ISUZU** has enjoyed the No. 1 spot in Japan for 19 consecutive years and also ranks first in many African countries at present.



WHY BUY ISUZU?

A TRUE WORKHORSE LIKE NO OTHER

Our aim at **ISUZU** is ultimately for our customers to become happy and wealthy as a result of the use of our trucks. We can back this ambition up with facts too, for example **ISUZU** has been Japan's number one truck for the past 19 years. In Africa we also hold this honour in Kenya, South Africa, Tunisia, Ethiopia, Gabon and Mauritius. A truck manufacturer does not come by these accolades by accident, it must possess exceptional qualities of durability, reliability, fuel efficiency, loading capacity, startability, manoeuvrability, drivability, stability, manufacturing quality, parts availability and maintainability.

**These are the exceptional
qualities of a true workhorse!**



The above qualities all play their part in cutting operation costs, increasing uptime and reducing downtime. This ensures the bottom line of an **ISUZU** Truck owner is always a healthy one.

ISUZU ENGINES

26 MILLION ENGINES WORLDWIDE



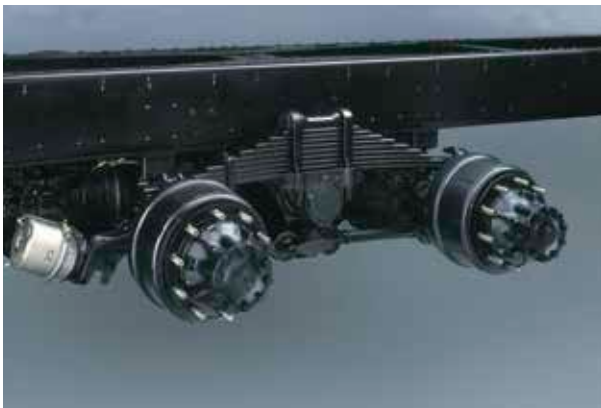
One cannot arrive at the present day quality of our engines, without having produced many of them. Since the 1936 completion of our DA4 and DA6 diesel engines, **ISUZU** has manufactured over 26 million engines. Here are some of the important aspects we've learned and perfected:

1. Bottom-end torque is important for commercial vehicle engines. To this end, **ISUZU** has ensured that our engines have superior torque from low engine speeds, allowing for easy pull away and low speed driving under load. Drivers of **ISUZU** Trucks will immediately notice how easy our vehicles are to drive, the first time they engage the clutch.
2. Peak power is also important for highway cruisers. **ISUZU** Trucks have great acceleration in a highway-speed range.
3. Having a wide range of engines for our African customers is important. We have both large displacement mechanical pump engines and smaller displacement common rail turbo engines available to meet customer's needs.

ENGINES	DISPLACEMENT	MAX. OUTPUT	MAX. TORQUE
4JB1 (EURO I)	2 771 cc	57 kW (78 PS) / 3 600 rpm	170 Nm (17.3 kgm) / 2 000 rpm
4JB1-TC (EURO II)	2 771 cc	65 kW (88 PS) / 3 400 rpm	196 Nm (20.0 kgm) / 2 000 rpm
4HG1 (EURO I)	4 570 cc	85 kW (115 PS) / 3 200 rpm	291 Nm (29.7 kgm) / 1 600 rpm
4JJ1-TC (EURO II)	2 999 cc	96 kW (131 PS) / 2 800 rpm	330 Nm (33.7 kgm) / 1 600 – 2 600 rpm
4HK1-TCN (EURO II)	5 193 cc	110 kW (150 PS) / 2 600 rpm	402 Nm (41.0 kgm) / 1 600 rpm
4HK1-TCC (EURO II)	5 193 cc	140 kW (190PS) / 2 600 rpm	510 Nm (52.0 kgm) / 1 600 rpm
4HK1-TCS (EURO II)	5 193 cc	154 kW (210 PS) / 2 600 rpm	637 – 706 Nm (65.0 – 72.0 kgm) / 1 600 rpm
6HH1-S (EURO I)	8 266 cc	143 kW (195 PS) / 2 850 rpm	490 Nm (50.0 kgm) / 1 700 rpm
6HK1-TCN (EURO II)	7 790 cc	177 kW (240 PS) / 2 400 rpm	706 Nm (72.0 kgm) / 1 450 rpm
6HK1-TCS (EURO II)	7 790 cc	206 kW (280 PS) / 2 400 rpm	882 Nm (90.0 kgm) / 1 450 rpm
6WF1-TCC (EURO II)	14 256 cc	287 kW (390 PS) / 1 800 rpm	1 863 Nm (190.0 kgm) / 1 100 rpm
6WG1-TCC (EURO II)	15 681 cc	338 kW (460 PS) / 1 800 rpm	2 256 Nm (230.0 kgm) / 900 rpm

ISUZU TRUCK CHASSIS

A TOUGH ENGINE DEMANDS A STRONG BODY



ISUZU DURABILITY

Our philosophy of “Best Balanced Reinforcement for Africa” ensures that **ISUZU** owners in Africa remain **ISUZU** owners for life. Only an **ISUZU** driver knows the true story of **ISUZU** durability in Africa. **ISUZU**. Made for Africa.

