

ISUZU **NPR**  
**ECO-MAX**

## The Trucks to Drive for Economy and Performance

2011 **ISUZU**  
TRUCK  
**N-SERIES**



**Aisin six-speed automatic transmission.** Standard on every 2011 Isuzu N-Series truck is an Aisin heavy-duty six-speed automatic transmission with PTO capability, engineered to work with the Isuzu diesel engine to achieve optimal performance and economy.

New for 2011, the lock-up torque converter operates in power take-off (PTO) mode. Under specifically determined engine conditions, when PTO mode is selected, the torque converter will lock up automatically to eliminate slip and deliver more power and better speed control for demanding power take-off applications.

In addition to the Aisin six-speed automatic, the proven Isuzu MZZ fully synchronized six-speed manual transmission with overdrive is optional in NPR-HD, NQR and NRR Standard Cab models.

**More capability to haul your biggest loads.** The 2011 Isuzu NRR boasts a front axle crafted of higher-strength material along with increased-capacity steering gear to achieve a front GAWR of 7,275 lbs.—a 445-lb. improvement over its predecessor, for more loading flexibility and improved productivity.



4JJ1-TC 3.0 Liter



4HK1-TC 5.2 Liter

Tilt the cab of any 2011 Isuzu N-Series truck and you'll find a state-of-the-art powerplant engineered to meet your demands for performance, efficiency and durability.

**The Isuzu 4JJ1-TC 3.0-liter diesel engine.** Standard on the 2011 NPR ECO-MAX is the newest engine in the Isuzu family—the 4JJ1-TC.

Its high-pressure common-rail fuel injection system wrings the most energy out of every drop of fuel, and its intercooled, variable-geometry turbocharger provides excellent response over the engine's entire RPM range. Together, these features help the 4JJ1-TC produce 150 horsepower and 282 lbs.-ft. of torque.

Despite its spirited performance, this engine is a miser. In fact, the NPR ECO-MAX achieves up to 20% better fuel economy than the previous 12,000-lb. GVWR NPR.

Like every Isuzu powerplant, the 4JJ1-TC is a true commercial vehicle engine. Each component has been crafted to reduce maintenance and increase durability.

So it's no surprise that the 4JJ1-TC can be driven up to 10,000 miles between oil changes and has a class-leading B10 durability rating of 310,000 miles—meaning that 90% of 4JJ1-TC engines will reach that mileage before requiring an overhaul.

**The Isuzu 4HK1-TC 5.2-liter diesel engine.** Standard on every NPR-HD, NQR and NRR is the Isuzu 4HK1-TC engine—known worldwide for its power and ruggedness, and improved for 2011 to deliver even more performance, economy and reliability.

The 4HK1-TC is now equipped with electronic high-pressure common-rail direct injection and a water-cooled EGR system to achieve unprecedented performance—210 horsepower for trucks equipped with the automatic transmission, and 190 horsepower for manual-transmission models.

At Isuzu, improvements in power never come at the expense of reliability, durability, or fuel economy. The 4HK1-TC engine can still run up to 10,000 miles between oil changes reducing maintenance costs and downtime and boasts an astonishing B10 durability rating of 310,000 miles. And despite the increased power and lower emissions, 2011 Isuzu N-Series trucks equipped with the 4HK1-TC engine will achieve approximately 8% better fuel economy than the models they replace.