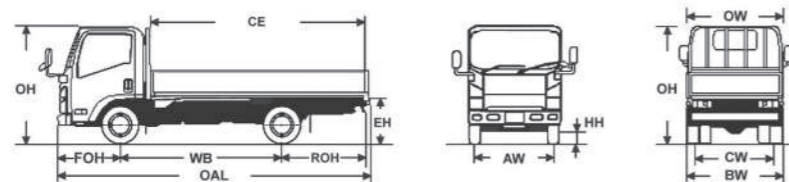


MODEL	NMR85UF5A	NMR85UH5A	NNR85UH4A	NPR85UH5A	NPR75UH5A	NPR75UKA	NPR75UK5W	NQR75UK5A	NQR75UL5A
Gross Vehicle Weight (GVW) kg	5,000		4,800	5,000		7,500		8,500	
<b>ENGINE</b>									
Model	4JJ1-TCS				4HK1-TCC				
Type	4 Cycle, in-Line DOHC, Fuel Rail Electronic Controlled Injection, Water-cooled, Intercooled Turbo Charged with EGR				4 Cycle, In-Line SOHC, Fuel Rail Electronic Controlled Injection, Water-Cooled, Intercooled Turbo Charged with EGR				
No. of Cylinder	4				4				
Displacement(cc)	2,999				5,193				
Bore x Stroke (mm)	95 X 105				115 X 125				
Compression Ratio	16.5 : 1				16.5 : 1				
Max. Output (ISO gross) kW (PS)/rpm	110(150)/2,800				140(190)/2,600				
Max. Torque (ISO gross) Nm (kgm)/rpm	375(38)/1,600 - 2,800				510 (52)/1,600				
Emission Control	Euro 6								
<b>CHASSIS</b>									
Transmission	Type	Manual Transmission, 5 Forward Speed with Overdrive / Smoother (Automated Manual Transmission), 6 Forward Speed with Overdrive			Smoother (Automated Manual Transmission) / Manual Transmission, 5 Forward Speed with Overdrive		Smoother (Automated Manual Transmission) / Manual Transmission, 6 Forward Speed with Overdrive		
Final Gear	Type	Single Reduction Hypoid Gear							
	Ratio	MT: 5.125 / Smoother: 4.300		4.3	4.556		4.1	MT: 4.556 / Smoother: 4.777	
Brakes	Service	Power Vacuum Servo Assisted Hydraulic Dual Circuit							
	Front	Disc							Drum
	Rear	Drum							
	Parking	Mechanical Expanded type at Rear of Transmission							
	Auxiliary	Exhaust Brake Electro-Pneumatic Control with Butterfly Valve in Exhaust Pipe							
Steering	Type	Recirculating Ball Nut Type with Integrated Power Assisted							
	Gear Ratio	18.9 : 1							
Axle	Front	Type	Reverse Elliot I-beam						
		Capacity	3,100kg						
	Rear	Type	Banjo, Fully Floating			6,600kg			
Suspension	Front	Semi-elliptical Alloy Steel Leaf Spring, Hydraulic Double Acting Telescopic Shock Absorber							
	Rear	Semi-elliptical Alloy Steel Leaf Spring, Hydraulic Double Acting Telescopic Shock Absorber							
Frame	Type	Ladder Type Channel Section							
	Width	700mm		750mm		850mm			
Wheels & Tires	Front	195/85R16		195/85R16		215/75R17.5			
	Rear (Dual)	195/85R16		185/80R15		195/85R16		215/75R17.5	
Turning Radius	5.6m		6.7m		5.9m		6.3m		7.0m
Electrical System	Battery	12V - 52AH x 2							
	Alternator	24V-90A							
	Starter	MT: 24V - 4.0kW / Smoother: 24V - 4.5kW							
Fuel Tank	Capacity	75 Litres		100 Litres					
Cab	Type	All Steel Tilttable Cab				All Steel Crew Cab		All Steel Tilttable Cab	
	Capacity	1 Driver, 2 Passengers				1 Driver, 6 Passengers		1 Driver, 2 Passengers	
	Cargo Deck	Narrow Cab-High Deck		Wide Cab-Low Deck		Wide Cab-High Deck		Crew Cab-High Deck	
Dimensions (mm)	WB	2,750	3,350	3,395		3,365		4,175	
	OAL	5,250	6,020	6,100		5,985		6,635	
	FOH	1,110							
	ROH	1,390	1,560	1,595		1,510		1,710	
	CE	3,529	4,299	4,354		4,379		4,264	
	OW	1,815		2,040					
	AW	1,475		1,680					
	BW	1,865		1,905		1,915		2,115	
	CW	1,425		1,485		1,650			
	OH	2,140	2,150	2,210		2,260		2,280	
	HH	190		140		200		210	
EH	760		755		770		785		



All the information and specifications are subject to change without prior notice. Actual colours may differ from pictures shown.