Successful truck design is not as easy as it may seem. Ensuring that individual elements and components such as the axles, chassis and propeller shafts are strong and sturdy is only the beginning. It is more important to arrive at the perfect balance of all the different components. When attempting to optimize the durability of a truck, one cannot simply strengthen one element, or in fact the whole truck, these solutions will result in decreased carrying capacity. The key is to find the correct balance of the combination of all the components of the truck.



VEHICLE STATIC PERFORMANCE

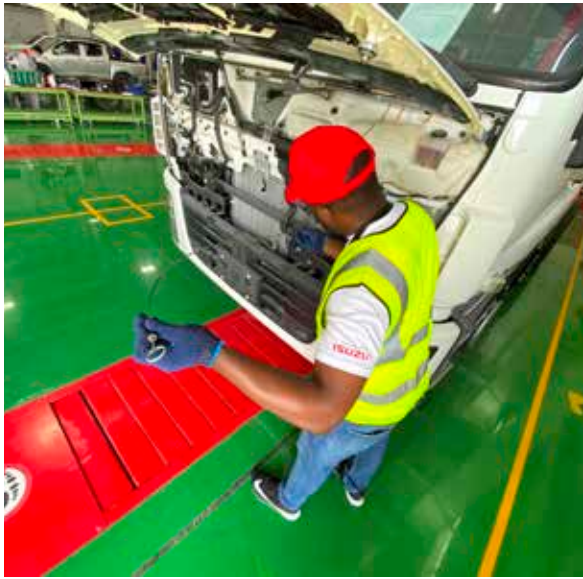
ISUZU Trucks are designed to have a Gross Axle Weight (GAW) greater than a Gross Vehicle Weight (GVW). This is one of the many reasons they can run many hundreds of thousands of kilometers. We pay the utmost attention to safety when we design our products. We like to keep our vehicles on the road at all times to ensure maximum productivity. **ISUZU** Trucks may have a high initial outlay, but when you consider their durability, quality and the Total Cost of Ownership (TCO), they make more economic sense in the long run.



VEHICLE DYNAMIC PERFORMANCE

When driving an **ISUZU** Truck, one has a sensory experience. **ISUZU** cabins and even engines have been designed with the driver in mind. We've eliminated blind spots in our cabins to give drivers more visibility on the road. What's more, **ISUZU** Trucks require minimum effort to operate and maintain stability - even when carrying a maximum payload. Low noise and vibration levels and high comfort expectations all contribute towards a pleasurable and productive **ISUZU** driving experience. This, coupled with superior build quality, gives our trucks a durable and everlasting feeling.





EASE OF MAINTENANCE

All trucks require regular maintenance to maintain optimal performance, ISUZU TRUCKS have been designed so that daily inspection, regular maintenance and quick repairs are all as easy as possible. Our specialized ISUZU technicians ensure that all ISUZU dealerships are equipped and ready for preventive maintenance, failure diagnosis, and repair in the unlikely event of a breakdown.



