

INTRODUCTION

This guide has been provided as an aid to final stage manufacturers in determining conformity to the applicable Emission Control and Federal Motor Vehicle Safety Standards. Final stage manufacturers should maintain current knowledge of all Emission Regulations and Federal Motor Vehicle Safety Standards and be aware of their specific responsibility in regards to each standard.

Any manufacturer making material alterations to this incomplete vehicle during the process of manufacturing the complete vehicle should be constantly alert to all effects, direct or indirect, that directly or indirectly re Vehicle Safety Standards.

Isuzu Commercial Trucks of America, Inc. (ICTA) will honor its warranty commitment **(for the cab-chassis only)**, to the ultimate consumer, provided: (1) the final stage manufacturer has not made any alterations or modifications which do not conform to any applicable laws, regulations or standards, or adversely affect the operation of the cab-chassis; and (2) the final stage manufacturer complied with the instructions contained in this guide with respect to the completion of the vehicle. Otherwise, the warranty becomes the responsibility of the final stage manufacturer.

The final stage manufacturer is solely responsible for the final certification of the vehicle and for compliance with Emission Control and Federal Motor Vehicle Safety Standards. The information contained in this guide has been provided for the final stage manufacturer's information and guidance.

This guide contains information pertaining to the: NPR; NPR-HD Gas, NPR; NPR-HD Gas Crew Cab; NPR; NPR-HD Diesel; NQR, NPR-HD; NQR Diesel Crew Cab; and NRR Series Chassis Cab.

Following is a list of Federal Motor Vehicle Safety Standards applicable to those vehicles with a GVWR greater than 10,000 lbs. Please refer to the chart on the next page.

PART I – CHART A

LIST OF CANADA MOTOR VEHICLE SAFETY STANDARDS (CMVSS),
 FEDERAL MOTOR VEHICLE SAFETY STANDARDS (FMVSS), CANADIAN ON-ROAD VEHICLE AND ENGINE
 EMISSION REGULATIONS, AND CANADA INTERFERENCE CAUSING EQUIPMENT STANDARD, APPLICABLE TO
 GASOLINE OR DIESEL – FUELED TRUCKS WITH A GVWR OF GREATER THAN 4536 kg (10,000 lb)
SEE STATEMENTS REGARDING CMVSS AND FMVSS ON PAGES THAT FOLLOW

CMVSS No.	FMVSS No.	TITLE	MODEL	
			NPR NPR-HD	NQR NRR
1106	–	Exterior noise	1	1
101	101	Controls and displays with a GVWR of more than 4536 kg (10,000 lb)	1	1
102	102	Transmission shift lever sequence, starter interlock and transmission braking effect	1	1
103	103	Windshield defrosting and defogging systems	1	1
104	104	Windshield wiping and washing systems	1	1
105	105	Hydraulic brake systems	2	2
106	106	Brake hoses	1	1
108	108	Lamps, reflective devices and associated equipment	2	2
111	111	Rearview mirrors	1	1
113	113	Hood latch system	1	1
115	–	Vehicle Identification Number	1	1
116	116	Motor-vehicle brake fluids	1	1
120	120	Tire selection and rims	2	2
121	121	Air brake systems	3	3
124	124	Accelerator control systems	1	1
205	205	Glazing materials	1	1
206	206	Door locks and door retention components	1	1
207	207	Seating systems	1	1
208	208	Occupant Crash Protection	1	1
209	209	Seat belt assemblies	1	1
210	210	Seat belt assembly anchorages	1	1
213.4	213	Child restraint systems	3	3
302	302	Flammability of interior materials	1	1

CANADA	US	TITLE	MODEL	
			NPR NPR-HD	NQR NRR
o	–	On-Road Vehicle and Engine Emission Regulations	1, 3	1
o	–	ICES-002 Canada interference causing equipment standard	1	1

• TYPE 1, 2 or 3 numbers to the right hand side of the table above designate the appropriate paragraph in the CMVSS or FMVSS standards that follow.

**Statements Regarding Canada Motor Vehicle Safety Standards (CMVSS),
Federal Motor Vehicle Safety Standards (FMVSS),
Canadian On-Road Vehicle and Engine Emission Regulations,
and Canada Interference Causing Equipment Standard.**

CMVSS 1106 – EXTERIOR NOISE

Applies to all models of incomplete vehicles contained in this book

TYPE 1 Th

A. This incomplete vehicle, when completed, will conform to the above standards providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems including but not limited to those listed below:

Exhaust System	Powertrain cooling fan
Tires (including correct tire pressure)	Intake system
Engine assembly	Axle
Transmission assembly	Catalytic converter and its location (if equipped)
Diesel Particulate Filter (DPF), Diesel Exhaust	
Fluid (DEF) Tank, Selective Catalytic Reduction (SCR) System and its locations	

B. Final compliance with CMVSS 1106 is the responsibility of the final stage manufacturer for any modifications, or added material, components, or systems.

CMVSS 101 and FMVSS 101 – CONTROLS AND DISPLAYS

Applies to all models of incomplete vehicles contained in this book with a 4536 kg (10,000 lb) GVWR or more

TYPE 1 The following statement is applicable to all models of incomplete vehicles contained in this book with a GVWR of more than 4536 kg (10,000 lb) (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 101 and FMVSS 101 providing no alterations are made which affect this location, identification, or illumination of the controls and displays identified below or the location, travel and type of seat. If the seat is installed by the final stage manufacturer, the visibility and operation of the controls and displays listed below must meet the requirements of the standard:

Vehicle and system controls and displays including:

Accelerator	Horn control
Brake failure warning	Ignition switch (engine start & stop control)
* Brake failure displays	Illumination intensity control
Clutch	Low fuel indicator
Driver's sunvisor	Manual/automatic transmission shift lever
Electrical charge indicator	* Odometer
Engine coolant temperature display	Engine oil pressure display
Engine idle speed control	Service brake
Fuel level display	* Speedometer
Hazard warning control & indicator	Steering wheel
Master lighting switch (includes clearance lamp, identification lamp, and tail lamp control)	Turn signal, control & indicator
Heating & air conditioning system control	Windshield defrosting & defogging controls
Heating system & air conditioning system fan	Windshield washer control
Gear position display	Windshield wiper control
High beam indicator & control	Anti-lock brake failure warning display

If the intermediate or final stage manufacturer installs any of the above controls and displays, those controls and displays will also have to meet the requirements of this standard.

* For CMVSS only, when Canadian option is specified.

ON-ROAD VEHICLE AND ENGINE EMISSION REGULATIONS
Applies to all models of incomplete vehicles contained in this book

TYPE 1 The following statement is applicable to

This incomplete vehicle, when completed, will conform to the above standard providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems including but not limited to those listed below:

Air Inlet System	Exhaust Gas Temperature Sensor
Boost Pressure Sensor	Exhaust Oxygen Sensors (if equipped)
Catalytic Converter, its Location and Related Sensors	Exhaust System
Charge Air Cooler and Related System	Fuel Injection Components / Controls
Crank Case Emission Control System	Fuel System
Diesel Exhaust Fluid (DEF) Injector	Injection Pump
Diesel Exhaust Fluid (DEF) Plumbing and Wiring	Injector and High Pressure Lines
Diesel Exhaust Fluid (DEF) Pump, Diesel Exhaust Fluid (DEF) Tank	Intake Manifold
Diesel Particulate Filter (DPF), its Location and Related Sensors	Intake Manifold Temperature Sensor
Engine Assembly	MAF Sensor
Engine Coolant Temperature Sensor	NOX Sensors
Engine Electronics (ECM, PCM, VCM)	Selective Catalytic Reduction (SCR) System, its Locations and Related Sensors
Engine Speed Sensor	Transmission Control Module (TCM)
Exhaust Emission Control System	Turbo Charger and Associated Equipment/ Controls
Exhaust Gas Recirculation System and Related Sensors	VNT Compressor Out Air Temperature Sensor

TYPE 2 The foll

This incomplete vehicle, when completed with the vertical exhaust system, will conform to the above standard providing it is completed by the final stage manufacturer in accordance with the following specific conditions:

- a. the incomplete vehicle manufacturer's vertical exhaust system kit is used, and
- b. the vertical exhaust system kit is installed to the vehicle in accordance with the incomplete vehicle manufacturer's instructions For more information on the kit and instructions, please call the telephone number shown on page 1.

TYPE 3 The following statement is applicable to al

Conformity with On-Road Vehicle and Engine Emi epresentation
to conformity with the standard.

INTERFERENCE CAUSING EQUIPMENT STANDARD – ICES-002

Applies to all models of incomplete vehicles except vehicles equipped with diesel engines contained in this book

TYPE 1 The following statement is applicable to all mo

This incomplete vehicle, when completed, will conform to the above regulations providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems including but not limited to those listed below:

Ignition wires & plugs	Spark plug wires
Ignition coil(s)	

PART 2

U.S. ENVIRONMENTAL PROTECTION AGENCY AND STATE OF CALIFORNIA EMISSION REQUIREMENTS AND ON-BOARD DIAGNOSTIC SYSTEM (OBDII/HD-OBD/EMD) REQUIREMENTS

To assure that EPA and California emission certificate requirements and OBDII/HD-OBD/EMD requirements are met, this incomplete vehicle (except where noted) must be completed in strict accordance with all instructions contained in this document, especially the following instructions which relate to:

- A. Exhaust emission related components
- B. Specification for fill pipes and openings of motor vehicle fuel tanks (applicable only to California gasoline powered vehicles)
- C. Labels

(A) EXHAUST EMISSION RELATED COMPONENTS

1. Compliance of this vehicle with EPA/California emission certification requirements and OBDII/HD-OBD/EMD requirements will be maintained providing no alterations (except where noted) are made to the components identified below:

Air Inlet System	Exhaust Gas Temperature Sensor
Boost Pressure Sensor	Exhaust Oxygen Sensors (if equipped)
Catalytic Converter, its Location and Related Sensors	Exhaust System
Charge Air Cooler and Related System	Fuel Injection Components/Controls
Crank Case Emission Control System	Fuel System
Diesel Exhaust Fluid (DEF) Injector	Ignition System (Gasoline Engine)
Diesel Exhaust Fluid (DEF) Plumbing and Wiring	Injection Pump
Diesel Exhaust Fluid (DEF) Pump, Diesel Exhaust Fluid (DEF) Tank	Injector and High Pressure Lines
Diesel Particulate Filter (DPF), its Location and Related Sensors	Intake Manifold
Engine Assembly	Intake Manifold Temperature Sensor
Engine Coolant Temperature Sensor	MAF Sensor
Engine Electronics (ECM, PCM, VCM)	NOX Sensors
Engine Speed Sensor	Selective Catalytic Reduction (SCR) System, its Locations and Related Sensors
Exhaust Emission Control System	Transmission Control Module (TCM)
Exhaust Gas Recirculation System and Related Sensors	Turbo Charger and Associated Equipment/Controls
VNT Compressor Out Air Temperature Sensor	* Evaporative Emission Control System (if equipped)

* All Federal/California gasoline powered heavy duty vehicles will have an evaporative emission control system that is certified for a fuel tank capacity not to exceed the amount shown on Vehicle Evaporative Emission Control Information Label. Persons wishing to add fuel tank capacity above the amount shown must contact California Air Resources Board and/or submit a written statement to the EPA Administrator that the Hydrocarbon Storage System has been upgraded according to the requirements of 40 CFR 86-095-35 (g) (2).

2. Compliance with applicable fuel evaporative emission regulations will be maintained if no alterations are made to the fuel filler neck(s).

Compliance with applicable fuel evaporative emission regulations will be maintained if no alterations are made to change material or increase the size or length of the following nonmetallic fuel and evaporative emission hoses.

- Fuel feed hoses front and rear
- Fuel return hoses front and rear
- Fuel tank filler hoses to filler neck
- Fuel tank vent hoses to filler neck
- Fuel vapor lines at canister
- Fuel vapor lines from engine to chassis pipes
- Fuel vapor lines from fuel tank sender to chassis pipes

(B) SPECIFICATION FOR FILL PIPES AND OPENINGS OF MOTOR VEHICLE FUEL TANKS (APPLICABLE ONLY TO CALIFORNIA GASOLINE POWERED VEHICLES)

This incomplete vehicle, when completed, will conform to Title 13, California Administrative Code Chapter 3 Air Resources Board Subchapter 7, "Specifications for Fill Pipes and Openings of Motor Vehicle Fuel Tanks", if no alterations are made to the fuel filler neck(s).

(C) LABELS

The emission control related information labels and ultra low sulfur diesel fuel label that are permanently affixed are required by government regulation and must not be obstructed from view or defaced so as to impair its visibility or legibility.

FMVSS Chart

List of Federal or Canadian Motor Vehicle Safety Standards applicable to Isuzu Truck product lines. Gasoline or diesel fueled vehicles with GVWR greater than 10,000 lbs. (4536 Kg)

MVSS No.	Title Upper line FMVSS, Lower Line CMVSS	NPR/NPR HD	NQR/NRR
1106	N/A Exterior Noise	1	1
101	Controls and Displays Location and Identification of controls and displays	1	1
102	Transmission shift lever sequence, starter interlock and transmission braking effect Transmission control functions	1	1
103	Windshield defrosting and defogging systems Windshield defrosting and defogging	1	1
104	Windshield wiping and washing systems Windshield wiping and washing systems	1	1
105	Hydraulic and electric brake systems Hydraulic and electric brake systems	2	2
106	Brake hoses Brake hoses	1	1
108	Lamps and reflective devices and associated equipment Lighting systems and reflective devices	2	2
111	Rear view mirrors Mirrors	1	1
113	Hood latch system Hood latch system	1	1
115	N/A Vehicle identification system	1	1
116	Motor vehicle brake fluids Hydraulic brake fluids	1	1
120	Tire selection and rims for vehicles other than passenger cars Tire selection and rims for vehicles other than passenger cars	2	2
121	Air brake systems Air brake systems	3	3

FMVSS Chart (continued)

List of Federal or Canadian Motor Vehicle Safety Standards applicable to Isuzu Truck product lines. Gasoline or diesel fueled vehicles with GVWR greater than 10,000 lbs. (4536 Kg)

MVSS No.	Title Upper line FMVSS, Lower Line CMVSS	NPR/NPR HD	NQR/NRR
124	Accelerator control system Accelerator control system	1	1
205	Glazing materials Glazing materials	1	1
206	Door locks and door retention components Door locks and door retention components	1	1
207	Seating systems Anchorage of seats	1	1
208	Occupant crash protection Occupant restraint systems in frontal impacts	1	1
209	Seatbelt assemblies Seatbelt assemblies	1	1
210	Seatbelt assembly anchorages Seatbelt assembly anchorages	1	1
213 213.4	Child restraint systems Built in child restraint systems and built in booster cushions	3	3
302	Flammability of interior materials Flammability	1	1
	N/A On road vehicle and engine emission regulations	1, 3	1
	N/A ICES-002 Canadian Interference causing equipment standard	1	1

Type 1, 2 or 3 numbers to the right hand side of the table designate the appropriate paragraph in the Canadian Motor Vehicle Safety Standards (CMVSS), and Federal Motor Vehicle Safety Standards (FMVSS).

Please see IVD (incomplete vehicle document) for full statements.

Type 1 A statement that the vehicle when completed will conform to the standard if no alterations are made in identified components of the incomplete vehicle.

Type 2 A statement of specific conditions of final manufacture under which the manufacturer specifies that the completed vehicle will conform to the standard.

Type 3 A statement that conformity with the standard cannot be determined based upon the components supplied on the incomplete vehicle, and that the incomplete vehicle manufacturer makes no representation to conformity with the standard.

NOTE: This chart is only a guide. For complete information, please refer to “Document for Incomplete Vehicle” provided with each chassis.

EPA Requirements

NPR Gas, NPR Gas Crew Cab, NPR Diesel, NQR Diesel, NPR HD, NQR, Diesel Crew Cab and NRR Series Chassis Cab

The following statement is applicable to all models of incomplete vehicles equipped with diesel engines. (Type 1)

This incomplete vehicle, when completed, will conform to the above standard providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems including but not limited to those listed below:

- | | |
|---|--|
| -Injection Pump | -Engine Coolant Temperature Sensor |
| -Injector and High Pressure Lines | -Intake Manifold |
| -Turbocharger | -Catalytic converter and its location |
| -Charger Air Cooler and Charge Air Cooler Hoses | -Exhaust Gas Recirculation System |
| -Engine Control Module (ECM) | -MAF Sensor |
| -Engine Speed Sensor | -DPD (Diesel Particulate Defuser) and its location |

The following statement is applicable to all models of incomplete vehicles equipped with diesel engines. (Type 2)

This incomplete vehicle, when completed with the vertical exhaust system, will conform to the above standard providing it is completed by the final stage manufacturer in accordance with the following specific conditions:

- the incomplete vehicle manufacturer's vertical exhaust system kit is used, and
- the vertical exhaust system kit is installed to the vehicle in accordance with the incomplete vehicle manufacturer's instructions

For more information on the kit and instructions, please call 770-740-1620 Ext.262 and 714-935-9327.

The following statement is applicable to all models of incomplete vehicles equipped with gasoline engines . (Type 3)

Conformity with On-Road Vehicle and Engine Emission Requirements to conform with the standard.

INTERFERENCE CAUSING EQUIPMENT STANDARD – ICES-002

Applies to all models of incomplete vehicles except vehicles equipped with diesel engines contained in this book

TYPE 1 The following statement is applicable to all models

This incomplete vehicle, when completed, will conform to the above regulations providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment

- | | | |
|-------------------------|-------------------|-------------------|
| -Ignition Wires & plugs | -Ignition coil(s) | -Spark plug wires |
|-------------------------|-------------------|-------------------|

U.S. ENVIRONMENTAL PROTECTION AGENCY AND STATE OF CALIFORNIA EMISSION REQUIREMENTS AND ON-BOARD DIAGNOSTIC SYSTEM (OBDII) REQUIREMENTS

To assure that EPA and California emission certificate requirements and OBDII requirements are met, this incomplete vehicle (except where noted) must be completed in strict accordance with all instructions contained in this document, especially the following instructions which relate to:

- Exhaust emission related components
- Specification for fill pipes and openings of motor vehicle fuel tanks (applicable only to California gasoline powered vehicles)
- Labels

(A) EXHAUST EMISSION RELATED COMPONENTS

1. Compliance of this vehicle with EPA/California emission certification requirements and OBDII requirements will be maintained providing no alterations (except where noted) are made to the components identified below:

- | | | |
|--|---|--|
| -Air inlet system | -Exhaust emission control system | -MAF Sensor |
| -Catalytic converter (if equipped) | -Exhaust oxygen sensors (gasoline engine) | -DPD (Diesel Particulate Defuser) and its location |
| -Coolant temperature sensor | -Exhaust system | |
| -Crankcase emission control system | -*Evaporative emission control system (gasoline engine) | |
| -Diesel fuel injection components/controls | -Fuel injection system | |
| -Engine assembly | -Fuel system | |
| -Engine electronics (ECM/PCM/VCM) | -Ignition system (gasoline engine) | |
| -Engine Speed Sensor | -Intake manifold | |
| -EGR System | -Turbocharger and associated equipment/controls | |

* All Federal/California gasoline powered heavy duty vehicles will have an evaporative emission control system that is certified for a fuel tank capacity not to exceed the amount shown on Vehicle Evaporative Emission Control Information Label. Persons wishing to add fuel tank capacity above the amount shown must contact California Air Resources Board and/or submit a written statement to the EPA Administrator that the Hydrocarbon Storage System has been upgraded according to the requirements of 40 CFR 86-095-35 (g) (2).

