

ISUZU

NL/NM/NN/NP

Light-Duty Trucks GVW 3.5-7.5ton

Trucks for life
ISUZU

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Note: Actual vehicle body colors may vary slightly from the colors in the photographs printed in the catalog.

ISUZU MOTORS LIMITED

6-26-1, Minami-oi, Shinagawa-ku, Tokyo, 140-8722, Japan
Tel: 81-3-5471-1332 Fax: 81-3-5471-1286
www.isuzu.co.jp/world/

Catalog No. E2007-0-N Series Oct. 2007
Printed in Japan



Front cover

ISUZU N-SERIES

Nothing but ISUZU

Over the years, one truck has always led the way, defining what trucks should be in a constant evolutionary process of inspired change. ISUZU N-Series.

Today, yet again, ISUZU innovation brings the truck of the future to the peoples of the world.

A truly global standard, based not on Japanese benchmarks but designed to offer a new dimension of performance in every aspect: styling, safety, economy and care for the environment.

Creating the next-generation global standard, as only ISUZU can.

NL/NM/NN/NP

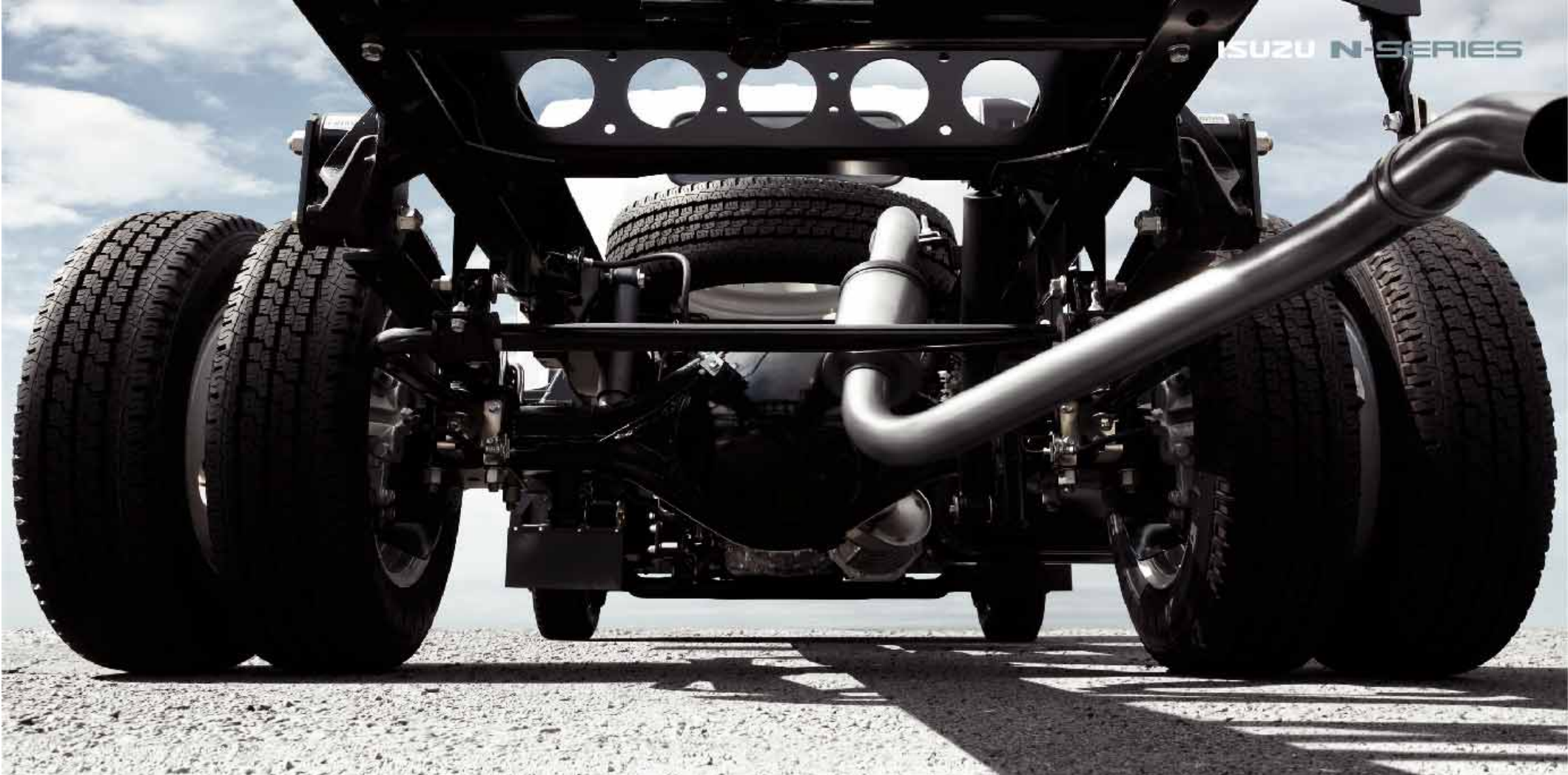


Proud and Professional

The goal: a tool for the professional. A truck that is simple and functional both inside and out with no unnecessary elements. Cutting-edge digital design analysis has led to dramatic improvements in driver safety and comfort.

ISUZU N-SERIES





Born to Work

High output and superb fuel efficiency: ISUZU diesel technology pioneers new territory. Durability and reliability are also taken to a higher level. In combination with a stronger and lighter chassis, power and strength for any job can be assured.



Endless Emotion

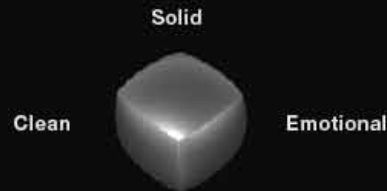
To set a new world standard for light-duty trucks; ISUZU's guiding principle. The promise of pride and comfort for drivers, economical performance and reliability for management. Quiet and clean and gentle on the environment, with a striking appearance, providing an image that would make any company proud.

Solid & Sculpted



Boxy cab: upright front pillars and side body, a design of functional beauty that is both aerodynamic and makes efficient use of space.

Hexa-Pod



The design philosophy embodied by all ISUZU trucks: a "slightly enlarged hexahedron."
 * The concept is "Solid, Clean and Emotional," or functional beauty that tolerates no unnecessary lines, facets or frame elements.



Standard cab

Wide cab

Professional styling for a professional tool

The styling is simple and powerful for timeless appeal. Aggressively delineated front-end components and a six-hole continental grille—the identifying mark of ISUZU vehicles—make a distinctive statement.



Cubicle form (high cab/wide cab)

The windshield and side windows are designed for maximum verticality, creating a boxy cab that optimises both aerodynamic performance and interior space in comparison with previous models.