EVERYTHING YOU NEED





N-SERIES

OWNERSHIP THAT COMES WITH HONORS





N-SERIES

BUILT TO LAST

**PANNJU
HARDWARE**
FOR ALL BUILDING & CONSTRUCTION
CALL 07024230000

**ALL BUILDING
MATERIALS AVAILABLE
CEMENT, CHUMBA, P...**

PANNJU

NGUVU
FOR GENERAL
BUILDING AND
STRUCTURAL USE





F-SERIES

DURABILITY AND PROFESSIONALISM





F-SERIES



ISUZU

4139

CYH

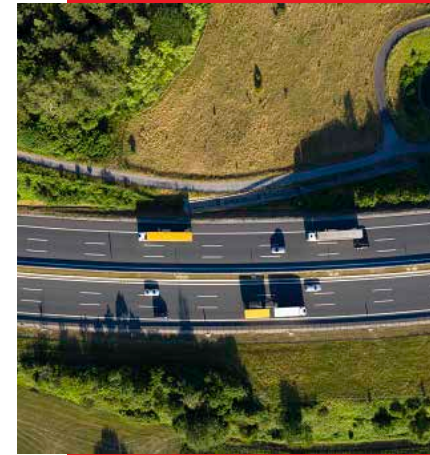
BUILT FOR HEAVY LOADS AND LONG HAULS



C&E-SERIES

EXCEPTIONAL RELIABILITY, NO COMPROMISE





C&E-SERIES

TRUE TRUST OF PARTNERSHIP





ISUZU D-MAX

WHAT IT MEANS TO OWN AN ISUZU





ISUZU mu-X

ONE-STOP SOLUTION

A TRUCK FOR ALL APPLICATIONS

Whether you're delivering refrigerated goods, doing some heavy lifting, carrying dangerous goods, collecting refuse or doing any other work that demands toughness and workman-like strength, we have the solution for your business. You're sure to find your perfect truck at an ISUZU dealership, so why not make an appointment to come in and see us?



FLEET MANAGEMENT SOLUTIONS

ISUZU CONNECT is available as a telematic system to provide drivers with remote GPS tracking. In this way problems can be detected and flexible mobile information dispatched. We are dedicated to keeping vehicles running smoothly on and off the road at all times. Time is money in business and we aim to keep your downtime to a minimum.



PARTS AVAILABILITY & AFFORDABILITY

ISUZU Trucks are known for their quality, reliability and low operational costs. ISUZU GENUINE and ISUZU BEST VALUE PARTS are designed and built to ensure your truck runs at its peak performance and stays on the road longer. We have an extensive network of dealers in Africa to supply all your parts.



FUEL EFFICIENCY & SAFETY DRIVING SEMINARS

Providing ECO DRIVE SEMINARS to save costs, ensure more safety and reduce CO₂ emissions.



ISUZU LINE-UP

FOR ALL YOUR NEEDS

ISUZU offers a full range of robust, reliable vehicles from Light to Heavy Duty Commercial trucks, luxurious SUVs as well as heavy-duty buses along with a variety of powertrains including 4x2, 4x4, 6x4 and 8x4.

	ON-ROAD	OFF-ROAD	PASSENGERS
HEAVY DUTY	 <p>C&E-SERIES</p>	 <p>C-SERIES 6X4/8X4</p>	 <p>MT-BUS SERIES</p>
MEDIUM DUTY	 <p>F-SERIES</p>	 <p>F-SERIES 4X4</p>	 <p>MR/MS-BUS SERIES</p>
LIGHT DUTY	 <p>Q&N-SERIES</p>	 <p>N-SERIES 4X4</p>	 <p>N-BUS SERIES</p>
LIGHT	 <p>D-MAX</p>	 <p>D-MAX 4X4</p>	 <p>mu-X 4X2/4X4</p>