2. Compliance with applicable fuel evaporative emission regulations will be maintained if no alterations are made to the fuel filler neck(s).

Compliance with applicable fuel evaporative emission regulations will be maintained if no alterations are made to change material or increase the size or length of the following nonmetallic fuel and evaporative emission hoses.

- | | |
|--|--|
| -Fuel feed hoses front and rear | -Fuel vapor lines at canister |
| -Fuel return hoses front and rear | -Fuel vapor lines from engine to chassis pipes |
| -Fuel tank filler hoses to filler neck | -Fuel vapor lines from fuel tank sender to chassis pipes |
| -Fuel tank vent hoses to filler neck | |

(B) SPECIFICATION FOR FILL PIPES AND OPENINGS OF MOTOR VEHICLE FUEL TANKS (APPLICABLE ONLY TO CALIFORNIA GASOLINE POWERED VEHICLES)

This incomplete vehicle, when completed, will conform to Title 13, California Administrative Code Chapter 3 Air Resources Board Subchapter 7, "Specifications for Fill Pipes and Openings of Motor Vehicle Fuel Tanks", if no alterations are made to the fuel filler neck(s).

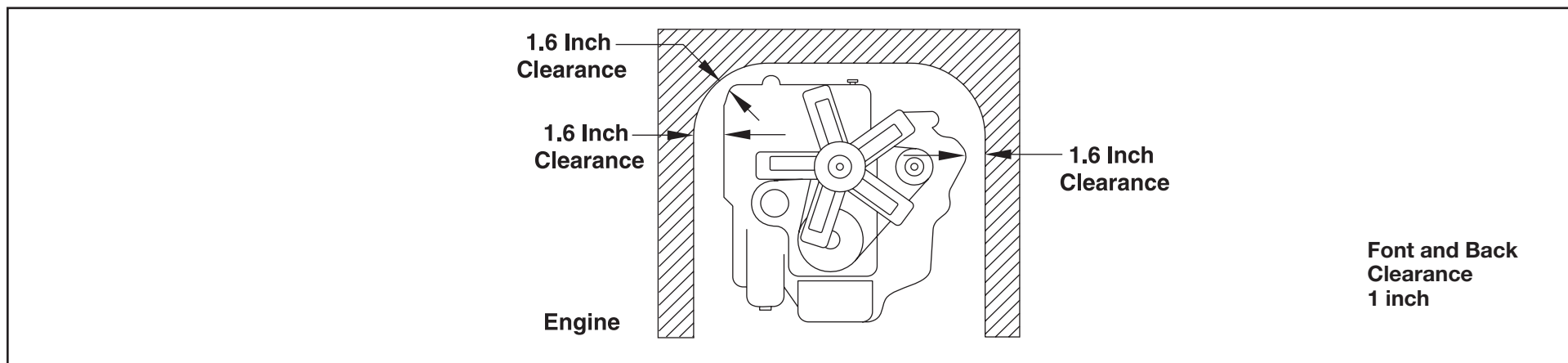
(C) LABELS

The emission control related information labels and ultra low sulfur diesel fuel label that are permanently affixed are required by government regulation and must not be obstructed from view or defaced so as to impair its visibility or legibility.

INSTALLATION OF BODY AND SPECIAL EQUIPMENT Clearances

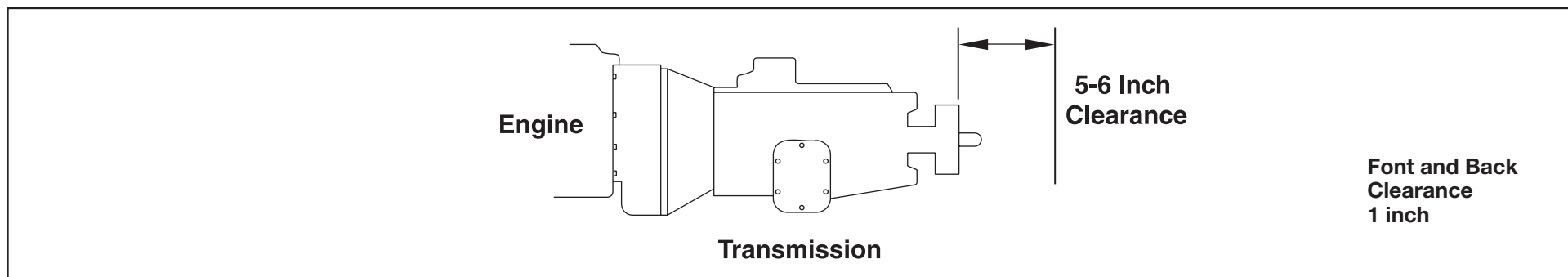
Engine

At least 1.6 inches of clearance should be maintained around the engine. No obstacles should be added in front of the radiator or intercooler.



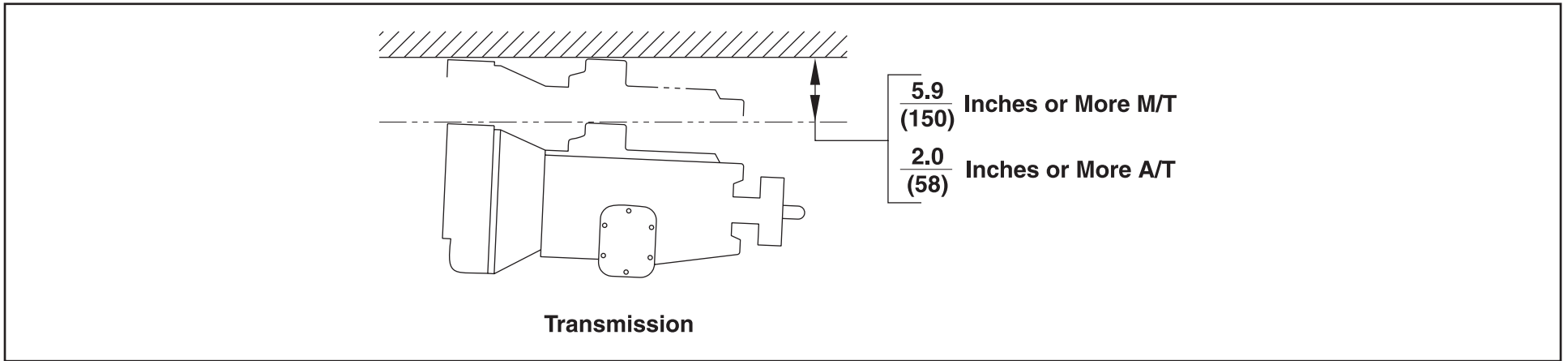
Transmission

The transmission is removed from the rear. Enough clearance must be provided to allow rearward movement of the transmission assembly. Clearance should be sufficient to allow 5 to 6 inches of unrestricted movement of the transmission assembly. In addition, provide at least 2 inches of clearance around the control lever on the side of the transmission to allow free movement without any binding.



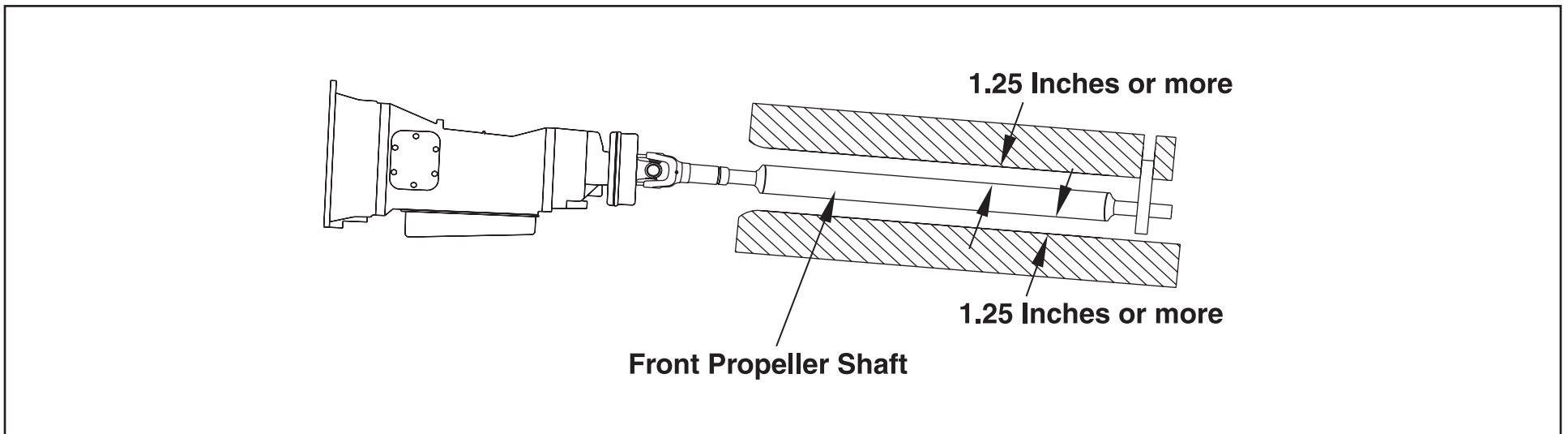
(Installation of Body and Special Equipment Section – continued from next page)

At least 6 inches of clearance should be maintained above the transmission to allow easy removal of the upper cover for manual transmissions.
At least 2 inches of clearance should be maintained above the automatic transmission to allow for transmission removal.



Front and Center Propeller Shafts

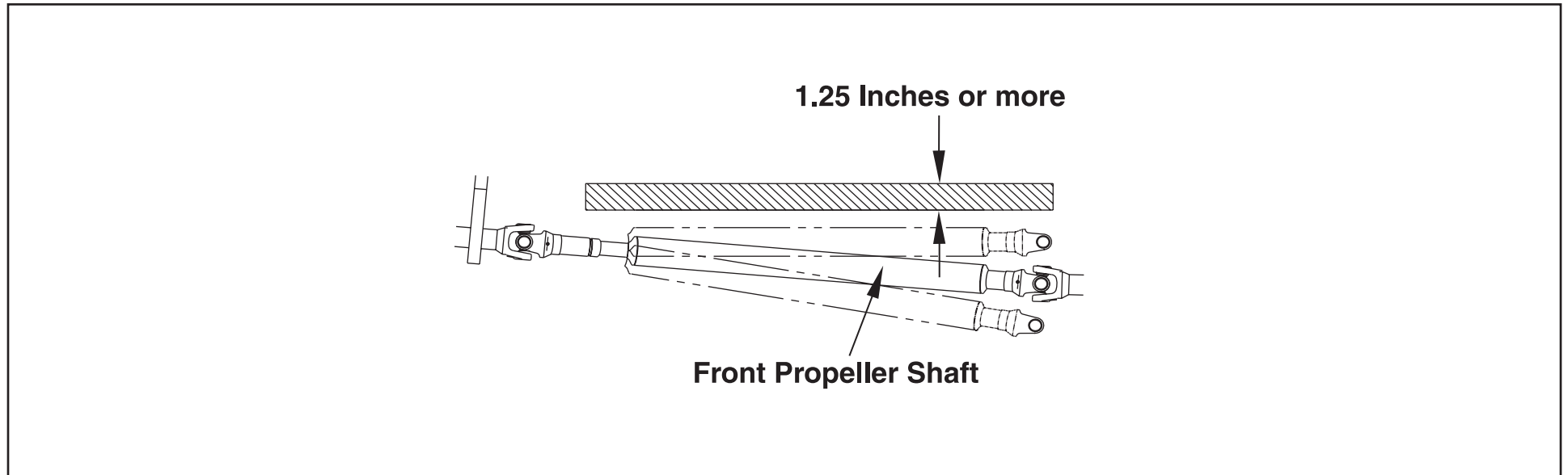
At least 1.25 inches of clearance should be maintained around front and center propeller shafts.



(Installation of Body and Special Equipment Section – continued from previous page)

Rear Propeller Shaft

With the rear springs at maximum deflection, at least 1.25 inches of clearance should be provided over the rear propeller shaft.



Exhaust System

The exhaust system has a crucial role in meeting 2010 EPA regulations. In order to maintain compliance with the 2010 EPA emissions levels the Diesel Particulate Filter (DPF) and SCR package must not be moved. The distance between the engine exhaust manifold down pipe and DPF / Selective Catalytic Reduction Package (SCR) must be maintained and the pressure in the system must be sustained at a constant level. Due to increased temperatures in the exhaust system during the regeneration cycle and the heat stress caused by these temperatures, body builders should closely evaluate the placement of equipment and provide protection to these added components as needed.

(Installation of Body and Special Equipment Section – continued from previous page)

Exhaust System

The exhaust system has a crucial role in meeting 2010 EPA regulations. In order to maintain compliance with the 2010 EPA emissions levels the Diesel Particulate Filter (DPF) and SCR package must not be moved. The distance between the engine exhaust manifold down pipe and Diesel Particulate Filter (DPF) / Selective Catalytic Reduction Package (SCR) must be maintained and the pressure in the system must be sustained at a constant level. Due to increased temperatures in the exhaust system during the regeneration cycle and the heat stress caused by these temperatures, body builders should closely evaluate the placement of equipment and provide protection to these added components as needed.

Diesel Particulate Filter and Selective Catalytic Reduction (SCR) Restrictions

The DPF/SCR has exhaust pressure pipes and temperature sensors. Care must be taken when a body is installed so as to not damage pipe sensors.

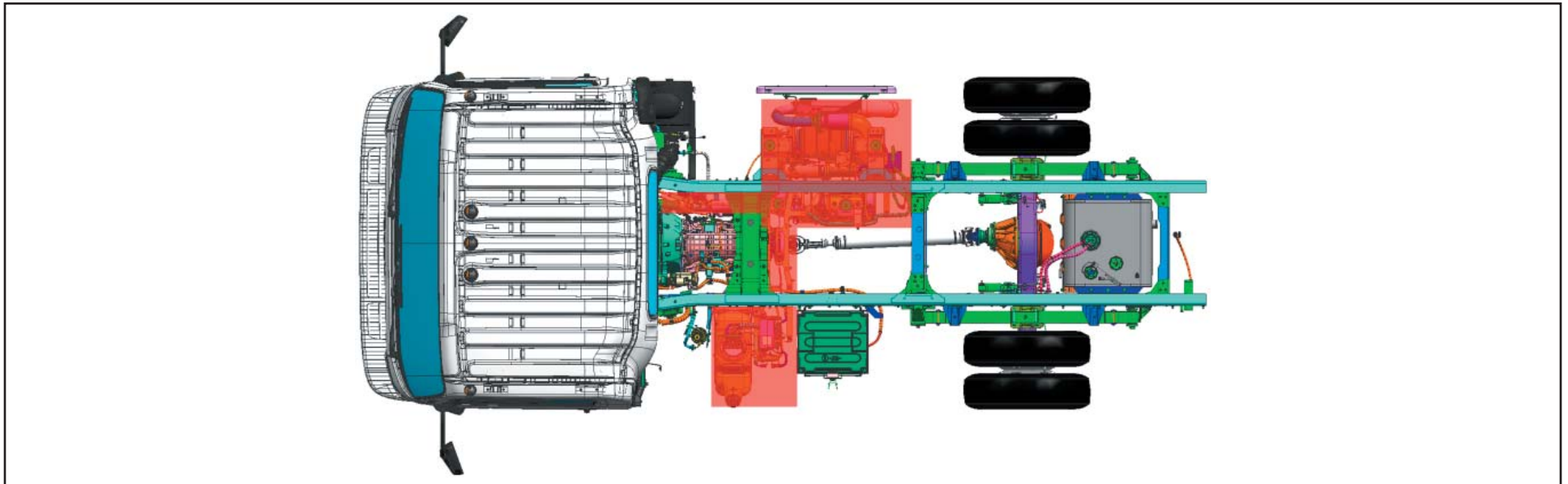
The DPF/SCR should be free from impact or vibration during body installation. The DPF/SCR must have enough room for disassembly of the unit for service and cleaning.

The DPF/SCR switch in the cab should not be removed or disabled. No modification or relocation of the DPF/SCR unit, pressure pipes, and sensor is permitted.

No Modification Zones

The **DPF/SCR** unit **CAN NOT** be modified or moved .

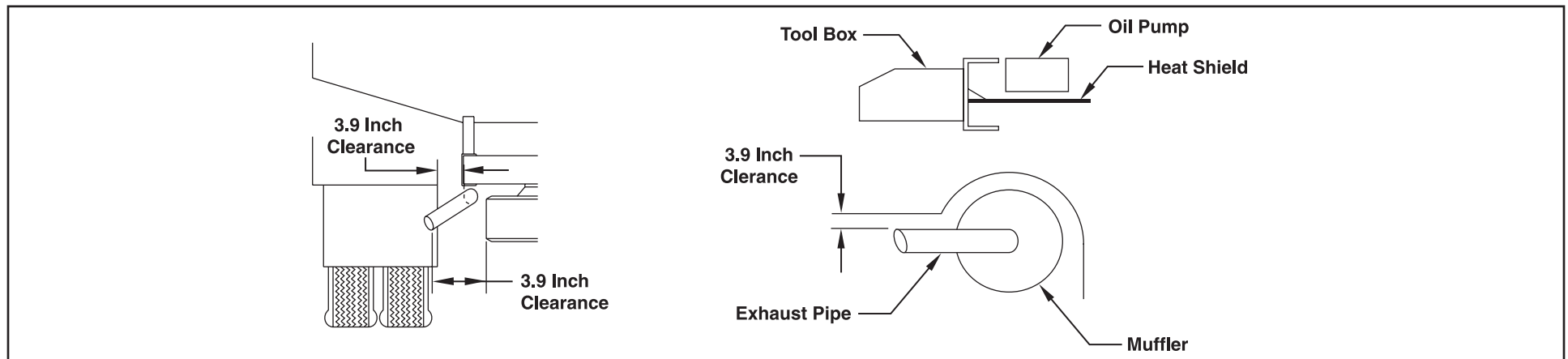
The **DEF** tank and pump **CAN NOT** be modified or removed. **DEF** lines and coolant lines **CAN NOT** be modified or rerouted.