In pursuit of aerodynamic perfection

The aerodynamic front corners and roof cut air resistance especially when rear van bodies are mounted, contributing to better fuel economy.



Improved cooling performance

Computer analysis and actual testing of vehicles ensure that the cooling system is more than a match for the high performance of engines and emission treatment systems.



Excellent platform accessibility

The upright front pillars allow doors to open to a wide angle and provide a larger door opening for effortless cab access. Also contributing to platform accessibility are the longer steps and expanded floor areas.



Vertical outside handles

Vertical handles make it easier to access tall vehicles. In addition, grips are designed to accommodate thick gloves.

"N" ADVANTAGE

Drivers are constantly climbing in and out of delivery vehicles, and accessibility is closely connected to driver fatigue, efficiency and safety. When developing N-Series, project staff rode in general delivery vehicles and realised the importance of platform accessibility. This hands-on experience is reflected in N-Series design.

Less Weight, Total Potential

Small-displacement engines which at the same time realise high output, clean emissions and superb fuel economy: these next-generation engines raise overall vehicle efficiency.



Shown is 4JJ1-TCS

ISUZU NEXT-GENERATION DIESEL D-CORE

The next-generation series of highly efficient diesel engines based on ISUZU concepts, technologies and performance: D-CORE will be at the heart of diesel engines in the years to come.

4JJ1-TCS intercooler turbo diesel engine

In order to achieve both environmental and cost-effective performance, torque per unit of displacement is raised to the maximum possible level whilst reducing engine weight and size. The result is high output: 110kW, a starting figure that overturns conventional thinking about the possibilities of 3-litre engines. Moreover, the fundamental structure is more rigid to ensure a high level of reliability and durability as well as quiet operation. Original ISUZU electronic control precisely creates the ideal conditions for combustion in any driving circumstance for clean emissions without compromising power.

4JJ1-TCS

Direct-injection DOHC turbo diesel
 • Displacement 2,999cc
 • Max. Output 110kw/2,800rpm
 • Max. Torque 375N•m/1,600-2,800rpm

4HK1-TCN

Direct-injection SOHC turbo diesel
 • Displacement 5,193cc
 • Max. Output 140kw/2,600rpm
 • Max. Torque 513N•m/1,600-2,600rpm



Common-rail ultra-high-pressure fuel injection system

Electronic control precisely injects fuel at extremely high pressure in 1/1000 second units and determines optimal injection amounts, reducing NOx and particulate matter (PM).