EXPERIENCE THE BEST



Q&N-SERIES

ISUZU TRUCK SPECIFICATIONS

Series			Q				N						
Class			QLR	QMR	NLR		NMR		NPR				
Representative Model			QLR55	QMR55	NLR55	NLR85	NMR55	NMR71	NMR85	NPR71	NPR85		
GVW (ton)			4.1	5.2	3.1 / 3.3 / 4.1		3.3 / 4.1		5.2	5.5			
GCW (ton)			-		-		-		-		6.0	7.0	6.0
Driving system			4x2		4x2		4x2		4x2				
Steering Position			LHD/RHD		LHD/RHD		LHD/RHD		LHD/RHD				
Engine			4JB1		4JB1		4JB1		4JB1		4JB1		
Displacement			2771cc		2771cc		2771cc		4570cc		4570cc		
Power PS @ rpm			78 @ 3600		78 @ 3600		131 @ 2800		78 @ 3600		115 @ 3200		
Power kW @ rpm			57 @ 3600		57 @ 3600		96 @ 2800		57 @ 3600		85 @ 3200		
Torque kgm @ rpm			17.3 @ 2000		17.3 @ 2000		33.7 @ 1600		17.3 @ 2000		29.7 @ 1600		
Torque Nm @ rpm			170 @ 2000		170 @ 2000		330 @ 1600		170 @ 2000		291 @ 1600		
Generator Standard			12V-60A		12V-60A		12V-50A		24V-50A		12V-50A		
Clutch Type			Dry single plate		Dry single plate		Dry single plate		Dry single plate		Dry single plate		
Clutch Diameter (mm)			240		250		300		250		300		
Transmission Speed			5-speed		5-speed		5-speed		5-speed		5-speed		
Transmission Type			MSB-5S		MSB-5M		MSB-5S		MYY-5T		MYY-5T		
Transmission Gear Ratio			1st 5.016		1st 5.594		1st 5.016		1st 5.315		1st 5.315		
			2nd 2.672		2nd 2.814		2nd 2.672		2nd 3.053		2nd 3.053		
			3rd 1.585		3rd 1.660		3rd 1.585		3rd 1.655		3rd 1.655		
			4th 1.000		4th 1.000		4th 1.000		4th 1.000		4th 1.000		
			5th 0.770		5th 0.794		5th 0.770		5th 0.794		5th 0.721		
			Rev. 4.783		Rev. 5.334		Rev. 4.783		Rev. 5.068		Rev. 5.068		
Final Gear Diameter (mm)			244		292		244		292		292		
Final Gear Gear Ratio			5.571		6.142		4.875/5.571		5.125		6.142		
Brake Service			Hydraulic w/VAC		Hydraulic w/VAC		Hydraulic w/VAC		Hydraulic w/VAC		Hydraulic w/VAC		
Brake Parking			Mechanical, at rear of transmission		Drum brake acting on transmission output shaft		Drum brake acting on transmission output shaft		Drum brake acting on transmission output shaft		Drum brake acting on transmission output shaft		
Auxiliary Brake			Exhaust brake (OPT)		Exhaust brake (OPT)		Exhaust brake		Exhaust brake (OPT)		Exhaust brake		
Steering Power Steering			Equipped		Equipped		Equipped		Equipped		Equipped		
Axle Capacity Front (kg)			2 500		2 900		2 900		2 900		3 100		
Axle Capacity Rear (kg)			3 500		3 600		3 600		5 000		5 000		
Suspension Standard			Semi-elliptical, alloy steel leaf spring		Semi-elliptical leaf spring		Semi-elliptical leaf spring		Semi-elliptical leaf spring		Semi-elliptical leaf spring		
Frame Type			Standard		Standard		Standard		Standard		Straight		
Frame Width (mm)			800		700		700		700		850		
Frame Side Rail D x W x T (mm)			210x50x4.5		180x50x4		180x65x4		180x65x4		216x70x6		
Tire Size Standard			7.00R15-8		7.00R15-8 (Fr) / 7.50R15-12 (Rr)		7.00R15-8 (Fr) / 7.50R15-12 (Rr)		7.00R15-8		7.00R15-8		
Fuel Tank Capacity (Liter) Standard			75/100		100		75/100		75/100		100		
Body type Flat bed			o		o		o		o		o		
Body type Box van			o		o		o		o		o		
Body type Reefer van			o		o		o		o		o		
Body type Recovery			o		o		o		o		o		
Body type Tipper			o		o		o		o		o		
Body type Crane			o		o		o		o		o		
Body type Water tank			o		o		o		o		o		
Dimension & Mass CE(m)			Model WB(m) Chassis Mass (kg)		Model WB(m) Chassis Mass (kg)		Model WB(m) Chassis Mass (kg)		Model WB(m) Chassis Mass (kg)		Model WB(m) Chassis Mass (kg)		
3.0m			QLR55E 2.4 1.635		NLR55E 2.4 1.725		NLR85E 2.4 1.850		NMR55E 2.4 1.875		NMR71E 2.4 2.100		
3.7m													
4.3m			QMR55H 3.3 1.865						NMR55H 3.3 1.965		NMR71H 3.3 2.190		
4.4m									NMR85H 3.3 2.090		NPR71F 2.7 2.370		
4.9m											NPR71H 3.3 2.545		
5.0m											NPR71H 3.3 2.585		
5.6m											NPR71K 3.8 2.600		
4.4m											NPR71K 3.8 2.645		
4.8m													
5.1m													
5.6m													
6.0m													
6.1m													
6.5m													
6.8m													