(Installation of Body and Special Equipment Section – continued from previous page)

EXHAUST CLEARANCES

If flammable materials such as wood are used in the body, provide at least 3.9 inches of clearance between the body and any parts of the exhaust pipe, DPF/SCR Package. If it is impossible to maintain the minimum clearance, use a heat shield. Also use a heat shield if an oil pump or line is located above the exhaust pipe, muffler or catalytic converter.



- 1) Clearances around SCR system components must be greater than 25mm at all times to avoid potential contact between the body and the exhaust components. The 25mm allows for thermal expansion and assembly tolerance of the exhaust system. It does not account for dynamic movement in the body due to road conditions and other loads. Body companies are instructed to adjust this 25mm clearance as required to account for body displacement while driving. This guidance does not supersede guidance or exhaust clearances for temperature sensitive or flameable components.
- 2) Exhaust temperatures have not changed since the introduction of DPF in 2007.

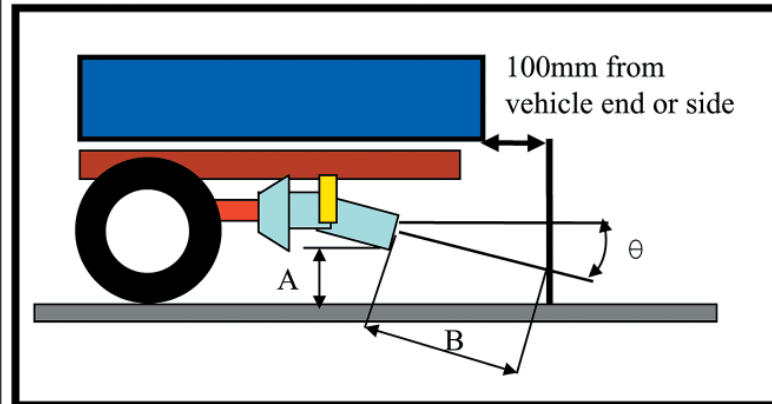
(Installation of Body and Special Equipment Section – continued from previous page)

Exhaust system surface temperatures During Manual Regeneration

N-Series Modification Guideline (heat issue)

(EXHAUST PIPE HEAT)

During the DPF regeneration cycle, exhaust gas temperatures are hot. Therefore, care should be exercised in placement of the pipe's end location and angle. Do not locate any body parts around the exhaust pipe's end area.

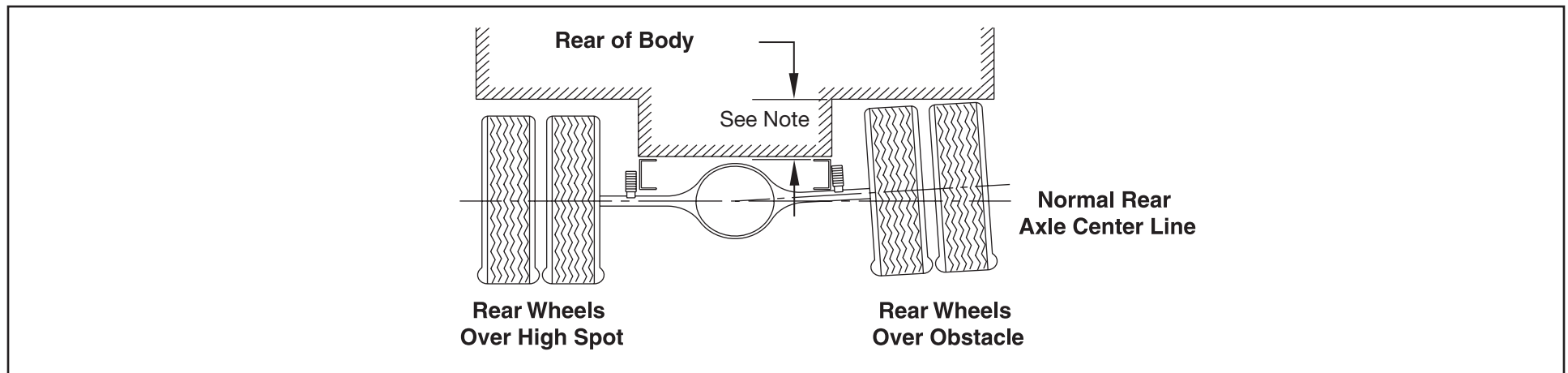


A	B	θ
More than 200mm	More than 450mm	Less than 45deg

(Installation of Body and Special Equipment Section – continued from previous page)

Rear Wheel Axle

The design and installation of the body should allow sufficient clearance for full vertical movement of the rear wheels and axle when the vehicle travels over rough or unlevel surfaces.



Note: For recommended clearances, please refer to the Rear Axle Chart in each model's respective section.

Other Clearances

The transmission control cable may be broken if it is bent by or interferes with the body and its fixtures. To prevent this, 1 inch of minimum clearance should be provided. When cable is detached from body mounting, be sure not to bend the cable.

Accessibility to the grease nipple on the rear spring bracket/shackle should be provided so that serviceability with a grease gun is not hampered.

Parts	Minimum Clearance	Location
Brake Hose	6.7 in.	Axle Side
	1.6 in.	Frame Side
Parking Brake Cable	1.2 in.	—
Fuel Hose	1.6 in.	—
Shock Absorber	2.4 in.	Axle Side
	1.2 in.	Frame Side

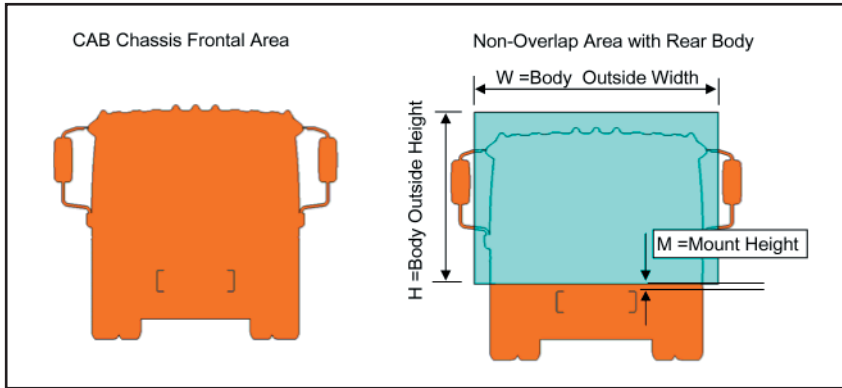
(Installation of Body and Special Equipment Section – continued from previous page)

Body Installation

Chassis

To maintain the performance of the truck chassis, either a side member or subframe should always be used for body mounting. Body mounting with low rigidity will often adversely affect riding comfort.

2011 Model Year NPR ECO-MAX Complete Vehicle Frontal Area Calculation



$$\text{Completed Vehicle Frontal Area (ft}^2\text{) equal to or less than IVD max} = \frac{\text{Body Outside Height (H, in inches)} \times \text{Body Outside Width (W, in inches)}}{144} + \text{Cab/Chassis Non-Overlap Area (from Table, in ft}^2\text{)}$$

TABLE 1														
Cab/Chassis Non-Overlap Area, ft ²														
W	M, Body Mounting Height (Between the bottom of Body and the Top of Frame Rail, in inches)													
Body With	2	2.5	3	3.5	4	4.25	4.5	5	5.5	6	6.5	7	7.5	8
84"	16.5	16.8	17.1	17.4	17.6	17.8	18.0	18.2	18.5	18.8	19.1	19.3	19.6	19.9
90"	16.4	16.8	17.0	17.3	17.6	17.8	17.9	18.1	18.4	18.7	19.0	19.2	19.6	19.8
96"	16.2	16.5	16.7	17.1	17.3	17.4	17.6	17.8	18.2	18.4	18.7	19.0	19.3	19.5

Completed Vehicle Frontal Area Calculation:

The method used to certify EPA'10 emissions compliance of the NPR ECO-MAX has completed vehicle frontal area and curb weight restrictions. The Completed Vehicle Manufacturer is responsible for ensuring that the completed vehicle meets these limits so as to ensure emissions compliance. For reference, the frontal area limit is 74.5 ft² and the curb weight limit is 9,660 lbs.

Caution: Always consult the Incomplete Vehicle Document for the most up to date information regarding completed vehicle requirements. A copy of the IVD is also available in the Isuzu Body Builders Guide

EXAMPLE: 90" Outside Width, 85.6" Outside Height (79" Inside Height) body, mounted on 4" Long Sills with 2.5" of mounting wood. Body mounting height is 6.5" (4" Long Sill + 2.5" Wood)

Body frontal area is $90 \times 85.6 / 144 = 53.5 \text{ ft}^2$
 Non-Overlap Area (from Table 1) = 19.0 ft²
 Total completed vehicle frontal area is $53.5 \text{ ft}^2 + 19.0 \text{ ft}^2 = 72.5 \text{ ft}^2$ (below limit)

Calculating the frontal area of the completed vehicle is easy. There are two components of the completed vehicle frontal area: the area of the body, and the area of the cab/chassis that does not overlap with the body. The body frontal area is the outside height of the body multiplied by the outside width of the body. The Cab/Chassis Non-Overlap Area (in square feet) is dependant on the size of the body and how high it is mounted above the top of the frame rail. Use the Table 1 below to determine the Non-Overlap Area.

(Installation of Body and Special Equipment Section – continued from previous page)

Mirrors

The Isuzu NPR series chassis will accommodate up to 96 inch wide bodies without modification to the mirror brackets.

The Isuzu NPR-HD, NQR ,and NRR chassis will accommodate up to 96 inch wide bodies without modification to the mirror brackets. Bodies from 97 to 102 inches wide will require that the mirror brackets be modified. This Modification can be made at the port and the vehicle order/label will indicate a Regular Product Option of IU3 indicating “Mirror Bracket for 102 wide body”. The brackets can also be modified by the N-Series Dealer or the Body Company by installing mirror brackets ordered from Isuzu Parts.

Side Step Door Installation recommendations

Floor of body should be at least 10” above frame rail (2.5” wood + 4” long sill + 3” cross sill + 1.125” floor)

Forward end plate of step well area can interfere with SCR system

All body components should maintain a minimum 1.0” of clearance to exhaust components UNDER ALL (DYNAMIC) CONDITIONS.
(Body company will need to add to this 1.0” clearance to account for flex or movement in the body)

Outer heat shield on SCR system can be removed prior to mounting body if required for clearance
Care should be taken to adequately shield exhaust

Driver’s side steps can also be accommodated, if door is located behind DEF tank

Battery may have to be relocated, depending on door location

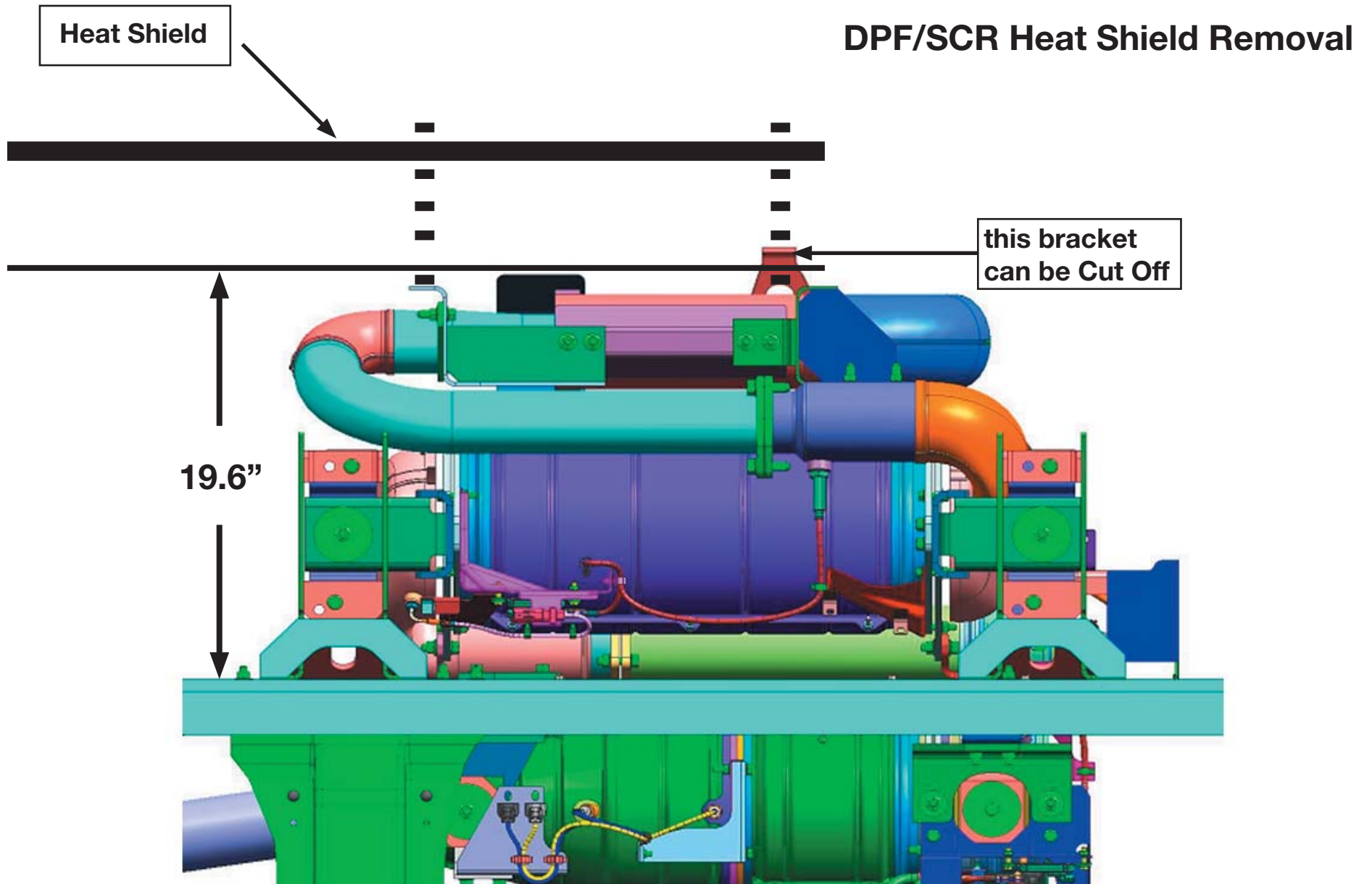
Access hatch for DEF tank fill may have to be added, depending on door location

DPF/SCR Heat shield Removal

The exhaust external heat shield does not impact vehicle emissions or emissions system durability. This shield can be removed or modified in order to facilitate body or equipment mounting, but the completed vehicle manufacturer should ensure that, when completed, the exhaust will be adequately shielded to prevent unintentional contact with hot exhaust components, and that heat transfer to body components is not so high as to present safety or durability risks. Detailed information on removal of the heat shield can be found in the Isuzu service manual available on line at www.isuzutruckservice.com.

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(Installation of Body and Special Equipment Section – continued from previous page)



(Installation of Body and Special Equipment Section – continued from previous page)

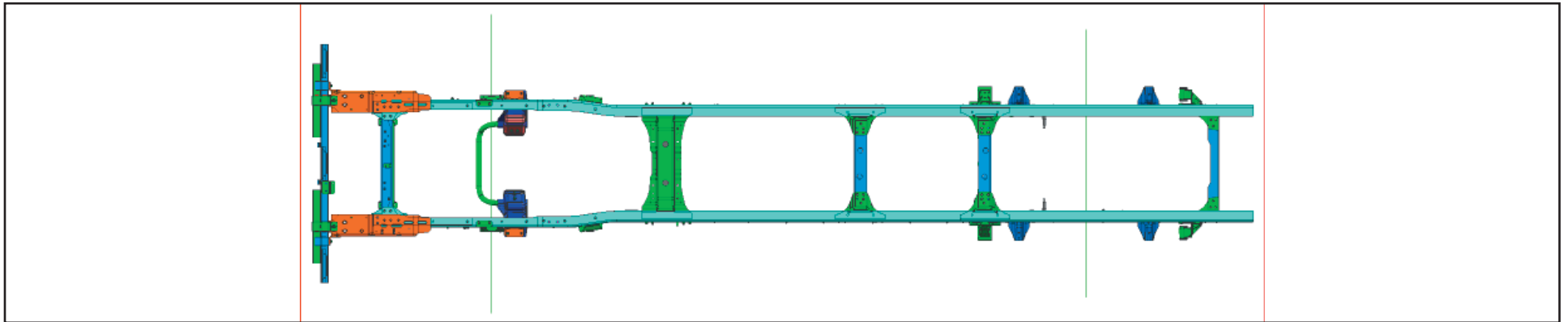
Special Equipment on the Chassis

When installing special equipment on the chassis, extra consideration must be given to the weight and construction of the equipment to assure proper distribution of the load. Localization of the load should be prevented. All special equipment should be properly secured into position. We recommend the use of sub frame members when installing special equipment.