VGS turbo

By varying the turbo entry area, turbocharging is more efficient at low revs. This brings a number of benefits, including improvement of low-speed acceleration, better fuel economy and a reduction in PM.



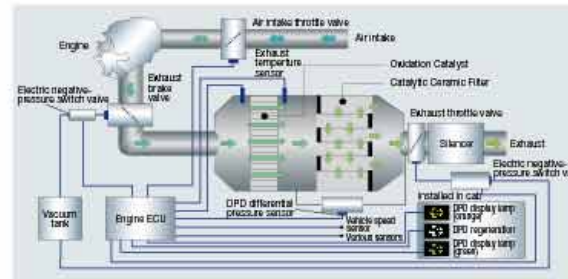
16-valve DOHC

Valve operation is accurately timed even at high revs, increasing air intake and discharge from cylinders, thereby raising intake and exhaust efficiency. These optimal combustion conditions reduce PM and black smoke whilst raising fuel economy.



Large-volume cooled EGR

Exhaust gases are cooled and mixed with intake air for re-combustion. Optimising the cooling temperature and increasing the rate and capacity of the exhaust gas recirculation (EGR) system reduce NOx without detracting from fuel economy.



DPD (Diesel Particulate Defuser)

PM collected by a ceramic filter is efficiently burned using ISUZU's original exhaust temperature control, and the filter is regenerated.

Filter regeneration is done automatically whilst driving, yet depending on conditions, manual regeneration may be required at idle.



Manual transmissions

Transmissions are carefully matched to engine characteristics. Performance is both powerful and economical; a high level of reliability and durability is guaranteed.