N						F							
NPR		NPS		NQR		FRR			FSS				
NPR75	NPS71	NPS75	NQR71	NQR75	NQR90	FRR33	FRR90	FRR34	FSS33	FSS90			
7.0	6.0		8.0		9.5		10.4		9.0			10.0	
-	-												
4x2	4x4		4x2				4x2				4x4		
LHD/RHD	LHD/RHD		LHD/RHD			RHD	LHD/RHD			RHD		LHD/RHD	
4HK1-TCN	4HG1	4HK1-TCN	4HG1	4HK1-TCN		6HH1-S	4HK1-TCC	4HK1-TCS	6HK1-TCN	6HH1-S	4HK1-TCS		
5193cc	4570cc	5193cc	4570cc	5193cc		8226cc	5193cc	5193cc	7790cc	8226cc	5193cc		
150 @ 2600	115 @ 3200	150 @ 2600	115 @ 3200	150 @ 2600		195 @ 2850	190 @ 2600	210 @ 2600	240 @ 2400	195 @ 2850	210 @ 2600		
110 @ 2600	85 @ 3200	110 @ 2600	85 @ 3200	110 @ 2600		143 @ 2850	140 @ 2600	154 @ 2600	177 @ 2400	143 @ 2850	154 @ 2600		
41.0 @ 1600	29.7 @ 1600	41.0 @ 1600	29.7 @ 1600	41.0 @ 1600		50 @ 1700	52 @ 1600	65 @ 1600	72 @ 1450	50 @ 1700	65 @ 1600		
402 @ 1600	291 @ 1600	402 @ 1600	291 @ 1600	402 @ 1600		490 @ 1700	510 @ 1600	637 @ 1600	706 @ 1450	490 @ 1700	637 @ 1600		
24V-50A	24V-50A		24V-50A			24V-40A	24V-50A			24V-40A	24V-50A		
Dry single plate	Dry single plate		Dry single plate			Dry single plate			Dry single plate				
325	300	325	300	325		350			380	350			
6-speed	5-speed		5-speed		6-speed			6-speed			6-speed		
MY-6S	MY-5T		MY-5T		MY-6S			MZW6P			MLD6D	MZW6P	
1st 5.979	1st 5.315	1st 5.979	1st 5.315	1st 5.979		1st 6.615	1st 6.369	1st 6.615			1st 7.166	1st 6.615	
2nd 3.434	2nd 3.053	2nd 3.053	2nd 3.053	2nd 3.434		2nd 4.095	2nd 3.767	2nd 4.095			2nd 4.526	2nd 4.095	
3rd 1.862	3rd 1.655	3rd 1.655	3rd 1.655	3rd 1.862		3rd 2.359	3rd 2.385	3rd 2.359			3rd 2.919	3rd 2.359	
4th 1.297	4th 1.000	4th 1.000	4th 1.000	4th 1.297		4th 1.532	4th 1.442	4th 1.532			4th 1.954	4th 1.532	
5th 1.000	5th 0.721	5th 0.721	5th 0.721	5th 1.000		5th 1.000	5th 1.000	5th 1.000			5th 1.254	5th 1.000	
6th 0.759	Rev. 5.068	Rev. 5.068	Rev. 5.068	6th 0.759		6th 0.722	6th 0.720	6th 0.722			6th 1.000	6th 0.722	
Rev. 5.701				Rev. 5.701		Rev. 6.615	Rev. 6.369	Rev. 6.615			Rev. 7.276	Rev. 6.615	
320	320		320			368			366(front)/368(rear)				
4.777	6.142	5.125	6.833	4.777		5.125	5.125	4.875	4.333	5.571			
Hydraulic w/VAC	Hydraulic w/VAC		Hydraulic w/VAC		Full Air			Air Over Hydraulic			Air Over Hydraulic		
Drum brake acting on transmission output	Drum brake acting on transmission output shaft		Drum brake acting on transmission output shaft		Spring brake acting on rear wheels			Drum brake acting on transmission output shaft			Drum brake acting on transmission output shaft		
Exhaust brake	Exhaust brake		Exhaust brake			Exhaust brake			Exhaust brake				
Equipped	Equipped		Equipped			Equipped			Equipped				
3 100	2 800		3 300	3 100		3 600			3 900				
6 600	6 600		6 600			7 700			7 500	7 500	7 700		
Semi-elliptical leaf spring	Semi-elliptical leaf spring		Semi-elliptical leaf spring			Semi-elliptical leaf spring			Semi-elliptical leaf spring				
Straight	Straight		Straight			Straight			Straight				
850	850		850			840			840				
216x70x6	216x70x6		216x70x6			225x60x6			229x61x8				
7.50R16-10	7.50R16-10L	7.50R16-10L	7.50R16-14	7.50R16-14	215/65R17.5	8.25R16-128	8.25R16-128	8.25R16-128	8.25R16-128	11.00R20-16	11.00R20-16	8.25R20-14	
100	100		100			200			200				
o	o	o	o	o	o	o	o	o	o	o	o	o	
o	o	o	o	o	o	o	o	o	o	o	o	o	
o	o	o	o	o	o	o	o	o	o	o	o	o	
o	o	o	o	o	o	o	o	o	o	o	o	o	
o	o	o	o	o	o	o	o	o	o	o	o	o	
o	o	o	o	o	o	o	o	o	o	o	o	o	
Model WB(m) Chassis Mass (kg)	Model WB(m) Chassis Mass (kg)		Model WB(m) Chassis Mass (kg)			Model WB(m) Chassis Mass (kg)			Model WB(m) Chassis Mass (kg)				
NPR75F 2.7 2.490	NPS71H 3.3 2.830	NPS75H 3.3 2.910	NQR71H 3.3 2.660	NQR75H 3.3 2.720									
NPR75H 3.3 2.665			NQR71K 3.8 2.700	NQR75K 3.8 2.760									
NPR75K 3.8 2.705			NQR71L 4.1 2.785	NQR75L 4.1 2.845	NQR90L 4.1 2.990								
						FRR33J 3.7 3.300	FRR90J 3.7 3.160	FRR90J 3.7 3.200	FRR34J 3.7 3.410	FSS33J 3.8 4.500	FSS90J 3.8 4.275	FSS90J 3.7 4.195	
							FRR90L 4.3 3.190	FRR90L 4.3 3.225	FRR34L 4.3 3.480				
						FRR33N 4.8 3.385	FRR90M 4.6 3.215	FRR90M 4.6 3.245	FRR34N 4.8 3.515				
							FRR90N 4.9 3.260	FRR90N 4.9 3.295					
							FRR90Q 5.3 3.280	FRR90Q 5.3 3.305					