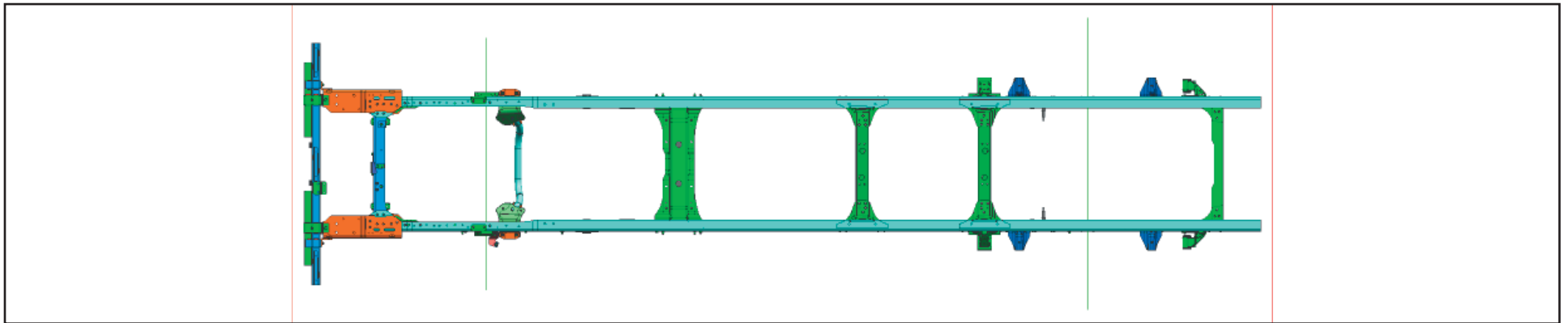
Sub frame Design and Mounting

The sub frame assembly should be mounted as close to the cab as possible. It should be contoured to match the shape and dimensions of the chassis frame as closely as possible

NPR ECO MAX



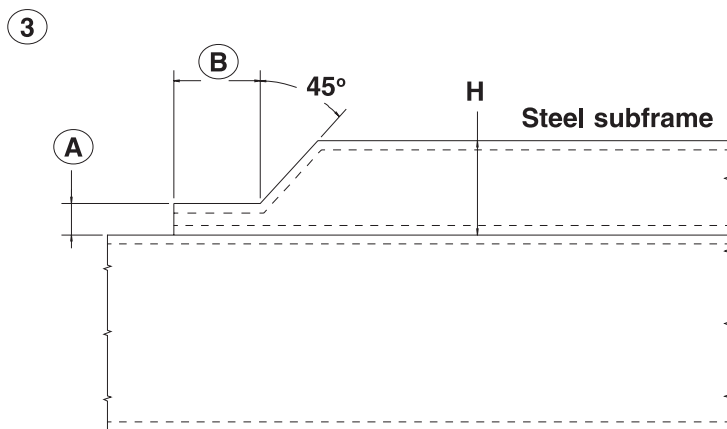
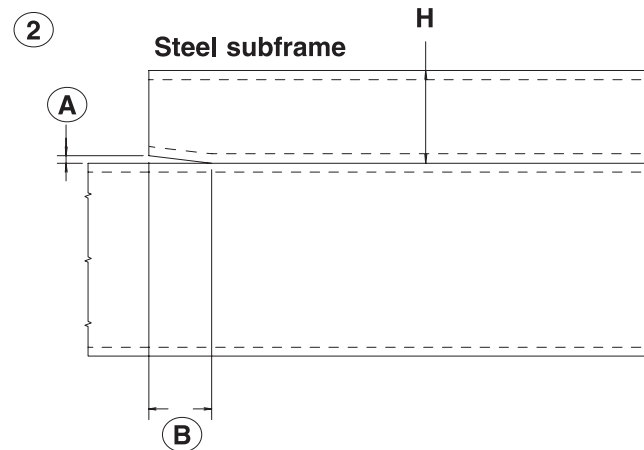
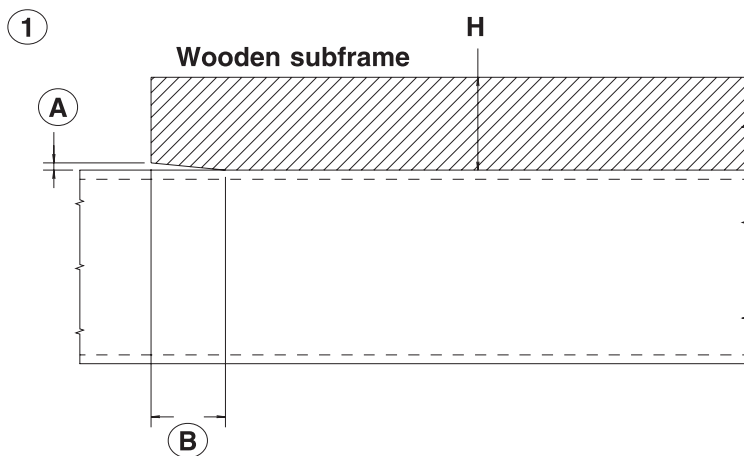
NPR-HD, NQR, NRR



(Installation of Body and Special Equipment Section – continued from previous page)

Subframe Contour

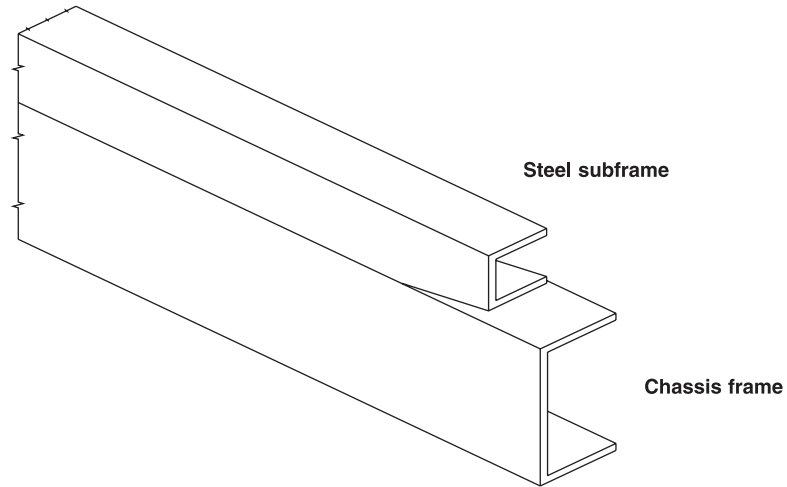
Contouring of the front end of the subframe members as shown in the three illustrations below will prevent stresses from being concentrated on certain areas of the chassis frame.



Drawing	A	B
①	0.2 in.	$\frac{H}{2} \sim H$
②	0.2 in.	H or more
③	$\frac{H}{3}$	H or more

(Installation of Body and Special Equipment Section – continued from previous page)

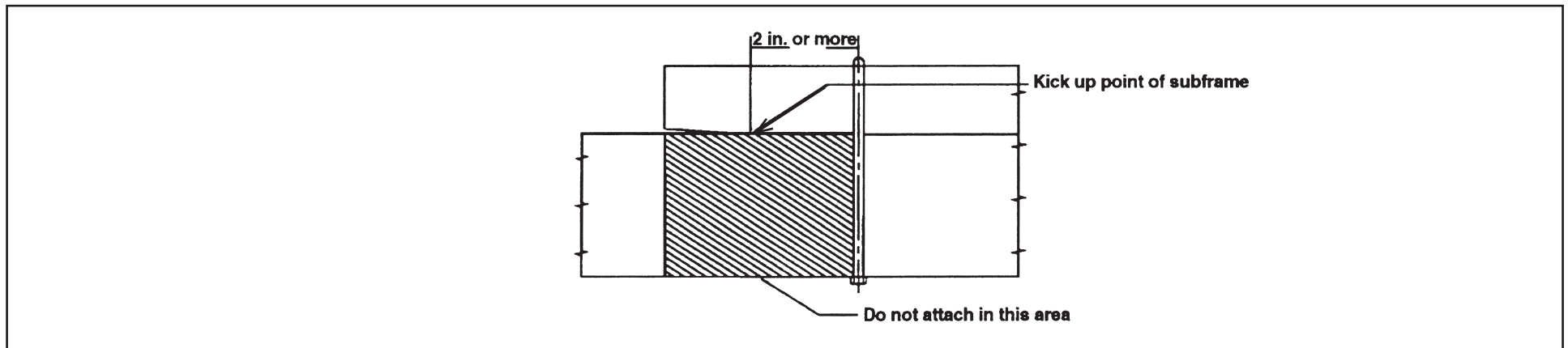
When using a steel subframe, do not close the end of the subframe.



Prohibited Attachment Areas

Do not attach the sub frame with a bolt or bracket to the chassis frame at the points indicated in the following illustrations.

1. At the front end of the subframe. The attaching bolt or bracket must be at least 2 inches behind the kick up point of the subframe.

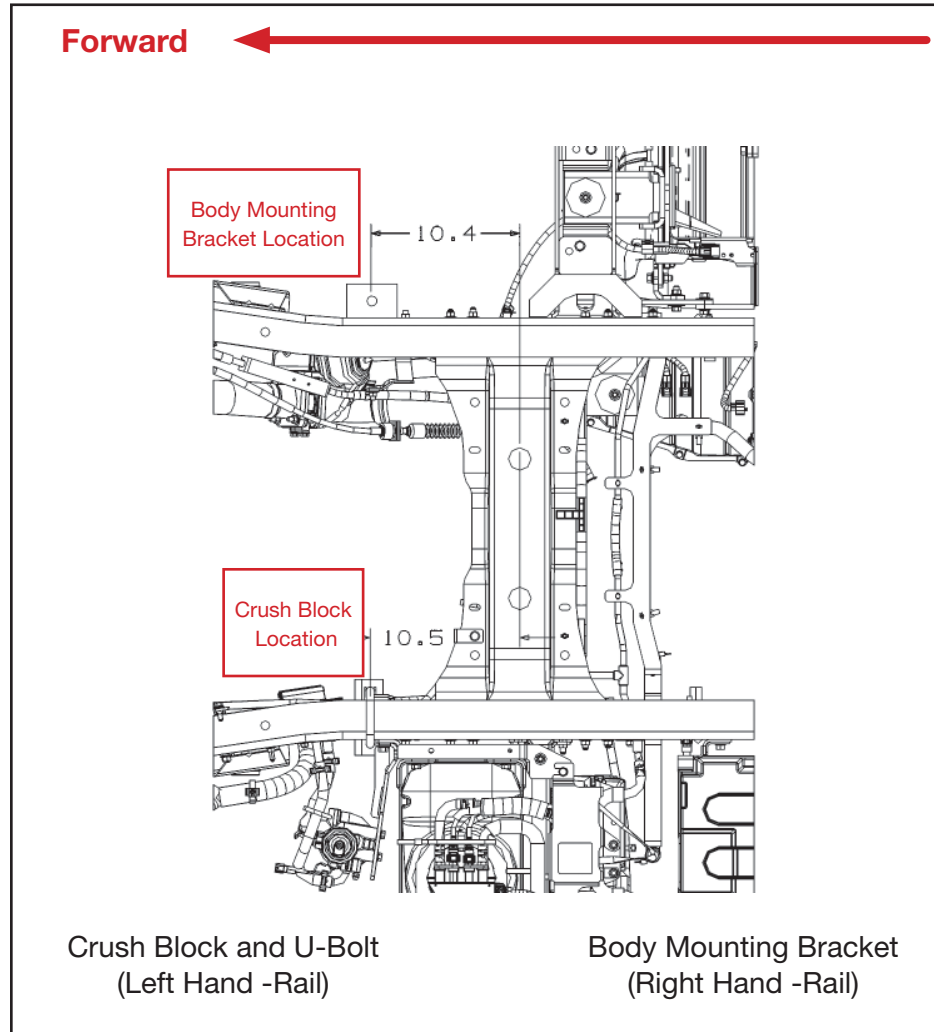


(Installation of Body and Special Equipment Section – continued from previous page)

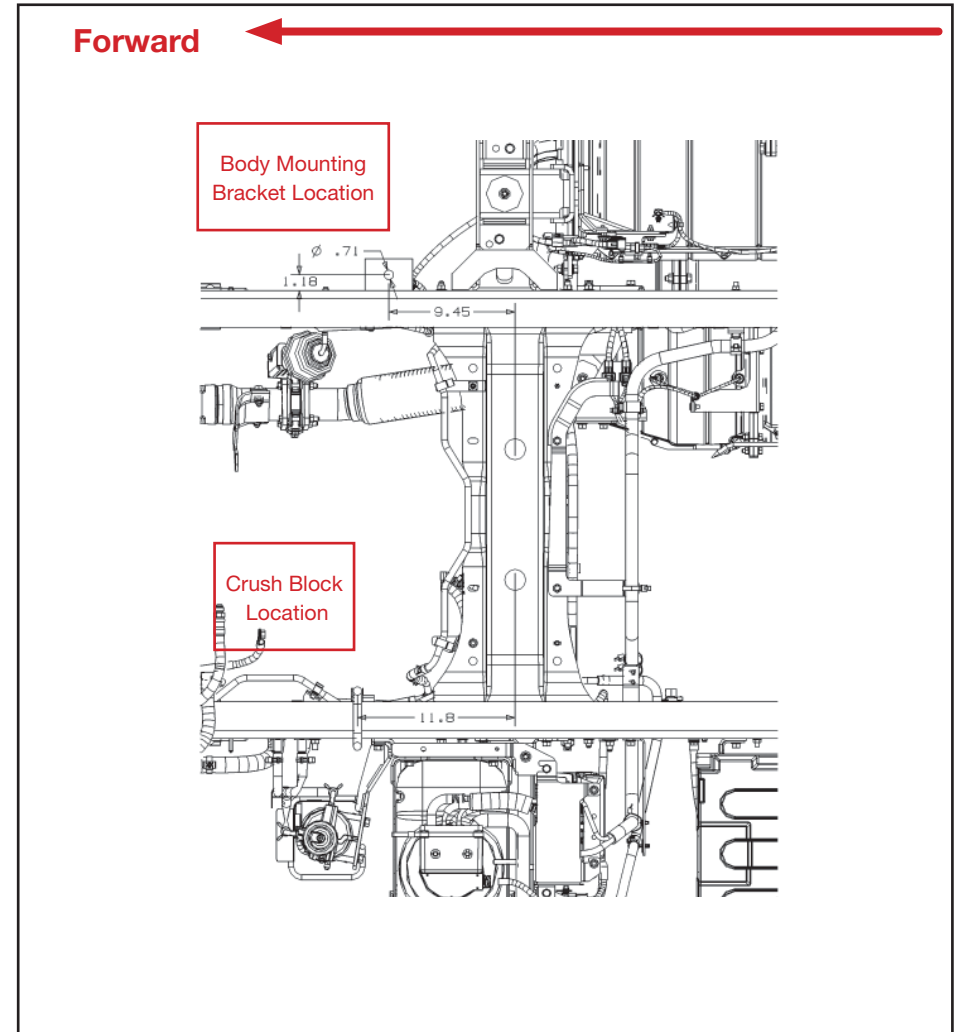
2. Front U-bolt and Mounting Bracket, Mounting Locations Ahead of Transmission

Mandatory location due to after treatment device location and interior frame components. The chassis will be supplied with one steel crush block in cab for left hand forward body attaching location as illustrated in the drawings below and one one body mounting bracket (YELLOW) attached to the right hand frame rail in the location shown in the drawings below. Body Builder will be required to design a mating bracket for attaching the body to the yellow chassis body mounting bracket (Ref page 2.16 for illustration of bolt clamping 2 brackets). No U bolt type attaching allowed.

NPR ECO MAX



NPR-HD, NQR, NRR

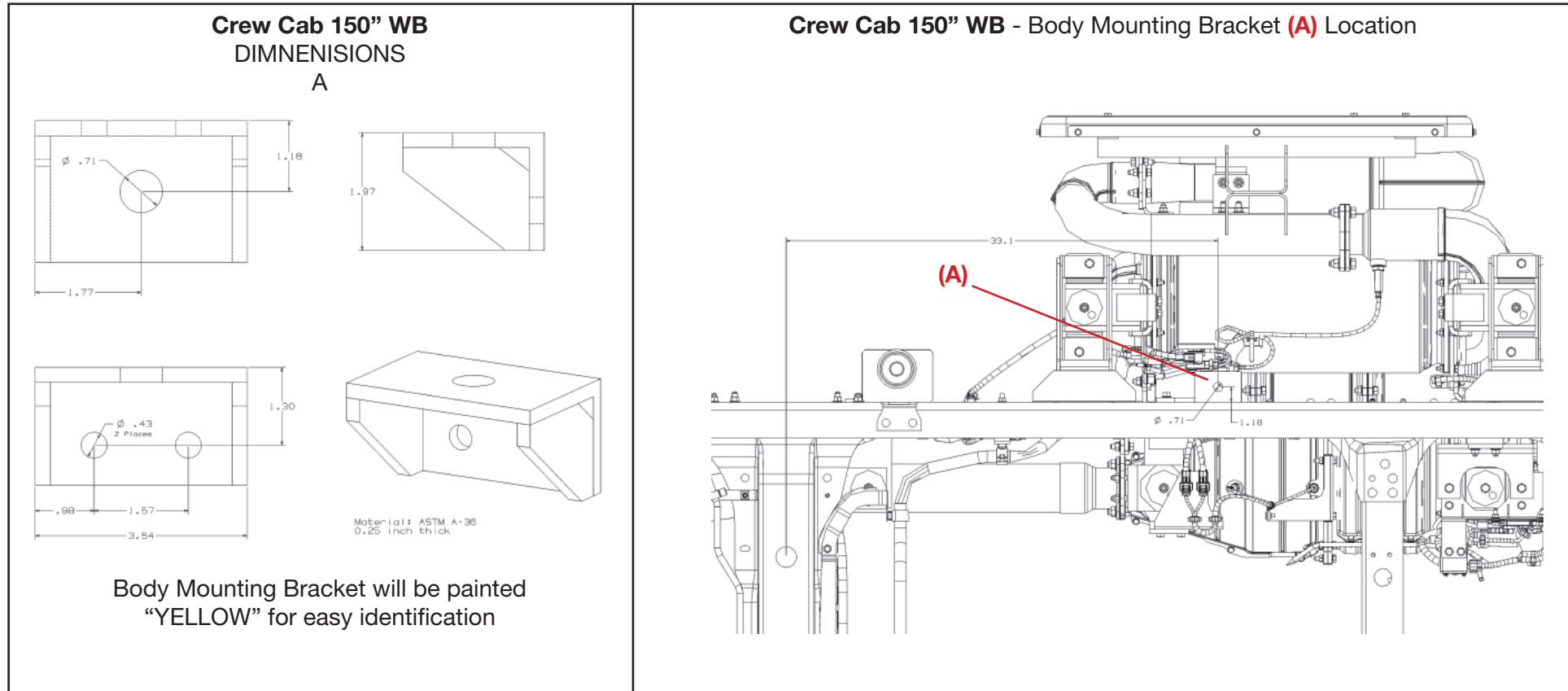


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(Installation of Body and Special Equipment Section – continued from previous page)

U-Bolt Placement – 150” W/B Crew Cab

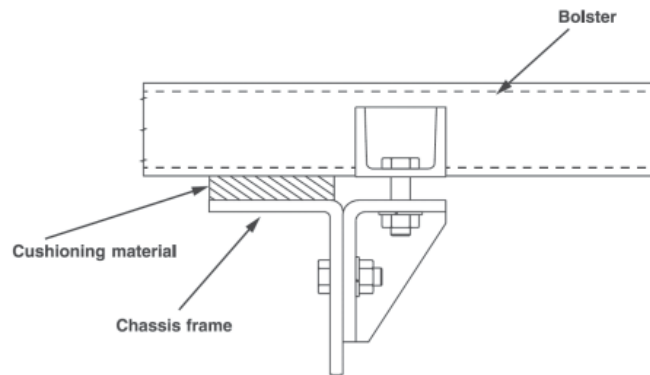
Front, RHS U-bolt on 150” Wheelbase Crew Cab interferes with after treatment system. Isuzu will supply body mounting bracket on chassis to facilitate body mounting on the passenger side of the vehicle as illustrated.