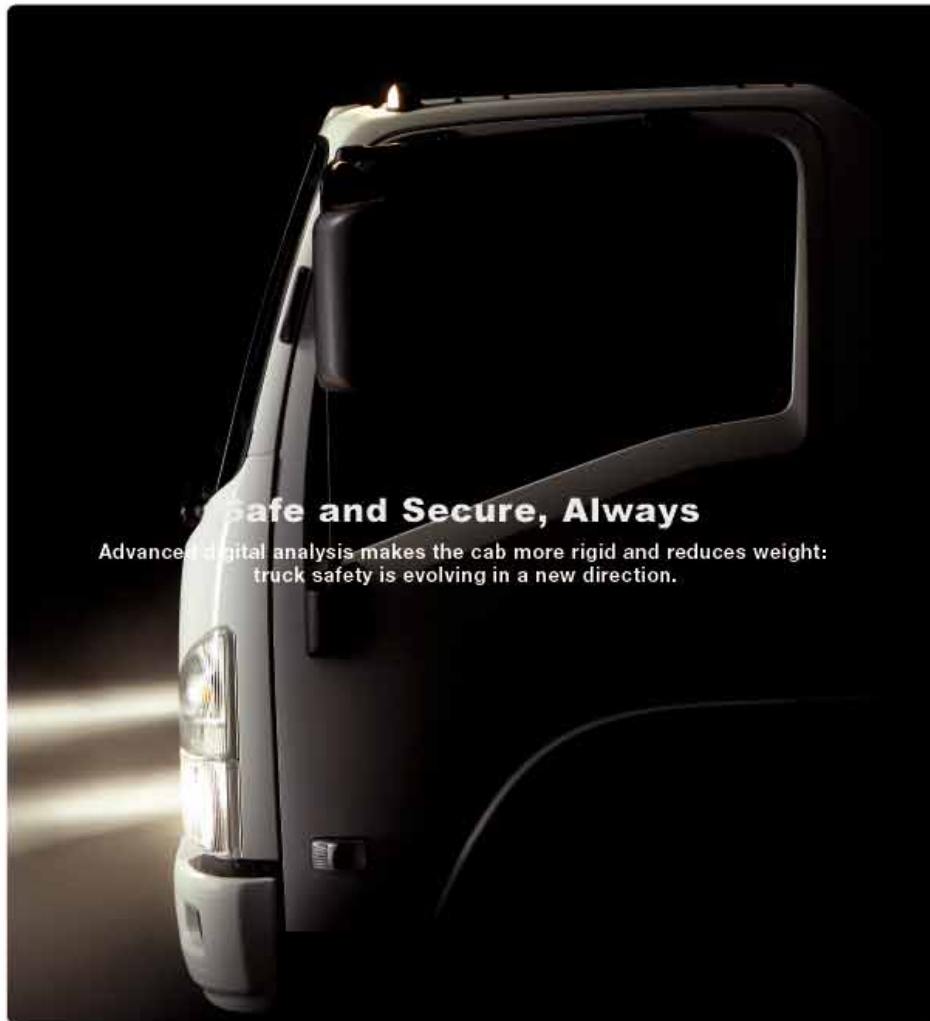


The fuel-efficient, easy-drive system: NEES2

Based on a manual transmission, NEES2—New Ecofriendly Easy Shift—offers complete electronic control for easy, automatic gear shifting or a choice of sequential manual shifting. NEES2 does away with the clutch pedal, and its Econo mode provides automatic shifting, changing gears as necessary to maximize fuel efficiency. Fuel economy and engine braking power are both equivalent to vehicles equipped with manual transmissions, and maintenance costs associated with a clutch are eliminated. NEES2 promises a wide range of cost benefits.

"N" ADVANTAGE

ISUZU is committed to reducing CO₂, one of the main cause of global warming. To meet this goal, the performance of 3-litre engines is being raised to the level of existing 5-litre engines. The secret to high output and fuel efficiency is advanced supercharging. Instead of simply increasing supercharging pressure, power and torque per displacement are boosted by increases in the rate of supercharging, fuel injection pressure and EGR rate.



Safe and Secure, Always

Advanced digital analysis makes the cab more rigid and reduces weight: truck safety is evolving in a new direction.

The highly rigid cab brings the highest level of collision safety to cab-over vehicles. Door waist areas are reinforced and the frame is strengthened to maintain the integrity of the cab, forming a protective cocoon that limits injury in the event of accident.



PASSIVE SAFETY



Dual SRS airbags

The dual SRS airbags instantly inflate to protect the face and head during an accident. Moreover, the steering wheel absorbs impact forces,



changing shape to lessen shock to the upper body.



Load-limiter pretensioner seatbelts

Seatbelts are immediately tightened at the time of collision to provide secure restraint. When force exceeds a certain level, a load limiter loosens the seatbelt to reduce the risk of driver injury.



Knee bolster

The structure absorbs shock directed at the right knee and allows the left knee to swing outward.

*SRS stands for Supplemental Restraint System, or devices which help to protect the crew. *SRS airbags are not activated when frontal impact force is below a certain level or by side collision, rear-end collision, rollover and further collision after activation. *SRS airbags are designed to supplement seatbelts and do not offer the same protection when seatbelts are not used. Make sure to buckle up even when driving vehicles equipped with SRS airbags.

ACTIVE SAFETY



Multi-reflector halogen headlamps

Clear resin lenses and step reflectors provide outstanding illumination over a broad area to improve nighttime visibility and safety.



Front and rear disk brakes

Control is improved through superior heat dispersion and eliminating brake fade.

(Rear drum brakes are standard on NL and NP75 models.)

Antilock braking system with EBD

Electronic brake distribution (EBD) controls the front and rear brakes according to payload whilst the antilock braking system (ABS) stabilizes the vehicle by preventing wheel lockup when braking on slippery surfaces. In combination, EBD and ABS enable safe maneuvering to avoid emergency situations.

* Whilst ABS reduces the burden on drivers and improves safety, it cannot compensate for irresponsible driving. Safe driving is the duty of every driver, whether in ABS-equipped or non-ABS vehicles.

Engine-control ASR system

Acceleration slip regulation (ASR) limits excessive engine output on slick road surfaces to prevent wheel spin from sudden starts or acceleration. Operation is smooth even on icy, snow-covered and wet roads.

Hydro assist braking (HAB)

In the event of abnormality in the rear-brake air pressure, the HAB system uses hydraulic brake pressure to assist with control, ensuring safety when the vacuum booster is defective.

In normal driving, HAB provides more braking power.

SECURITY



Immobilizer

This electronic locking system improves security.

The engine can be started only when the electronic codes of the key, keyhole and engine all match.

"N" ADVANTAGE

Not only does N-Series have a wide field of visibility, it offers the advantage of smoothly flowing views from front to side, helping drivers to maintain their focus. Easy cab access and simplified operation also go a long way toward reducing driver fatigue, which in turn helps to prevent accidents before they happen.