ISUZU TRUCK SPECIFICATIONS C&E-SERIES

Series			C						E								
Class			FVM		FVZ		CVZ		CVH		EXR						
Representative Model			FVM34		FVZ34		CVZ51		CVH51		EXR51			EXR52			
GVW (ton)			25.0		25.0		33.0		41.0		42.0			20.0			
GCW (ton)			-		-		-		-		42.0			45.0			
Driving system			6x2		6x4		6x4		8x4		4x2			4x2			
Steering Position			LHD/RHD				LHD/RHD		LHD/RHD		LHD/RHD			LHD			
Engine			6HK1-TCN		6HK1-TCS		6WF1-TCC		6WF1-TCC		6WF1-TCC			6WG1-TCC			
Displacement			7790cc		7790cc		14256cc		14256cc		14256cc			15681cc			
Power			PS @ rpm		240 @ 2400		280 @ 2400		390 @ 1800		390 @ 1800			460 @ 1800			
kW @ rpm			177 @ 2400		206 @ 2400		287 @ 1800		287 @ 1800		287 @ 1800			338 @ 1800			
Torque			kgm @ rpm		72 @ 1450		90 @ 1450		190 @ 1100		190 @ 1100			230 @ 900			
Nm @ rpm			706 @ 1450		882 @ 1450		1863 @ 1100		1863 @ 1100		1863 @ 1100			2256 @ 900			
Generator			Standard		24V-50A		24V-60A		24V-60A		24V-60A			24V-60A			
Clutch			Type		Dry single plate		Dry single plate		Dry twin plate		Dry single plate		Dry twin plate		Dry twin plate		
Diameter (mm)			380		430		390		430		390		390				
Transmission			Speed		6-speed		9-speed		7-speed		16-speed		7-speed		16-speed		
Type			ZF6S1000		ZF9S1110		MJT7S		MJX16P		MJT7S		MJX16P		MJX16P		
Gear Ratio			1st 6.753		Crawler 9.479		[Low]		[Low]		[Low]		[Low]		[Low]		
			2nd 3.598		1st 6.576		1st 6.833		1st 14.012		1st 6.833		1st 14.012		1st 14.012		
			3rd 2.125		2nd 4.678		2nd 4.734		2nd 9.931		2nd 4.734		2nd 9.931		2nd 9.931		
			4th 1.390		3rd 3.478		3rd 2.783		3rd 6.839		3rd 2.783		3rd 6.839		3rd 6.839		
			5th 1.000		4th 2.617		4th 1.822		4th 4.583		4th 1.822		4th 4.583		4th 4.583		
			6th 0.780		5th 1.307		5th 1.307		5th 3.057		5th 1.307		5th 3.057		5th 3.057		
			Rev. 6.060		6th 1.354		6th 1.000		6th 2.167		6th 1.000		6th 2.167		6th 2.167		
					7th 1.000		7th 0.728		7th 1.492		7th 1.492		7th 1.492		7th 1.492		
					8th 0.752		8th 1.000		8th 1.000		8th 1.000		8th 1.000		8th 1.000		
					Rev. 8.967		Rev. 6.327		Rev. 12.582		Rev. 6.327		Rev. 12.582		Rev. 12.582		
									[High]		[High]		[High]		[High]		
									1st 11.341		1st 11.341		1st 11.341		1st 11.341		
									2nd 8.038		2nd 8.038		2nd 8.038		2nd 8.038		
									3rd 5.535		3rd 5.535		3rd 5.535		3rd 5.535		
									4th 3.709		4th 3.709		4th 3.709		4th 3.709		
									5th 2.474		5th 2.474		5th 2.474		5th 2.474		
									6th 1.754		6th 1.754		6th 1.754		6th 1.754		
									7th 1.207		7th 1.207		7th 1.207		7th 1.207		
									8th 0.809		8th 0.809		8th 0.809		8th 0.809		
Final Gear			Diameter (mm)		445		445		445		470		485		470		
Gear Ratio			Standard		6.143		5.571		5.125		4.556		4.875		4.333		