Subframe Mounting

Bracket Installation

Mounting brackets should be clamped to the chassis frame using bolts. For proper positions in which to install the bolts, refer to the preceding section and the section “Modifications to the Chassis Frame.” In addition to the illustrated bracket and U -bolts a shear plate may be required for adequately body mounting. The body company will be responsible for engineering their own mounting system.



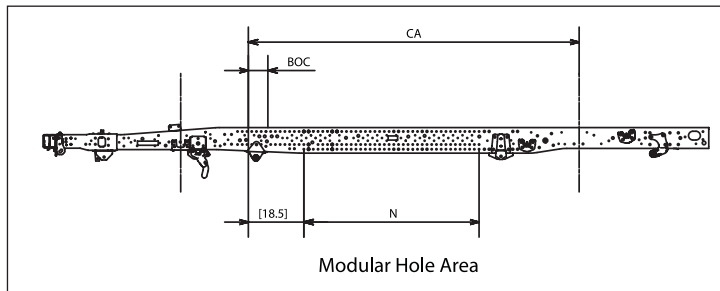
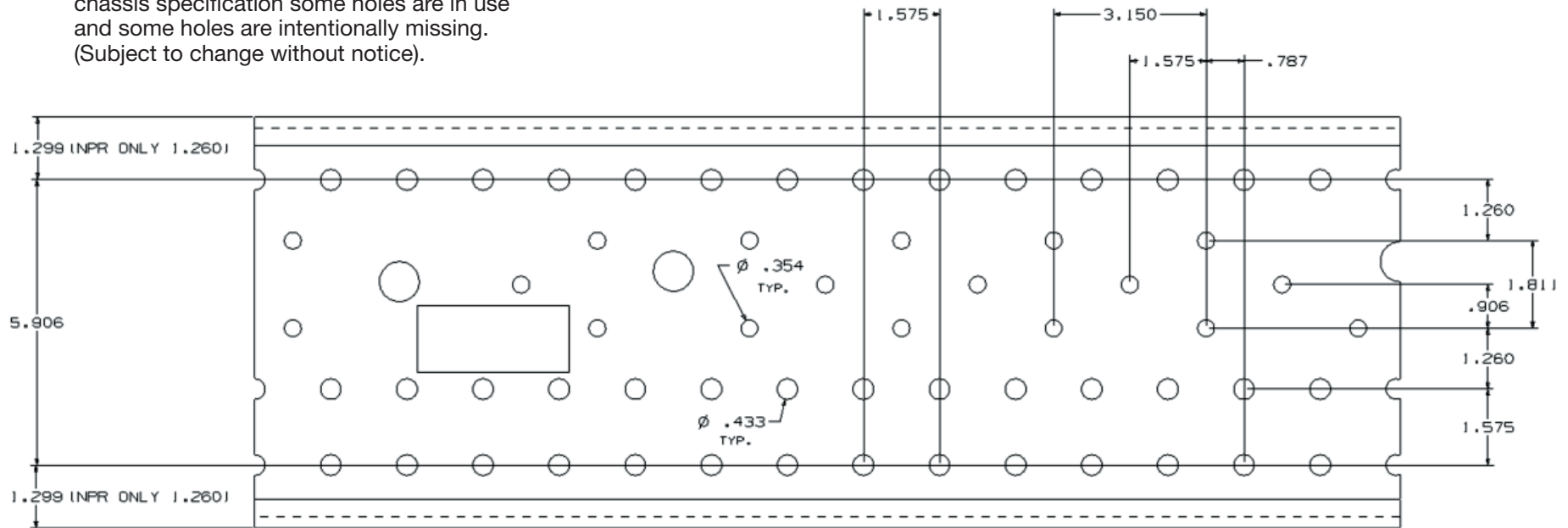
The frame material is a heat treated, carbon manganese, low alloy steel with good weldability. The frame has a 80/40 mm modular hole spacing standard. This standard pattern will assist in body mounting.

(Installation of Body and Special Equipment Section – continued from previous page)

MODULAR FRAME HOLE PATTERN

The frame material is a heat treated carbon manganese, and low alloy steel with good welding characteristics. The frame has an 80/40mm modular hole spacing standard. This standard pattern will assist with body mounting.

Depending on model, wheelbase and chassis specification some holes are in use and some holes are intentionally missing. (Subject to change without notice).



WB	N (mm/in)
110.0 / 109	880 (34.6 in)
133.7 / 132.5	1480 (58.3 in)
151.4 / 150	1920 (75.6 in)
NA / 176	2360 (92.9)

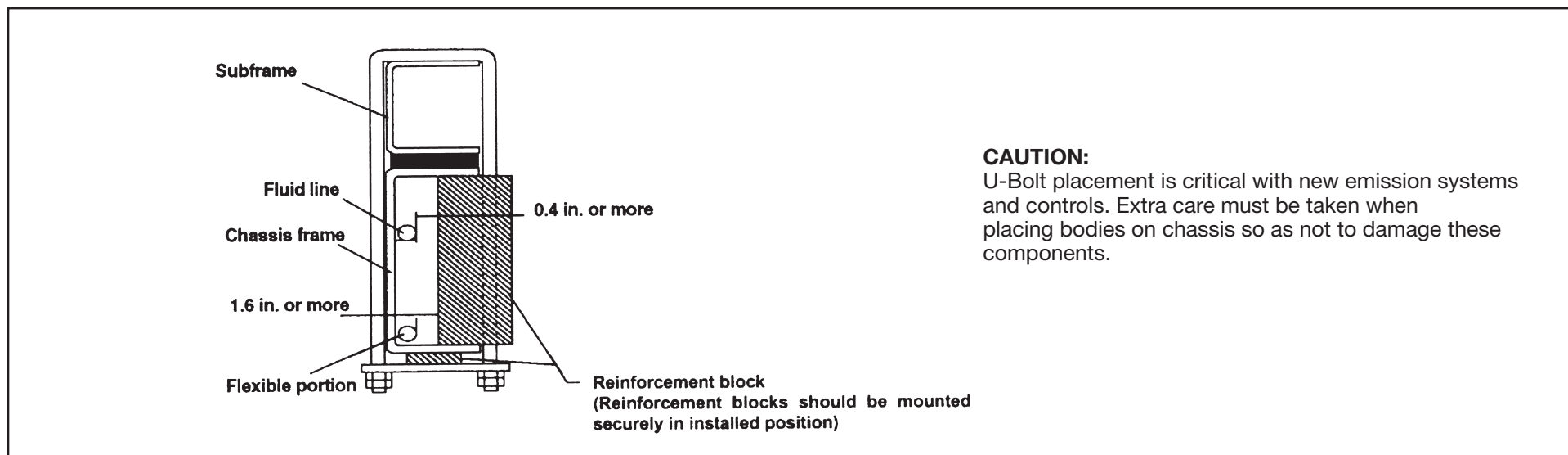
Note: Re-tighten all attaching parts that are loosened during body installation.

(Installation of Body and Special Equipment Section – continued from previous page)

U-bolt Installation

When U-bolts are used to retain the subframe, reinforcement blocks must be installed in the frame members. This will prevent distortion of the frame flange as they are tightened. The drawing indicates the correct placement of reinforcement blocks. If you use wood blocks, be sure that there is sufficient clearance between them and any parts of the exhaust system. The use of J-bolts to retain the subframe is strictly prohibited.

If any fluid lines or electric cables are located near the reinforcement blocks, you must provide at least 0.4 inches of clearance between rigid or stationary portions, and at least 1.6 inches between moveable or flexible portions of the lines.



For the installation positions of the U-bolts, refer to “Prohibited Attachment Areas.”

Crew Cab Body / Frame Requirements

The Crew Cab NPRHD and NQR will be available in two wheelbases, 150 and 176 inches. CA will be 88.5 and 114.5 inches.

On this model chassis, Isuzu Commercial Trucks of America, Inc. (ICTA) will require that the body installed on the chassis have an understructure manufactured with any of the following structural steel “C” channels:

4” x 1-5/8”, 7.5 lb./ft.

5” x 1-3/4”, 6, 7 or 9.0 lb./ft.

6” x 2”, 8.2, 10.5 or 13 lb./ft.

(Installation of Body and Special Equipment Section – continued from previous page)

Modification of the Frame

Modifications of the chassis frame should be held to an absolute minimum. Modification work should be performed according to the instructions in the following paragraphs.

When modification is complete, chassis frame members should be carefully inspected to eliminate the possibility of any safety-related defects.

NOTE: PLEASE REFER TO NOTES ON CHASSIS FRAME MODIFICATION WITH ANTILOCK BRAKES.

Working on Chassis frame

The chassis frame is designed and built with consideration for proper load distribution. Sufficient physical strength is provided when the load is evenly distributed. Installation of special equipment on the chassis frame can cause variations in load distribution. If even distribution of load is not kept in mind when the equipment is installed, localization of stresses on specific areas of the frame could cause cracking of the chassis frame members or other problems, even if the total weight of the equipment is within the design limit.

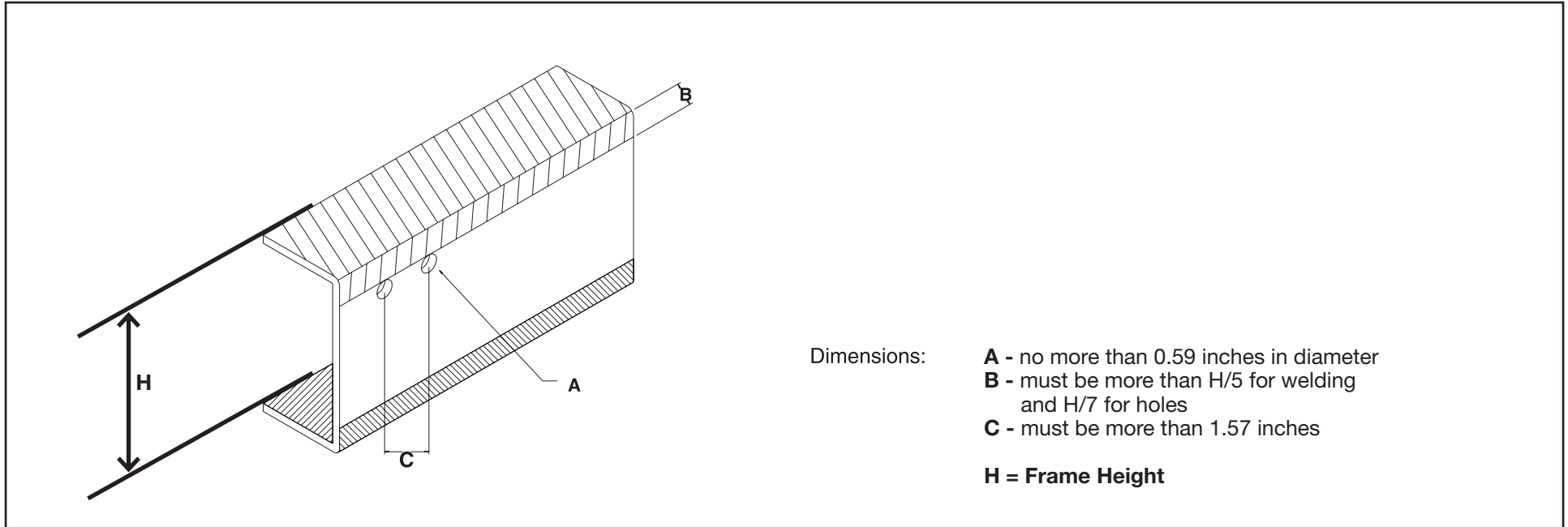
The chassis frame is designed as an integral unit. Therefore, we do not recommend cutting the chassis frame under any circumstances.

Drilling and Welding

IMPORTANT NOTE: For vehicles equipped with electronic engines and or electronic or hydra-matic transmissions, electric arc welding must be done with the negative battery cable disconnected.

1. Do not drill or weld in the shaded portions of the chassis frame members. Do not weld within 0.8 inches from the edges of any existing holes.
2. Hold the length of any welding beads within 1.2-2.0 inches. Allow at least 1.6 inches between adjacent welding beads.
3. All holes must be drilled. Do not use a torch to make any holes.
4. All riveting must be done with cold rivets. Do not use hot rivets.
5. The flange of the chassis frame must not be cut under any circumstances.
6. The subframe must be attached to the chassis frame with bolts. Do not weld.

(Installation of Body and Special Equipment Section – continued from previous page)



Reinforcement of Chassis Frame

Reinforcements must be installed to prevent the considerable variation in the section modulus. They must be welded so as to avoid localized stresses.

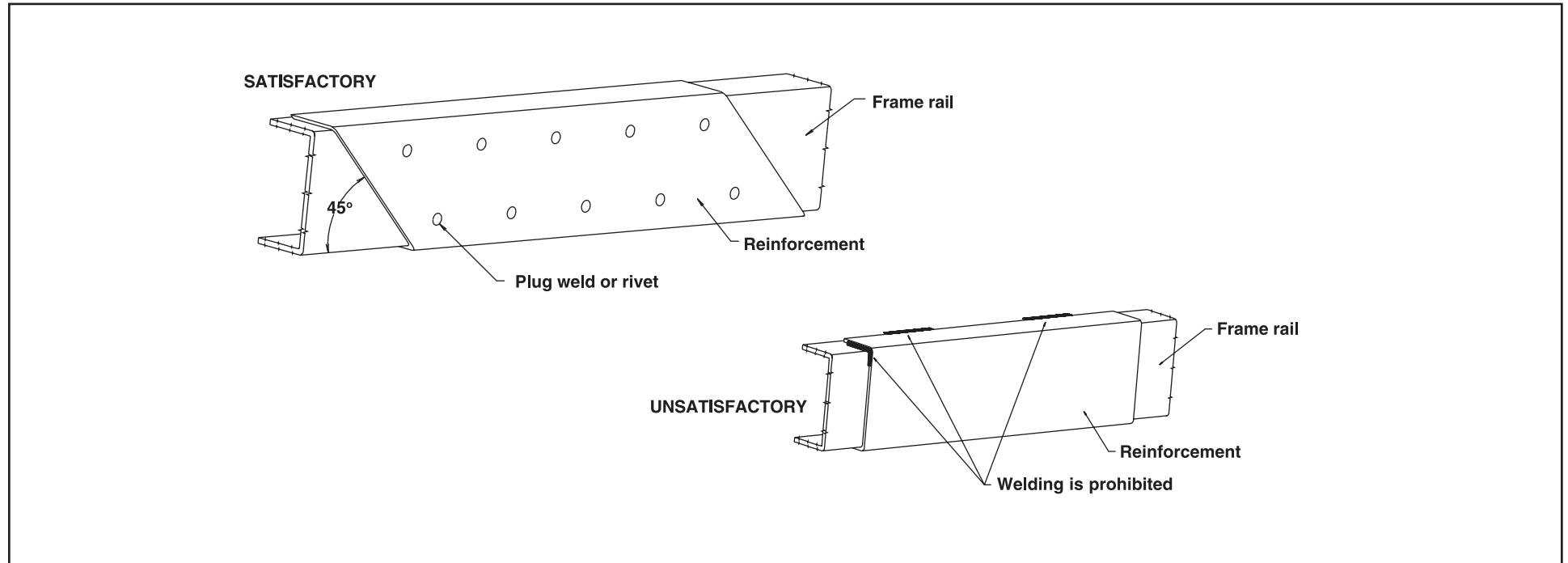
The frame of the N-Series is made of SAPH440 mild steel.

The drawing on the following page illustrates correct and incorrect methods of frame reinforcement.

Welding

1. Keep reinforcement plates and chassis frame free from moisture and water.
2. Avoid cooling with water after welding.
3. Use a suitable means to protect pipes, wires, rubber parts, leaf springs, etc. against heat and effect of sputtering.
4. Remove fuel tank assembly when welding portions near the fuel tank.
5. Remove coat of paint completely when welding painted areas.

(Installation of Body and Special Equipment Section – continued from previous page)



Fluid Lines

Do not disturb the layout of any brake lines or fuel lines unless absolutely necessary. When modification is needed, follow the instructions below carefully to ensure safety. Brake fluid lines must not be cut and spliced under any circumstances. We do not recommend the cutting or splicing of any fuel lines, but if it is absolutely necessary, be sure that the correct fitting and tools are used to form the joint, and then pressure test the joint. Steel lines are metric sizes.

Preparation of Additional Lines

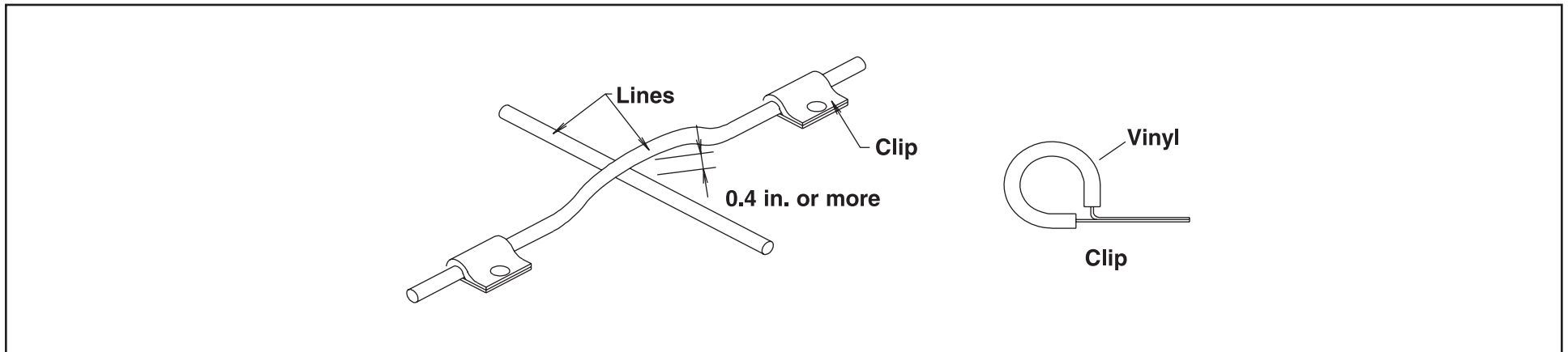
1. Where possible, use only genuine Isuzu lines as supplied by authorized Isuzu dealers.
2. Use the correct metric flaring and bending tools to form the lines.
3. Avoid repeated bending. Do not use heat for flaring and bending the lines. Before and after forming the new lines, examine them carefully for scratches, distortion, dents and the presence of any foreign matter.

(Installation of Body and Special Equipment Section – continued from previous page)

Installation of Additional Lines

Install new lines away from adjacent parts and away from any sources of heat.