The Ultimate Workspace

Step up and experience the ultimate mobile office. With excellent accessibility, the cabin is a full-featured workspace designed for maximum utility, safety and comfort.



The instrument panel uses a "hard wave" motif to expand the sense of interior space. Curved cockpit surfaces are designed to fit natural hand movements and put controls at drivers' fingertips. Even the form and angle of switches are carefully considered, resulting in a dramatic improvement in operability.



LED meters

Meter panel graphics are totally renewed and incorporate ISO-compliant warning symbols. Meters are also easier to read, allowing drivers to confirm vehicle status at a glance. Moreover, LED lighting uses less electrical power, and lamps have a long service life.



More space for DIN devices

Vehicles are being equipped with more devices that use DIN connectors, and there is plenty of room to neatly install information terminals and audio equipment.

"N" ADVANTAGE

The N-Series cockpit is a worksite for professionals, and reducing driving fatigue was a primary objective in cabin redesign. For example, the size and position of pedals were determined only after real-world tests with drivers wearing work boots and cold-weather footwear. The alignment of the steering column and seat centre point was also optimised. Even down to the smallest detail, N-Series does not compromise on design integrity.



Standard cab



Wide cab

The Freedom of Comfort

The new global standard of expanded cabin space: unprecedented comfort and freedom.



Optimising the driving position

The driving position can be tailored to match drivers of any stature by adjusting the tilt/telescopic steering and seat, which features a longer slide length and wider range of recline adjustment. Seat cushions provide superior comfort whilst a new, flatter seat surface makes getting in and out of the cab easier.



Wide crewcab rear seat

"N" ADVANTAGE

The new size of the standard cab is a direct response to global needs. Upright front pillars significantly expand interior space: three adults can now ride comfortably even in the standard cab model. The interior colour scheme is designed not only to enhance the cabin atmosphere, but also to hide the dirt that comes with the hard work. N-Series is built for long years of enjoyment and service.

Ready for Business

Convenient features and plenty of storage space:
N-Series is comfortable and efficient, and ready for business.



Header tray



Door pockets



Driver's seatback pocket



Centre seat back tray



Centre console box



Convenient hook



Card holder



Cup holders



Assist grips



Large guard bar



Driver's seat sunvisor



Power window switch
(automatic open, manual close)



Exhaust brake



Column combination switches



Keyless entry



Tilt cab

A Truck for Every Application

There is a wide variety of rear bodies, application-specific models and modifications to choose from, depending on the specialised needs of your business.



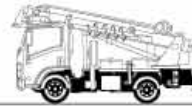
Power Tailgate



Vehicle Transporter



Dumper



Earth Auger



Cesspit Emptier



Road Sweeper



Aerial Platform



Wrecker



Tanker



Refuse Truck



Crane / Cargo



Refrigerated Van

"N" ADVANTAGE

To support professionals in their work, storage in the N-Series is significantly expanded, eliminating the unsafe practice of carelessly placing items on the instrument panel or haphazardly adding equipment. In N-Series, there is a place for everything drivers need to get the job done.

Standard Cab

EXTERIOR COLOR



4JJ1-TCS
Max. output 110kW/2,800rpm
Max. torque 375N·m/1,600-2,800rpm

► **NL** GVW 3,500kg



4JJ1-TCS
Max. output 110kW/2,800rpm
Max. torque 375N·m/1,600-2,800rpm

► **NL** GVW 3,500kg



4JJ1-TCS
Max. output 110kW/2,800rpm
Max. torque 375N·m/1,600-2,800rpm

► **NM** GVW 5,020kg

Wide Cab

ISUZU N-SERIES

EXTERIOR COLOR



4JJ1-TCS
Max. output 110kW/2,800rpm
Max. torque 375N·m/1,600-2,800rpm

► **NN** GVW 3,500kg



4JJ1-TCS
Max. output 110kW/2,800rpm
Max. torque 375N·m/1,600-2,800rpm

4HK1-TCN
Max. output 140kW/2,600rpm
Max. torque 513N·m/1,600-2,600rpm

► **NP** GVW 5,020kg / 6,200kg / 7,500kg

Crewcab



4JJ1-TCS
Max. output 110kW/2,800rpm
Max. torque 375N·m/1,600-2,800rpm

4HK1-TCN
Max. output 140kW/2,600rpm
Max. torque 513N·m/1,600-2,600rpm

► **NL** GVW 3,500kg **NN** GVW 3,500kg **NP** GVW 5,020kg / 6,200kg / 7,500kg