Brake			Service		Full Air		Full Air w/ABS		Full Air w/ABS		Full Air w/ABS		Full Air w/ABS		Full Air w/ABS		
Parking			Spring brake acting on rear wheels		Spring brake acting on rear wheels		Spring brake acting on rear wheels		Spring brake acting on rear wheels		Spring brake acting on rear wheels		Spring brake acting on rear wheels		Spring brake acting on rear wheels		
Auxiliary Brake			Exhaust brake		Exhaust brake		Exhaust brake		Exhaust brake		Exhaust brake		Exhaust brake		Exhaust brake		
Steering			Power Steering		Equipped		Equipped		Equipped		Equipped		Equipped		Equipped		
Axle			Capacity		Front (kg)		6 300		7 500		7,500 x 2		7 500		7 500		
			Rear (kg)		21 000		26 000		26 000		26 000		13 000		13 000		
Suspension			Standard		Semi-elliptical leaf spring		Taper leaf suspension/Multi leaf suspension		Taper leaf suspension/Multi leaf suspension		Taper leaf suspension/Multi leaf suspension		Taper leaf suspension/Multi leaf suspension		Taper leaf suspension/Multi leaf suspension		
Frame			Type		Straight		Heavy Duty (double channel)		Heavy Duty (double channel)		Heavy Duty (double channel)		Standard (single channel)		Standard (single channel)		
Width			Width (mm)		850		850		850		850		850		850		
Side Rail			D x W x T (mm)		258x85x10		320x90x 8+7		320x90x 8+7		320x90x 8+7		285x85x7		285x85x7		
Tire Size			Standard		10.00R20-14		315/80R22.5		315/80R22.5		315/80R22.5		315/80R22.5		315/80R22.5		
Fuel Tank Capacity (Liter)			Standard		200		200/400		200/400		200/400		550		550		
Body type			Flat bed		o		o		o		o		o		o		
			Box van		o		o		o		o		o		o		
			Reefer van		o		o		o		o		o		o		
			Recovery		o		o		o		o		o		o		
			Tipper		o		o		o		o		o		o		
			Crane		o		o		o		o		o		o		
			Concrete mixer		o		o		o		o		o		o		
			Concrete pump		o		o		o		o		o		o		
			Water tank		o		o		o		o		o		o		
			Tractor head		o		o		o		o		o		o		
Dimension & Mass			CE(m)		Model WB(m) Chassis Mass (kg)		Model WB(m) Chassis Mass (kg)		Model WB(m) Chassis Mass (kg)		Model WB(m) Chassis Mass (kg)		Model WB(m) Chassis Mass (kg)		Model WB(m) Chassis Mass (kg)		
			5.5m		FVM34T 6.3 6,720		FVM34T 6.3 6,820		FVZ34P 5.0 7,060								
			7.6m				FVZ34T 6.3 7,305										
			5.9m						CYZ51M 4.5 8,460		CYZ51M 4.5 8,555						
			6.1m						CYZ51P 4.8 8,565		CYZ51P 4.8 8,665						
			7.6m						CYZ51Q 5.2 9,170		CYZ51Q 5.2 9,255						
			7.1m								CYH51S 5.8 9,610		CYH51S 5.8 9,710				
			8.6m								CYH51W 6.7 10,090						
			9.0m														
			3.8m														
			4.5m														
											EXR51F 3.6 6,740		EXR51F 3.6 6,795		EXR51F 3.6 6,740		
													EXR51F 3.6 6,795		EXR52F 3.6 6,980		
															EXR52F 3.6 6,980		