1. A minimum clearance of 0.4 inches must be maintained between lines. Where necessary, clip the lines into position in order to maintain this minimum clearance.
2. Minimize any crossing between lines. If a crossing is unavoidable, use the following procedure:
 - a. At least 0.4 inches of clearance should be maintained between lines at the crossing point.
 - b. If the 0.4 inches of clearance cannot be maintained, or if the lines are subject to vibration, clip them securely.
3. Plan the bends and clipping points of the lines to minimize vibration and the resulting fatigue.
4. Use rust-proofed clips and apply vinyl coating to the portions of the lines to be clipped.
5. Install new lines in positions where they are protected against water, dirt, grit, sand, rocks and other foreign matter that can come from above or below, or can be flung up by the wheels.



Electrical Wiring and Harnessing

To increase the reliability of the wiring, all frame harnesses are covered with corrugated vinyl tubing. The following instructions apply to extending or modifying these harnesses. See the Electrical Section for information on commonly used circuits in the NPR, NPR HD, NQR, NRR.

(Installation of Body and Special Equipment Section – continued from previous page)

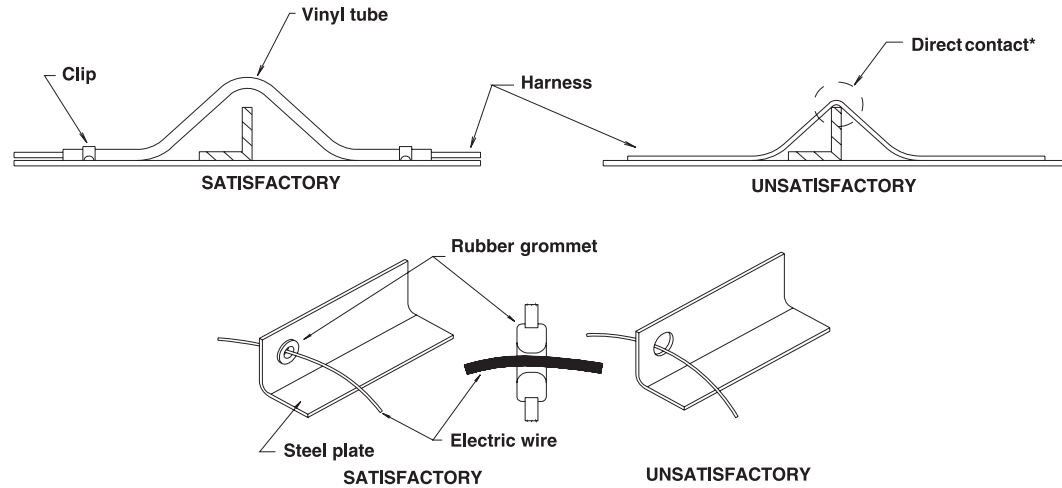
Wiring

1. Most wiring connections on Isuzu vehicles are made with terminals. We recommend the use of terminals when splicing cables and wires.
2. When splicing, use new wire of the same gauge, and do not make splices inside the corrugated tubing.
3. When making connections to the end of the harness, make sure the connections are electrically perfect. Use insulating tape as needed to prevent the entry of water, which results in short circuits and/or corrosion.
4. When making new circuits, or modifying circuits already installed, make the cables only just taut enough to remove any slack. Use clips or grommets where required to protect cables from heat or sharp edges. When cables must run near the exhaust system, see the instructions in the “Exhaust System” section.
5. Always use rustproof clips, and apply vinyl coating to that portion of the clips in direct contact with the harnesses. No scotch clips or connectors.
6. To minimize the vibration of the harness, clipping points should be set up according to the table.

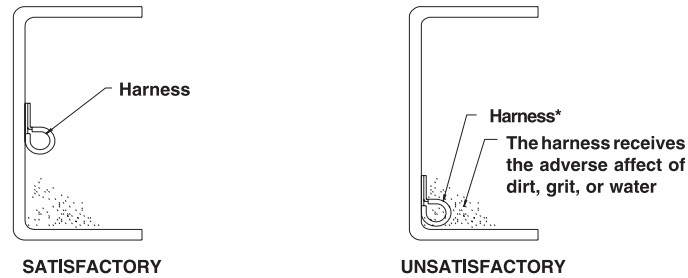
Harness Diameter	Clip Distance
less than 0.2 in.	less than 11.8 in.
0.2 in. ~ 0.4 in.	approx. 15.7 in.
0.4 in. ~ 0.8 in.	approx. 19.7 in.

7. When changing the length of the battery cable, do not cut or splice the existing cable. Make up a new cable of the correct length and wire gauge for the load and distance, without splices.
8. When using connectors, use a socket (female) connector on the electrical source side and a plug (male) connector on the electrical load side to lower the possibility of a short circuit when disconnected.
9. When connecting cables to moving or vibrating parts such as the engine or transmission, be sure to maintain sufficient slack in the wiring to absorb the vibration. Follow the example of existing cables connected by Isuzu. Keep flexible cables clear of other parts.
10. Do not use vinyl tape in the engine compartment. The heat will tend to make it peel off. Use plated steel clips coated with rubber or vinyl.
11. When locating auxillary equipment or lines near the ECM caution should be used in order to protect the ECM from excessive vibration, heat or chemical reactions.

(Installation of Body and Special Equipment Section – continued from previous page)

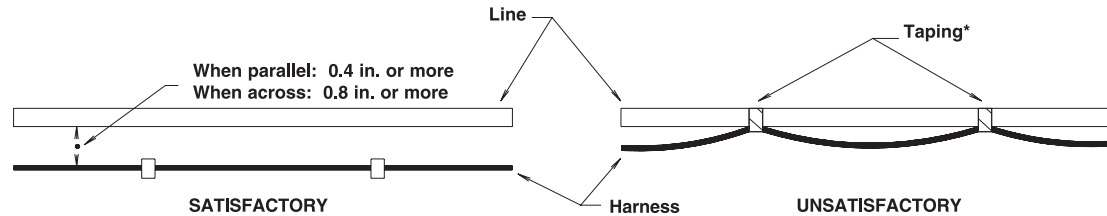


* Cables should not be in contact with sharp edges or pierced holes.



* Harnesses should not be installed on inside lower face of the chassis frame.

* Harnesses should not be taped to fuel lines or other lines. A sufficient clearance should be maintained between harness and pipe lines.



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(Installation of Body and Special Equipment Section – continued from previous page)

Wire Color Code

The electrical circuits of the N-Series Chassis Cab are connected with low-voltage stranded wire for automotive applications. The color coding standards are as follows for the N-Series Chassis Cab:

(1) Black	B Starter circuits and grounds	(5) Yellow	Y Instrument circuit
(2) White	W Generator (alternator) circuit	(6) Brown	Br Accessory circuit
(3) Red	R Lighting circuit	(7) Light Green	Lg Other circuit
(4) Green	G Signal circuit	(8) Blue	L Windshield wiper motor circuit

Maximum Allowable Current

Harness Design Diameter (mm)	AWG Equivalent	No. of Wires/Wire Diameter (mm)	Cross Sectional Area (mm ²)	Maximum Allowable Current (Amps)
100	00	217/0.80	109.1	363
85	0	169/0.80	84.96	305
60	1	127/0.80	63.84	248
50	1	108/0.80	54.29	223
40	1	85/0.80	42.73	191
30	2	70/0.80	35.19	171
20	4	41/0.80	20.61	123
15	6	84/0.45	13.36	93
8	8	50/0.45	7.952	68
5	8	65/0.32	5.228	51
3	12	41/0.32	3.297	39
2	14	26/0.32	2.091	29
1.25	16	16/0.32	1.287	21
0.85	18	11/0.32	0.8846	17
0.5	20	7/0.32	0.5629	13

Reference: The values given in the “maximum allowable current” column are based on the ambient temperature condition of 104°F with temperature increase of 104°F.

(Installation of Body and Special Equipment Section – continued from previous page)

Electrical System Modifications

Modifications/add-on wiring must be carefully reviewed to ensure compatibility with the base vehicle wiring by reviewing system schematics, wire routing paths, harness connections, etc. Due to the wide range of modifications that may be required for vocational needs, it is not feasible for the O.E.M. to take into account all potential revisions. For this reason, any person modifying existing vehicle wiring must assume responsibility that the revisions have not degraded the electrical system performance. Any add-on wiring needs to be properly fused and routed to prevent cut, pinch, and chafe problems, as well as avoid exposure to excessive heat. Care must be exercised that existing vehicle interfaces do not have their current load capabilities exceeded, and that the respective control devices are not overloaded. Added wire size should be at least as large as the wire to which it is attaching in order for fuse protection to be maintained.

A Packard electric wiring repair kit is available through Kent-Moore (P/N J38125-B) (Phone # 1-800-345-2233). This kit contains instructions, tools and components for making repairs to wiring harness components. This kit would also greatly assist in accomplishing necessary add-on wiring such as body marker lamps, so that system reliability/durability is maintained.

Electrical wiring components can be obtained through your authorized Isuzu dealers. Packard Electric components are also available through Power and Signal (www.powerandsignal.com). Power and Signal may also be able to assist in making necessary wiring additions by providing custom wiring stubs or jumpers to your specifications.

Exhaust System

Modification of the exhaust system should be avoided. If modifications are absolutely necessary, the following points should be maintained.

1. Maintain the clearance specified in the “Exhaust System” table between all parts of the exhaust system and any fuel lines, brake lines, brake hoses, electrical cables, etc. The exhaust outlet should not point toward any of these parts.

	Clearance
Brake lines	2.4 in. or more. (If the combined section of a group of parallel brake lines is more than 7.8 in., a clearance of 7 in. or more should be provided.)
Flexible brake hoses	7.8 in. or more. (The temperature of flexible brake hoses should not exceed 158°F. If the highest temperature is not measurable, a clearance of more than 15.7 in. should be maintained between the hoses and the exhaust system.)
Wiring harnesses and cables	7.8 in. or more. (The temperature of flexible brake hoses should not exceed 158°F. If the highest temperature is not measurable, a clearance of more than 15.7 in. should be maintained between the hoses and the exhaust system.)
Steel fuel lines	3.1 in. or more.
Rubber or vinyl fuel hoses	5.9 in. or more.

(Installation of Body and Special Equipment Section – continued from previous page)

2. If a tool box is installed, it should preferably be made from steel. If a wooden tool box is installed, at least 7.8 inches of clearance should be maintained between the tool box and any parts of the exhaust system.
3. If the exhaust system is modified, it is the responsibility of those making the modification to ensure that the noise level meets appropriate standards.
4. If the exhaust system is modified it is the responsibility of those making the modification to ensure that the emission levels meet appropriate standards.

Fuel System

Relocation of the fuel tank, or installation of additional fuel tanks, is not recommended. If modifications to the fuel system are unavoidable, follow these recommendations:

1. Maintain adequate clearance between the fuel tank and any other device or structure.
2. Do not connect any additional fuel hose.

Rear Lighting

Brackets installed are temporary. Please do not use these brackets for body installation.

Serviceability

No matter what other modifications or changes are made, access to components requiring daily preventive maintenance or other routine service must not be obstructed. This includes:

1. Inspection, filling and draining of engine oil and cooling water.
2. Inspection, filling and draining of transmission fluid.
3. Adjustment, removal and installation of the fan belts.
4. Inspection, filling and removal of the battery and battery cover.
5. Inspection and filling of brake fluid.
6. Inspection and bleeding of the brake system and servo unit.
7. Maintenance of clearance for tightening of check bolt on brake safety cylinder.
8. Operation of the spare tire carrier, including mounting and dismounting of the spare tire.
9. Adjustment, removal and installation of distributor and/or cover.

(Installation of Body and Special Equipment Section – continued from previous page)

Wheelbase Alteration

With certain applications, it may become necessary to alter the wheelbase of the chassis. The next two sections provide the suggested guidelines for accomplishing either shortening or lengthening of the wheelbase.

Shortening/Lengthening the Wheelbase Without Altering the Frame

Since the frame is an integral part of the chassis, it is recommended that the frame not be cut if it is possible to avoid it. When shortening/lengthening the wheelbase on some models, it is possible to do so without cutting the frame. This is possible on models which have a straight frame rail. If the chassis does not have a straight frame rail, it may still be necessary to cut the frame. For instructions on shortening/lengthening these chassis, refer to the “Altering the Wheelbase by Altering the Frame” section of this book. Otherwise, the wheelbase may be shortened/lengthened by removing the rear suspension, drilling new suspension mounting holes at the appropriate spot in the frame, and sliding the rear suspension, suspension liner, and suspension crossmembers forward or aft. The suspension and suspension crossmembers’ rivet holes left in the frame rail flange must be filled with GRADE 8 bolts and hardened steel washers at both the bolt head and nut, HUC bolts or GRADE 8 flanged bolts and hardened steel washers at the nut. When shortening/lengthening the wheelbase in this manner, the following guidelines must be adhered to:

1. All frame drilling must comply with the DRILLING AND WELDING section of this book.
2. All rivet holes left in the frame rail flange from the suspension and suspension crossmembers must be either filled with GRADE 8 bolts and hardened steel washers at both the bolt head and nut, HUC bolts or GRADE 8 flanged bolts and hardened steel washers at the nut.
3. The components required to be slid forward or aft are the suspension and suspension hangers, suspension crossmembers and suspension frame liner.

Altering the Wheelbase by Altering the Frame

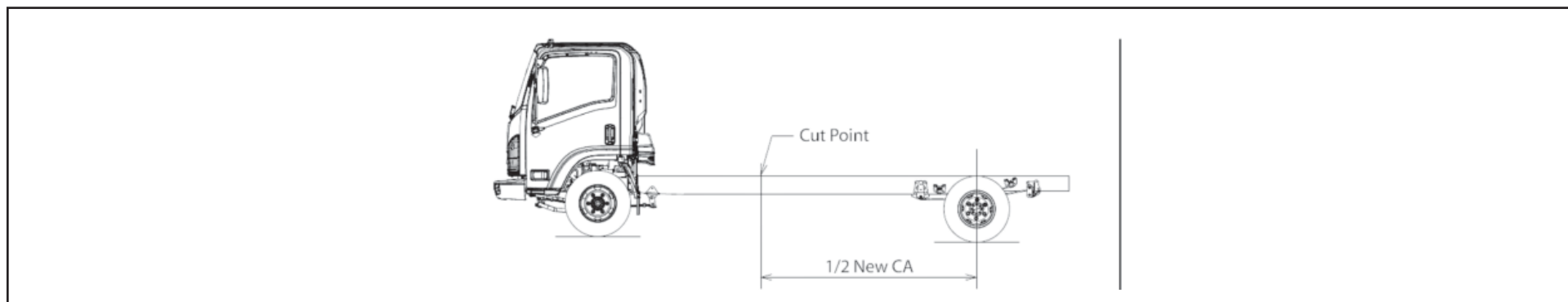
Even on a straight frame rail, it may be desirable to cut the frame and lengthen or shorten the wheelbase rather than simply sliding the rear suspension back or forward. The following section offers some guidelines and suggestions for cutting and lengthening or shortening the frame.

Glossary of Terms – Chassis Wheelbase Alteration

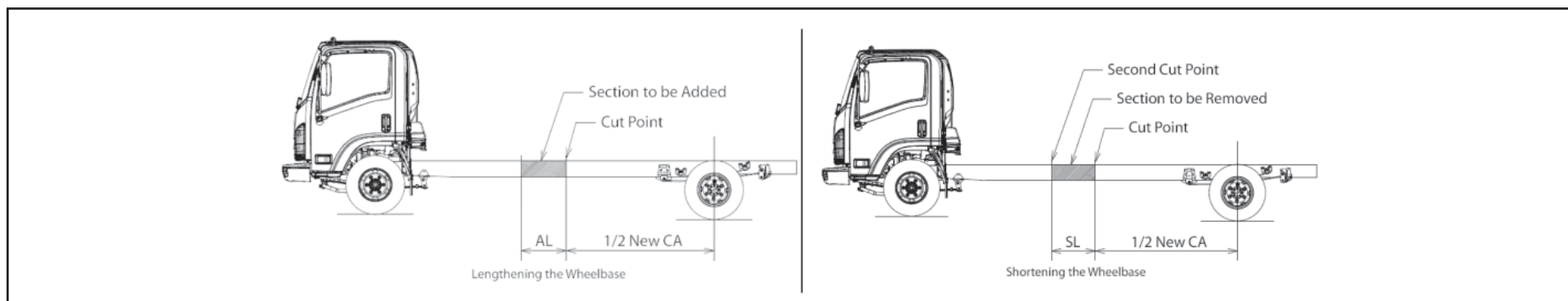
- CA – Length from back-of-cab to rear axle centerline in inches.
- AL – Added length (in case of a lengthened wheelbase). Difference between WB (new) and WB (old).
- SL – Shortened length (in case of shortened wheelbase). Difference between WB (old) and WB (new).

(Installation of Body and Special Equipment Section – continued from previous page)

1. Determine the added length (AL) or shortened length (SL) required to lengthen or shorten chassis. (For added wheelbase: New CA = CA + AL; For shortened wheelbase: New CA = CA - SL.)
2. Obtain the material to be used as the insert for the lengthened wheelbase in the correct length (AL). The insert must have the same cross sectional dimensions and yield strength as the original frame rail.
3. Divide the new CA by two (2). Measure (new CA)/2 from the center of the rear axle forward and mark this point on the chassis frame (see figure below).

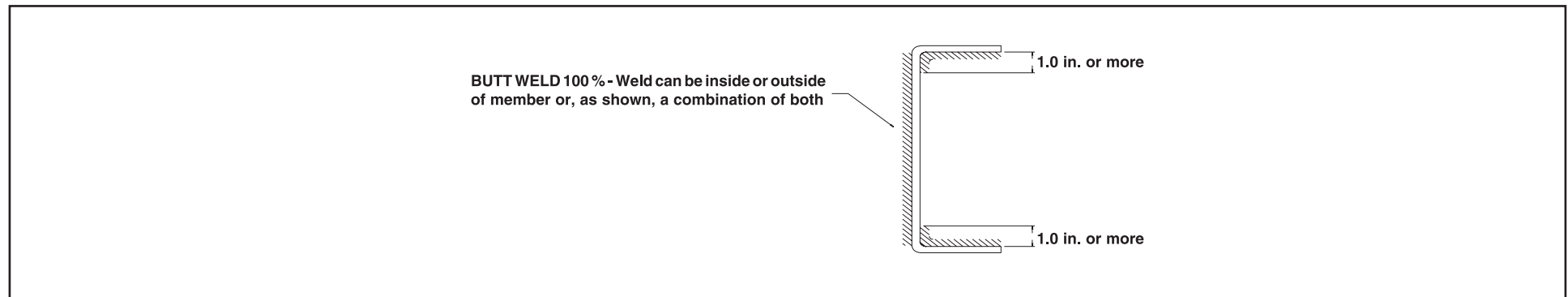


4. Cut the chassis frame at this point. If the wheelbase is to be lengthened, addition of the previously obtained insert (of length AL determined in step 1) will be made at this time. If the wheelbase is to be shortened, measure the distance (SL) forward of this cut and remove a length (SL) section from the chassis frame (see figure below). Insure that an adequate area on the frame remains for the required addition of the necessary reinforcements. These are the only suggested places for cutting the frame and reinforcements but may be changed upon the advice of Isuzu Commercial Trucks of America, Inc. Application Engineering.