# ISUZU N-SERIES REWARD



LIGHT DUTY TRUCK

Trucks for life  
**ISUZU**

TRIANGLE AUTO PTE LTD (Member of DCH Holdings)  
20 Tuas Avenue 2, Singapore 639451  
Tel : (65) 6861 6800 Email : sales@triangleauto.com.sg  
www.isuzu.com.sg

**EURO 6**

## POWERFUL AND TOUGH – ADVANCED ISUZU DIESEL ENGINE

The next-generation engines build on the proven performance of ISUZU powerplants. Power and durability are taken to a higher level.



### 4JJ1-TCS 4 Cycle, In-line DOHC

Fuel Rail Electronic Controlled Injection  
Intercooled Turbo Charged with EGR.  
Displacement: 2,999cc  
Max. Output: 110kW (150PS)/2,800rpm  
Max. Torque: 375Nm(38kgm)/1,600-2,800rpm



### 4HK1-TCC 4 Cycle, In-line SOHC

Fuel Rail Electronic Controlled Injection  
Intercooled Turbo Charged with EGR.  
Displacement: 5,193cc  
Max. Output: 140kW (190PS) / 2,600rpm  
Max. Torque: 510Nm (52kgm) / 1,600rpm



### Manual Transmission

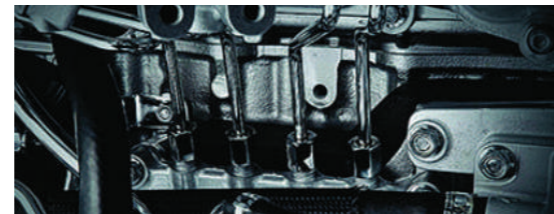
Powerful yet economical and easy to handle. Reliability and durability you can count on. Trucks equipped with the 4HK1-TCC powerplants come with a six-speed transmission.



### Automated Manual Transmission (AMT)\*

Based on a manual transmission, Automated Manual Transmission offers complete electronic control for easy, automatic gear shifting or a choice of sequential manual shifting. AMT does away with the clutch pedal, and its Econo mode provides automatic shifting, changing gears as necessary to maximize fuel efficiency.

\*Available for all models except NHR.



### Common Rail System

Electronically controlled Common Rail fuel injection system allows fuel to be injected with more accurate timing and enhances fuel-efficiency.



### EGR System

Exhaust Gas Recirculation (EGR) mixes fresh air and exhaust gas into the cylinder. This lowers the maximum combustion temperature and reduces emission level.



### VGS System

The Variable Geometric System (VGS) is an adjustable mechanism in the turbo entry area that maximises low-speed torque and acceleration, boosting fuel economy and reducing particulate matter.



### 16-valve DOHC

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

## THE ULTIMATE WORKSPACE

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



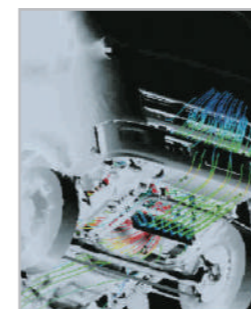
### In Pursuit of Aerodynamic Perfection

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



### Power Steering

World-class comfort, expanded tilt/telescopic adjustment and effortless power steering are all standard, giving operators total control over both the vehicle and cab environment.



### 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.



### ELR 3-Point System Seatbelts

Effectively restrain and protect driver and passengers during a collision.



### Excellent Ingress / Egress

The upright front pillars allow doors to open to a wide angle and provide a larger door opening for effortless cab access.



### The Multi-Information Display (MID)

MID is a new means of monitoring vehicle performance. With the touch of a button, the MID alerts drivers on the vehicle status. The alerts help to reducing maintenance costs and downtime.



### 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. Up to six DIN devices can be installed.