BUS-SERIES

ISUZU TRUCK SPECIFICATIONS

Series			BUS											
Class			NPR		NQR			MR190	MS190	MT134				
Representative Model			NPR71K	NPR71K	NQR71L	NQR75M	NQR75L	MR190	MS190	MT134Q ^{AOH}	MT134S ^{AOH}	MT134Q ^{F/Air}	MT134S ^{F/Air}	
GVW (ton)			7.0		8.5			10.0	11.0	14.5				
Driving system			4x2											
Steering Position			LHD/RHD			LHD	RHD	LHD/RHD						
Reference Seating Capacity			26		30			36	39	45	49	45	49	
Recommended Body Type			MID DOOR					TOP (FRONT) DOOR						
Cab type *)			CAB-LESS	SKELETON CAB	CAB-LESS	SKELETON CAB		CAB-LESS						
Engine			4HG1			4HK1-TCN		4HK1-TCC	4HK1-TCS	6HK1-TCN				
Displacement			4570cc			5193cc				7790cc				
Power			PS @ rpm		115 @ 3200		150 @ 2600		190 @ 2600	210 @ 2600		240 @ 2400		
			kW @ rpm		85 @ 3200		110 @ 2600		140 @ 2600	154 @ 2600		177 @ 2400		
Torque			kgm @ rpm		29.7 @ 1600		41.0 @ 1600		52 @ 1600	65 @ 1600		72 @ 1450		
			Nm @ rpm		291 @ 1600		402 @ 1600		510 @ 1600	637 @ 1600		706 @ 1450		
Generator			Standard		24V-50A		24V-50A		24V-60A	24V-90A		24V-60A		
			Option		24V-80A		24V-80A		24V-90A	-		24V-90A		
Clutch			Type			Dry single plate								
			Power Assist			-								
			Diameter (mm)			300	325			350	Equipped			
Transmission			Speed		5-speed			6-speed						
			Type		MYY-5T			MYY-6S		MZZ6W	MZW6P			
			Gear Ratio		5.315 / 3.053 / 1.665 / 1.000 / 0.721 / Rev. 5.068			5.979 / 3.434 / 1.862 / 1.297 / 1.000 / 0.759 / Rev. 5.701		6.369 / 3.767 / 2.385 / 1.442 / 1.000 / 0.720 / Rev. 6.369	6.615 / 4.095 / 2.358 / 1.531 / 1.000 / 0.722 / Rev. 6.615			
			1st / 2nd / 3rd / 4th / 5th / (6th) / Reverse											
Final Gear			Diameter (mm)		320			368		394				
			Gear Ratio		6.142		5.857		4.777		5.857		5.125	
			Standard Option		-		-		6.143 / (5.571 for 235/75R17.5)		4.875		5.125 / 5.857 / 6.143	
Brake			Service		Hydraulic w/VAC			Hydraulic w/HBB			Air Over Hydraulic		Full Air w/ABS	
			Parking		Drum brake acting on transmission output shaft							Spring brake acting on rear wheels		
			Auxiliary Brake		Exhaust Brake									
Steering			Power steering			Equipped								
Axle			Capacity		3 100			3 600		4 100		6 300		
			Front (kg)		6 600			7 700		9 200				
			Rear (kg)											
Suspension			Semi-elliptical leaf spring					Semi-elliptical leaf spring with stabilizer						
			Semi-elliptical leaf spring					Semi-elliptical leaf spring [OPT. with stabilizer]						
Frame			Type		Straight									
			Width (mm)		850			840		850				
			Side rail		216 x 70 x 6			225 x 70 x 6.0+4.5		254 x 85 x 8.0+4.5				
Tire size			Standard		7.50R-16-10			7.50R-16-14		8.25R16-14	235/75R17.5		10.00R20-16	
			Option		-			-		235/75R17.5	-		11R22.5-14/16	
Fuel Tank Capacity (liter)			100					200						
Dimension & Mass														
Wheelbase (mm)			WB	3 815	4 175	4 475	4 175	4 700		5 500	6 000	5 500	6 000	
Overall Length (mm)			OAL	6 635			7 325		7 785	7 325	8 300	8 580	10 550	11 450
Rear Axle Width (mm)			BW	2 125			2 155		2 165	1 820				
Overall Height (mm)			OH	-	2 265	-	2 275		2 100	2 070	2 075	2 080	2 075	2 080
Front Overhang (mm)			FOH	1 152	1 110	1 152	1 080	1 080	1 100	1 380	2 050			
Rear Overhang (mm)			ROH	1 710	1 710	2 070	2 230	2 070	2 500		3 000	3 400	3 000	3 400
Front Tread (mm)			AW	1 680			1 795		1 790	1 980				
Rear Tread (mm)			CW	1 650			1 660		2 435					
Chassis Rear end Height (mm)			EH	830			925		890	1 005				
Rear Ground Clearance (mm)			HH	180			225		185	255				
Chassis Mass (kg)				2 415	2 545	2 545	2 775	2 745	3 030	3 095	4 590	4 660	4 595	4 670

*) The CAB-LESS shall mean a bus chassis excluding a cabin. There are some temporarily structures installed on the bus chassis such as a simple floor panel, a steel driver's seat and a provisional structure to support a meter cluster.

The SKELETON CAB consists of cab excludes windshield, doors, passenger seat, center seat, back panel trim, sun visor, front bumper, and radiator grille.



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