(Installation of Body and Special Equipment Section – continued from previous page)

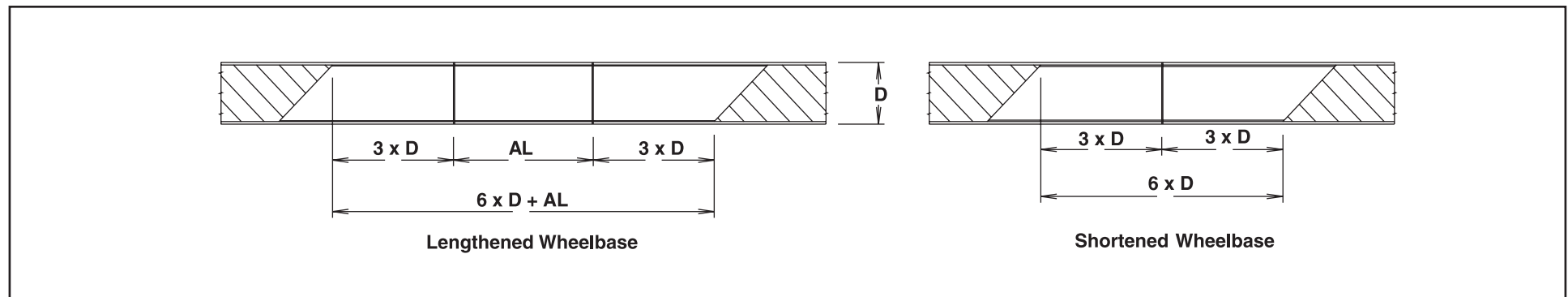
5. When welding the insert (length AL for wheelbase lengthening) to the original frame rail, a continuous butt weld must be used at the splices. When shortening the wheelbase, weld the ends of the chassis frame together with a continuous butt weld over the junction of the frame ends. Weld both the inside and outside of the frame rails using welding techniques prescribed by established welding standards (ref. SAE J1147) and in accordance with this guide. An example of this weld is shown below.



6. Determine the appropriate additional internal reinforcements which are required using this equation:

$$\text{Reinforcement Length} = AL + 6 \times (\text{original frame rail web depth}).$$

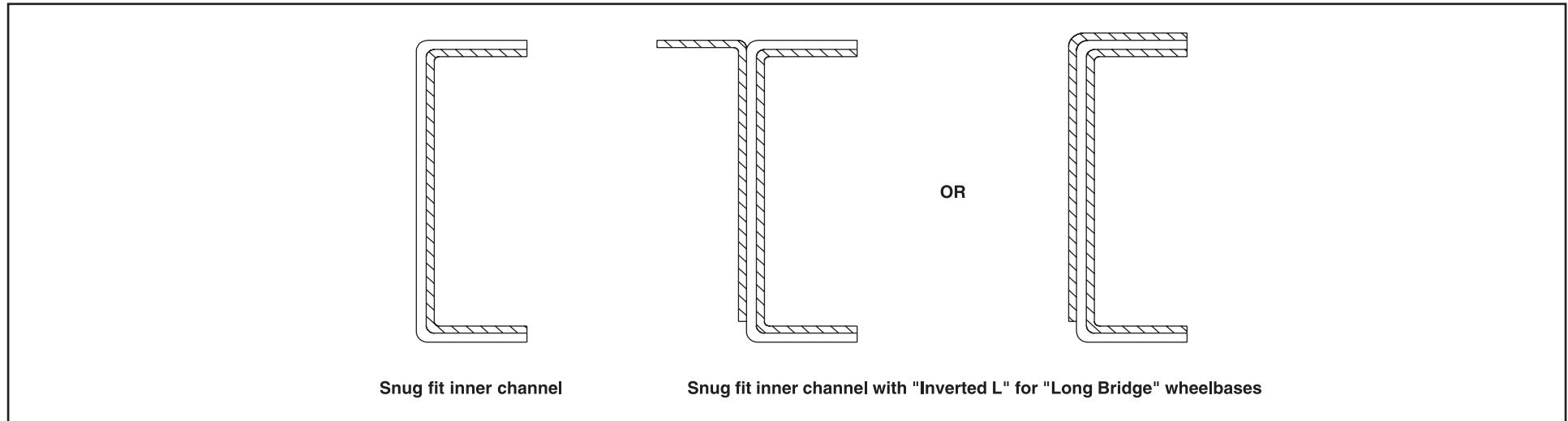
The figure below shows how this reinforcement is to be placed over the extended or shortened section of the frame rail.



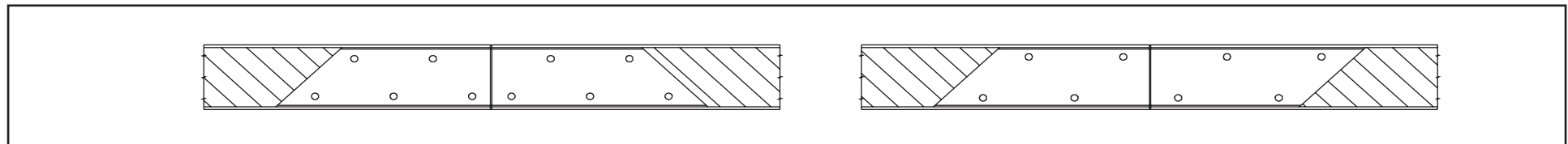
D = Original frame rail web depth

The suggested cross section of this reinforcement is a snug fit inner channel. If the new wheelbase exceeds the upper limit of the optional wheelbases of this model, i.e.; a “long bridge”, it may be necessary to use an “inverted L” reinforcement in addition to the snug fit channel reinforcement (see figures on next page). Application Engineering should be consulted for approval of such cases. It should be noted that these methods of reinforcements, and any other methods which may be used, require a 45° angled cut at both ends to avoid stress concentrations in the frame (note the figures under item 7).

(Installation of Body and Special Equipment Section – continued from previous page)



7. The reinforcements must be fastened securely to only the web of the original chassis frame rail. The reinforcement must be held rigidly in place using either HUC bolts, GRADE 8 bolts and hardened steel washers at both the bolt head and nut, or GRADE 8 flanged bolts and hardened steel washers at the nut. Below are some suggested bolt patterns. It should be noted that these bolt patterns must not align the bolts vertically, i.e.: the bolt pattern must be staggered.



8. Lengthening the frame will also require extending the brake lines, basic chassis electrical harness. It is recommended that the original brake lines be removed and replaced with brake lines of the same diameter as the original lines and of the appropriate length. The extended ABS brake lines must be supported back to the frame to prevent vibration. The electrical harness must be extended in accordance with the ELECTRICAL WIRING AND HARNESSING section of this book. ICTA offers an electrical extension harnesses for the N-Series chassis when a wheelbase is lengthened. One wheelbase longer is the recommended maximum wheelbase extension (please refer to the drive line section and particular models for number of drivelines and their maximum lengths). The extension of a wheelbase will require an extension harnesses (pn 8980626380)and 12 clips (5097003230).

Part numbers 2008 2009 2010 harness extension harness

2008 -2011 NPR NPR-HD NQR / NRR PN 8980626380 CHAS WRG HARNESS ASM; QTY 1

2008 -2011 NPR NPR-HD NQR / NRR PN 5097003230 CHAS RR WRG HARNCLIP; QTY 5

9. The propeller shafts' overall length will also need to be lengthened or shortened. If the extension is within the limits of the optional wheelbases of the respective model, the exact propeller shaft lengths and angles are given on or about Page 12 of the respective sections of this book. If the modified wheelbase exceeds the optional wheelbases of the respective model, the following guidelines must be adhered to:

(Installation of Body and Special Equipment Section – continued from previous page)

a. Propeller Shaft Length

The maximum propeller shaft lengths (pin to pin) for the respective models are shown in the table below.

DIESEL	NPR	NPR-HD	NQR	NRR
Propeller Shaft Diameter (in.)	3.18	3.54	3.54	3.54
Maximum Propeller Shaft Length (in.)	43.0	52.9	52.9	52.9

b. Propeller Shaft Angles

The maximum propeller shaft angles, with respect to the previous shaft, are shown in the table below.

DIESEL	NPR	NPR-HD	NQR	NRR
Maximum Propeller Shaft Angle	6.1°	6.1°	6.1°	6.1°

c. The propeller shaft angles must be designed such that the angles will cancel to avoid propeller shaft whip.

d. The propeller shaft yokes must be assembled such that the propeller shaft yokes are “in phase.” “In phase” means that the yokes at either end of a given propeller shaft assembly are in the same plane.

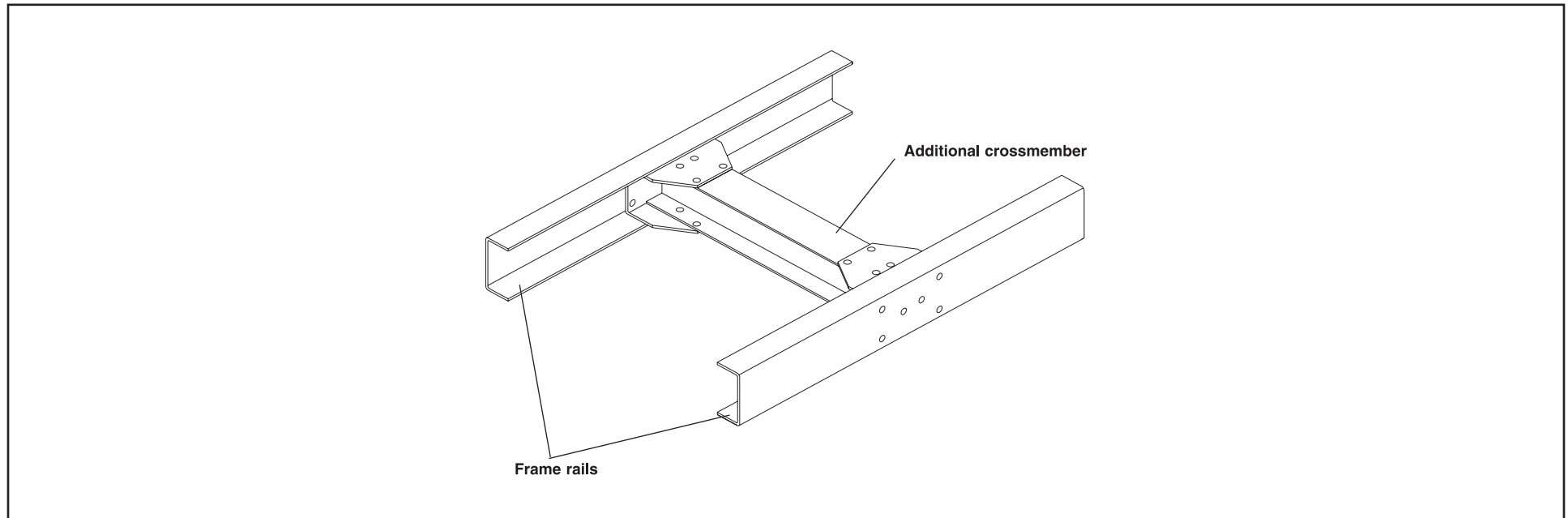
10. Extending the frame will also require relocation and/or addition of crossmembers. If the extension is within the limits of the optional wheelbases of the respective model, the exact crossmember locations and dimensions are given in the respective model sections of this book. If the modified wheelbase exceeds the optional wheelbases of the respective model, the following guidelines must be adhered to:

a. The crossmember location will largely be determined by the propeller shaft lengths and where the center carrier bearing locations are for the propeller shaft assembly.

b. A crossmember must be located at the front and rear spring hangers of the rear suspension (refer to the appropriate section of this book to see where these suspension crossmembers are to be located).

c. The crossmember must be constructed such that it supports both the upper and lower flange on each frame rail (see drawing on next page). A crossmember such as the one on the next page may be constructed, or Isuzu crossmembers may be obtained from your Isuzu parts dealer.

(Installation of Body and Special Equipment Section – continued from previous page)



d. The maximum distance between crossmembers for the respective models is given in the table below.

DIESEL	NPR	NPR-HD	NQR	NRR
Maximum Distance Between Crossmembers (in.)	35.7°	35.7°	35.7°	35.7°

e. The drilling for any additional holes in the frame rails must comply with the DRILLING AND WELDING section of this book.

11. All other aspects of lengthening or shortening the wheelbase must comply with the applicable section of this Body Builder's Guide. For special applications and longer than recommended body lengths, ICTA Application Engineering must be consulted for approval. In the West Coast call 1-714-935-9327 and in the East Coast call 1-770-740-1670 x262.

12. Please contact applications engineering for guidelines on N SERIES CHASSIS frame modifications when the vehicle is equipped with an Antilock Brake System.

BODY APPLICATION SUMMARY CHART

2011 Diesel Model Body Application Summary Chart

Model/GVWR	WB	BOC	10 ft.	12 ft.	14 ft.	16 ft.	18 ft.	20 ft.	22 ft.	24 ft.
NPR Diesel 12,000 lbs.	110 133.7 151.4	4.5 4.5 4.5		X	X	X	X			
NPR-HD Diesel 14,500 lbs.	109 132.5 150 176	7.7 7.7 10.2 10.2	X	X	X	X	X	X		
NPR-HD Crew Cab Diesel 14,500 lbs.	150 176	5.3 5.3		X ¹		X ²				

2011 Isuzu Truck

(Body Application Summary Chart Section – continued from previous page)

2011 Diesel Model Body Application Summary Chart

Model/GVWR	WB	BOC	10 ft.	12 ft.	14 ft.	16 ft.	18 ft.	20 ft.	22 ft.	24 ft.
NQR Diesel 17,950 lbs.	109	7.7	X	X						
	132.5	7.7			X					
	150	7.7				X	X			
	176	7.7					X	X		
	200	7.7						X	X	
NQR Crew Cab Diesel 17,950 lbs.	150	5.3		X ¹						
	176	5.3				X ²				
NRR Diesel 19,500 lbs.	109	7.7	X							
	132.5	7.7		X						
	150	7.7			X					
	176	7.7				X	X			
	200	7.7					X	X		
	212	7.7						X	X	X

NOTES:

1. 16' Dovetail landscape (12' deck plus 4' dovetail).
2. 18' Dovetail landscape (14' deck plus 4' dovetail).

IMPORTANT:

Body selection recommendations are based on water level weight distribution and no accessories, liftgate or refrigeration units. This table is intended for reference and does not preclude the necessity for an accurate weight distribution calculation.

Completed Vehicle Frontal Area Calculation:

The method used to certify EPA'10 emissions compliance of the NPR ECO-MAX has completed vehicle frontal area and curb weight restrictions. The Completed Vehicle Manufacturer is responsibility for ensuring that the completed vehicle meets these limits so as to ensure emission compliance. For reference, the frontal area limit is 73.1 ft2 and the curb weight limit is 9,660 lbs.

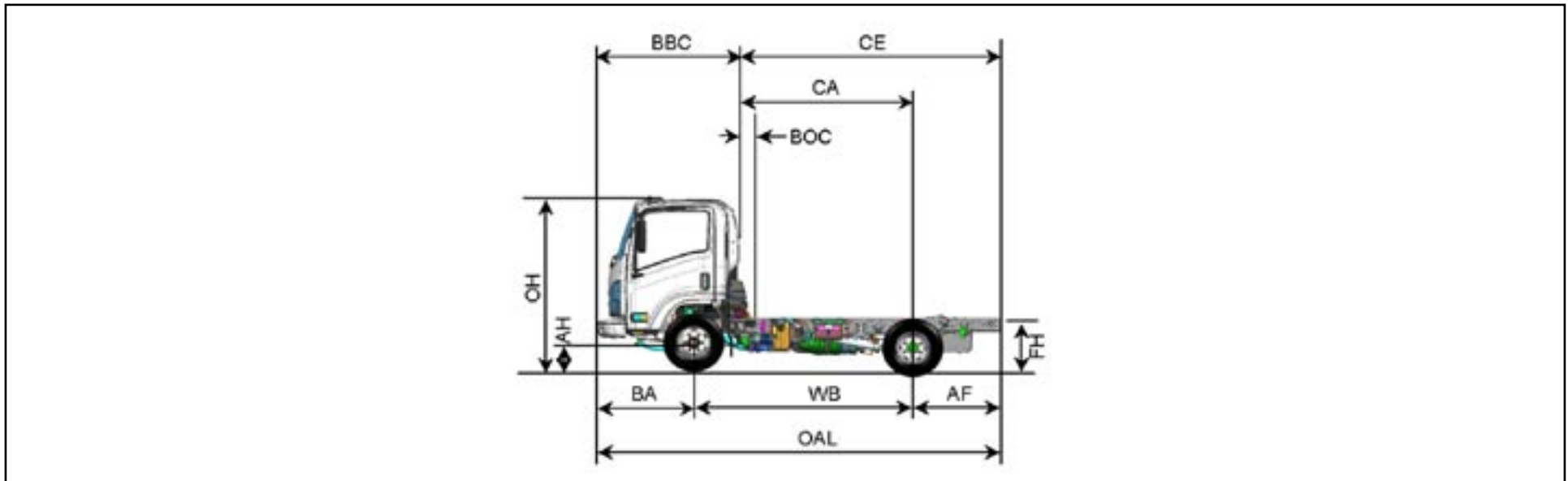
Caution: Always consult the Incomplete Vehicle Document for the most up to date information regarding completed vehicle requirements. A copy of the IVD is also available in this BBG

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2011 Isuzu Truck

(Body Application Summary Chart – continued from previous page)

NPR



- Body & Payload Weight Distribution (% Front/% Rear)

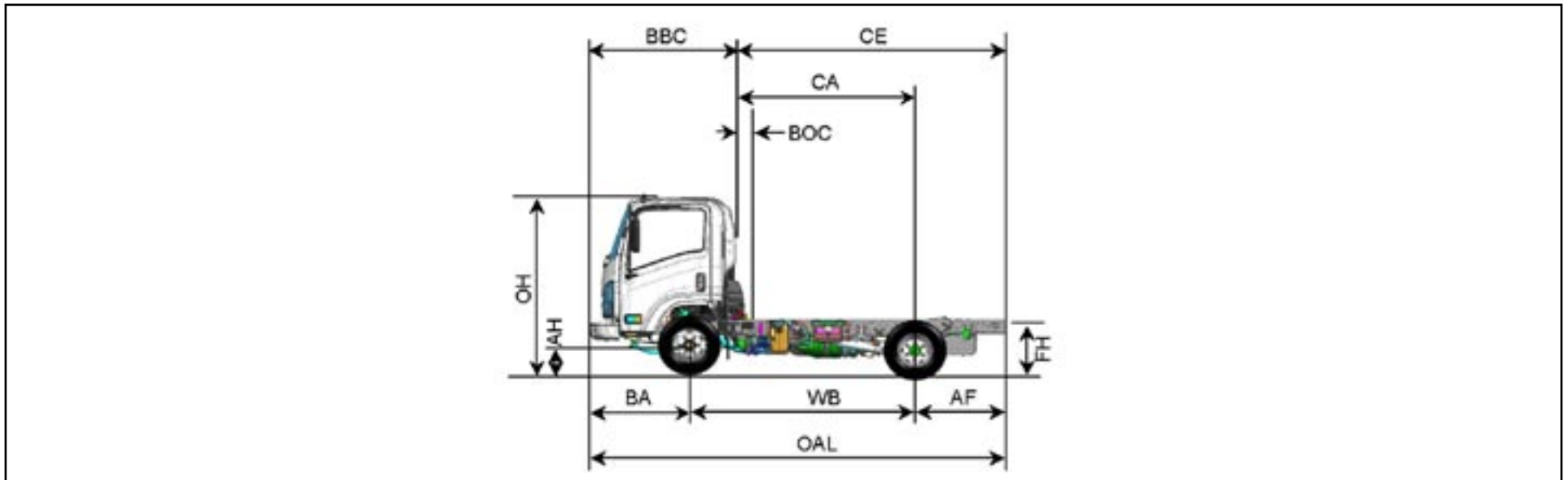
Model	GVWR	WB	CA	CE	OAL	BOC	10 ft.	12 ft.	14 ft.	16 ft.	18 ft.	20 ft.	22 ft.	24 ft.
AUTOMATIC TRANSMISSION & MANUAL TRANSMISSION														
NPR DIESEL	12,000	110	87.6	129.8	200.6	4.5		10/90						
NPR DIESEL	12,000	133.7	111.2	153.5	224.3	4.5			17/83					
NPR DIESEL	12,000	151.4	128.9	171.2	242.0	4.5				19/81	11/89			

IMPORTANT: Weight distribution percentages listed do not include added accessories, liftgate or refrigeration units. Percentages based on water-level distribution of body and payload weight which is determined by subtracting chassis wet weight (including 200lb. driver) from GVWR. These tables are intended for reference and do not preclude the necessity for an accurate weight distribution calculation.

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(Body Application Summary Chart – continued from previous page)

NPR-HD



- Body & Payload Weight Distribution (% Front/% Rear)

Model	GVWR	WB	CA	CE	OAL	BOC	10 ft.	12 ft.	14 ft.	16 ft.	18 ft.	20 ft.	22 ft.	24 ft.
AUTOMATIC TRANSMISSION & MANUAL TRANSMISSION														
NPR HD Diesel	14,500	109	86.5	129.6	200.5	7.7	17/83	6/94						
NPR HD Diesel	14,500	132.5	110	153.1	224.0	7.7			14/86					
NPR HD Diesel	14,500	150	127.5	170.6	241.5	10.2				16/84	8/92			
NPR HD Diesel	14,500	176	153.5	196.6	267.5	10.2						15/85		

IMPORTANT: Weight distribution percentages listed do not include added accessories, liftgate or refrigeration units. Percentages based on water-level distribution of body and payload weight which is determined by subtracting chassis wet weight (including 200lb. driver) from GVWR. These tables are intended for reference and do not preclude the necessity for an accurate weight distribution calculation.

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(Body Application Summary Chart Section – continued from previous page)

NQR Diesel

- Body & Payload Weight Distribution (% Front/% Rear)

Model	GVWR	WB	CA	CE	OAL	BOC	10 ft.	12 ft.	14 ft.	16 ft.	18 ft.	20 ft.	22 ft.	24 ft.
AUTOMATIC TRANSMISSION & MANUAL TRANSMISSION														
NQR Diesel	17,950	109	86.5	129.6	200.5	7.7	17/83	6/94						
NQR Diesel	17,950	132.5	110	153.1	224.0	7.7			14/86					
NQR Diesel	17,950	150	127.5	170.6	241.5	7.7				16/84	8/92			
NQR Diesel	17,950	176	153.5	196.6	267.5	7.7					22/78	15/85		
NQR Diesel	17,950	200	177.5	220.6	291.5	7.7							19/81	

IMPORTANT: Weight distribution percentages listed do not include added accessories, liftgate or refrigeration units. Percentages based on water-level distribution of body and payload weight which is determined by subtracting chassis wet weight (including 200lb. driver) from GVWR. These tables are intended for reference and do not preclude the necessity for an accurate weight distribution calculation.

NRR Diesel

- Body & Payload Weight Distribution (% Front/% Rear)

Model	GVWR	WB	CA	CE	OAL	BOC	10 ft.	12 ft.	14 ft.	16 ft.	18 ft.	20 ft.	22 ft.	24 ft.
AUTOMATIC TRANSMISSION & MANUAL TRANSMISSION														
NRR Diesel	19,500	109	86.5	129.6	200.5	7.7	17/83	6/94						
NRR Diesel	19,500	132.5	110	153.1	224.0	7.7		23/77	14/86					
NRR Diesel	19,500	150	127.5	170.6	241.5	7.7				16/84	6/92			
NRR Diesel	19,500	176	153.5	196.6	267.5	7.7					22/78	15/85		
NRR Diesel	19,500	200	177.5	200.6	291.5	7.7							19/81	
NRR Diesel	19,500	212	189.5	232.6	303.5	7.7								18/82

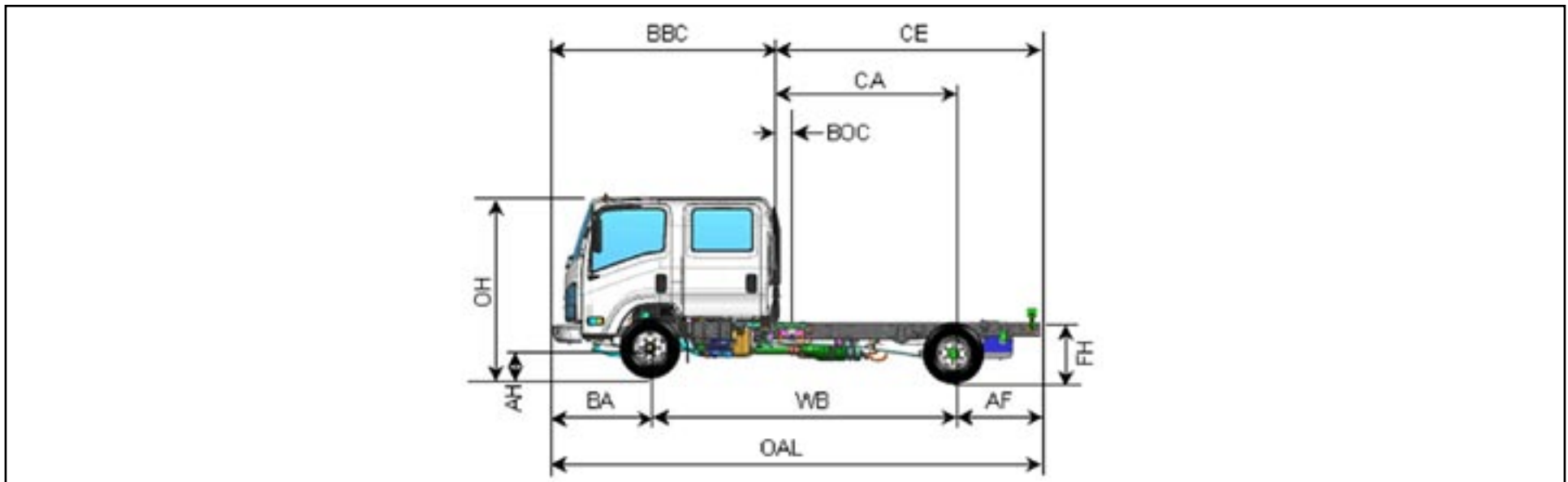
IMPORTANT: Weight distribution percentages listed do not include added accessories, liftgate or refrigeration units. Percentages based on water-level distribution of body and payload weight which is determined by subtracting chassis wet weight (including 200lb. driver) from GVWR. These tables are intended for reference and do not preclude the necessity for an accurate weight distribution calculation.

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2011 Isuzu Truck

(Body Application Summary Chart Section – continued from previous page)

NPR / NPR-HD / NQR - Diesel Crew Cab



- Diesel Crew Cab Body & Payload Weight Distribution (% Front/% Rear)

2009 Crew Cab Diesel Engine										
Model	GVWR	WB	CA	CE	OAL	BOC	10 ft.	12 ft.	14 ft.	16 ft.
NPR-HD CREW CAB Diesel	14,500	150	88.5	131.6	241.5	5.3		7/93		
NPR-HD CREW CAB Diesel	14,500	176	114.5	157.6	267.5	5.3			14/86	7/93
NQR CREW CAB Diesel	17,950	150	88.5	131.6	241.5	5.3	15/85	7/93		
NQR CREW CAB Diesel	17,950	176	114.5	157.6	267.5	5.3			14/86	7/93

IMPORTANT: Weight distribution percentages listed do not include added accessories, liftgate or refrigeration units. Percentages based on water-level distribution of body and payload weight which is determined by subtracting chassis wet weight (including 200lb. driver) from GVWR. These tables are intended for reference and do not preclude the necessity for an accurate weight distribution calculation.

MECHANICAL AND CAB SPECIFICATIONS Engine Horsepower and Torque Chart

The following table presents Net versus Gross Horsepower and Torque ratings for Isuzu/N-Series Truck Product Engines:

ENGINE MODEL	VEHICLE MODEL	Net HP HP/RPM ¹	Gross Torque LBS-FT/RPM ¹	Net HP HP/RPM ¹	Gross HP HP/RPM ¹
AUTOMATIC TRANSMISSION					
ISUZU 4JJ1-TC	NPR Diesel			150/2800	282/1600-2800
ISUZU 4HK1-TC	NPR-HD NQR NRR			210/2550	441/1850
MANUAL TRANSMISSION					
ISUZU 4HK1-TC	NPR-HD, NQR, NRR			190/2650	376/1600

NOTE: ¹ Horsepower and Torque Ratings are measured under SAE J1349 standards.

GVW/GCW Ratings

The following table presents GVW ratings and corresponding GCW ratings for each model truck:

Truck Model	Transmission	GVWR (lbs.)	GCWR (lbs.) ¹
NPR DIESEL	AUTOMATIC	12,000	18,000
NPR HD DIESEL	AUTOMATIC	14,500	20,500
NQR DIESEL	AUTOMATIC	17,950	23,500
NRR DIESEL	AUTOMATIC	19,500	25,500

Truck Model	Transmission	GVWR (lbs.)	GCWR (lbs.) ¹
NPR HD DIESEL	MANUAL	14,500	20,500
NQR DIESEL	MANUAL	17,950	23,500
NRR HD DIESEL	MANUAL	19,500	25,500

¹ The NPR HD, NQR, NRR are not approved for Hot Shot applications.

(Mechanical and Cab Specifications Section – continued from previous page)

Rear Frame Height Chart

The following table provides the rear frame height for each model/GVWR with standard tires:

Model	GVWR (lbs.)	Standard Tire	Frame HT (in.) FH Std. Tires
NPR Diesel	12,000	215/85R-16E	31.1
NPR-HD Diesel	14,500	215/85R-16E	31.1
NQR Diesel	17,950	225/70R-19.5F	33.0
NRR Diesel	19,500	225/70R-19.5F	33.0

(Mechanical and Cab Specifications Section – continued from previous page)

Paint Code Chart

MODEL	MODEL YEARS	ISUZU OPTION CODE	ISUZU PAINT CODE	ISUZU COLOR NAME	NOTES
KS22	1985	N/A	CALM WHITE	0133-P1	
NPR DIESEL	1988-95	844	GLACIER WHITE	0172-P1	
NPR , NQR NRR DIESEL	1995-2011	729	ARC WHITE	W301-P801-0	1999 MODEL ONLY NPR SILVER
		730	ADRIATIC BLUE	B302-P801-0	
		845	POLAR SILVER	N507-P901-0	
		989	SUNBELT GREEN	G021-P801-0	
NPR GAS	1993-94	844	GLACIER WHITE	0172-P1	
NPR GAS	1995.5-2010	729	ARC WHITE	W301-P801-0	WHEELS ONLY
		845	ACCURIDE WHITE	301-W-30102	
		989	POLAR SILVER	N507-P901-0	
		736	SUNBELT GREEN	G021-P801-0	
NRR	1989-94	844	GLACIER WHITE	0172-P1	
FRR	1995-03	844	GLACIER WHITE	0172-P1	
		989	SUNBELT GREEN	G021-P801-0	

MODEL	MODEL YEARS	ISUZU OPTION CODE	ISUZU PAINT CODE	ISUZU COLOR NAME	NOTES
FSR	1987-02	729	ARC WHITE	W301-P801-0	
		844	GLACIER WHITE	0172-P1	
		989	SUNBELT GREEN	G021-P801-0	
FTR	2003-2010		GRAY/LIGHT ARGENT	WE6272	BUMPER FRAME
			BLACK	W20A848	
		729	ARC WHITE	W301-P801-0	
FTR	1988-02	844	GLACIER WHITE	0172-P1	
		989	SUNBELT GREEN	G021-P801-0	
			GRAY/LIGHT ARGENT	WE6272	
FVR	2003-2010		BLACK	W20A848	BUMPER FRAME
		729	ARC WHITE	W301-P801-0	
		844	GLACIER WHITE	0172-P1	
EVR	1988-92	989	SUNBELT GREEN	G021-P801-0	
			GRAY/LIGHT ARGENT	WE6272	
			BLACK	W20A848	

2011 Isuzu Truck

(Mechanical and Cab Specifications Section – continued from previous page)

Paint Code Chart (continued)

ISUZU PAINT CODE	ISUZU OPTION CODE	ISUZU COLOR NAME	AKZO NOBEL CODE	DUPONT CODE	NEXA COLOR CODE	PPG CODE	SHERWIN WILLIAMS/ MARTIN SENOUR	SPIES HECKER CODE	STANDOX CODE
W301-P801-0	729	Arc White	IST4002	729	2NV8B	91508	729	729	729
Y719-P801-0	812	Wheatland Yellow	IST1001	812	KPL7B	83931	812	812	812
G705-P801-0	807	Woodland Green	IST6002	807	KPL3B	48339	807	807	807
R410-P801-0	736	Cardinal Red	IST3001	736	5XA2B	75097	736	736	736
B414-P801-0	695	Dark Blue	IST5001	695	5CHCB	909649	695	695	695
K705-P801-0	508	Ebony Black II	IST4001	508	7DVVB	918055	508	508	508

(Mechanical and Cab Specifications Section – continued from previous page)

N-Series Towing Procedure

When towing a vehicle: Proper equipment must be used to prevent damage to vehicles during any towing. State and local laws which apply to vehicles in tow must be followed. Vehicles should use bumpers, tow hooks or brackets. Use only equipment designed for this purpose. Follow the instructions of the wrecker manufacturer. A safety chain system must be used. The procedures below must be followed when towing to prevent possible damage.

Front End Towing (Front Wheels Off Ground)

To prepare a disabled vehicle for front end towing with front wheels raised off the ground, the following steps are necessary:

- Block the rear wheels of the disabled vehicle.
- Disconnect the propeller shaft at the rear axle. Secure the propeller shaft to the frame or cross member.

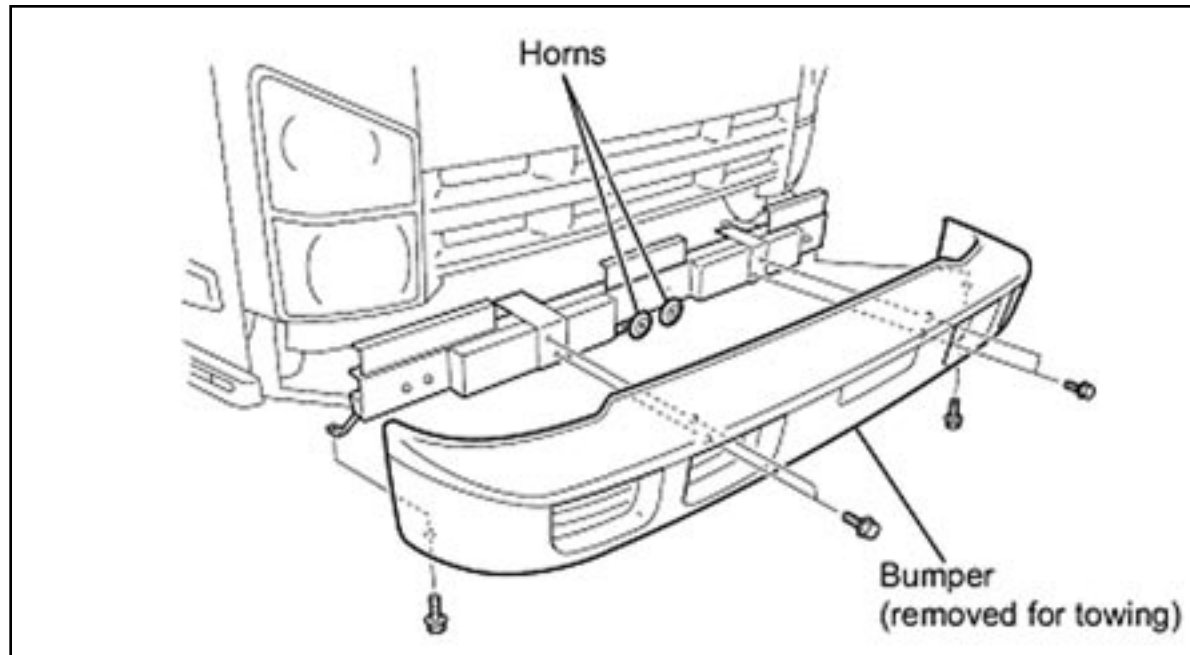
CAUTION: When towing, disconnect the driveshaft at the rear axle to ensure the transmission is not damaged.

If there is damage or suspected damage to the rear axle, remove the axle shafts.

Cover the hub openings to prevent the loss of lubricant or entry of dirt or foreign objects.

Place a 10 cm (4 in) wood beam against the towing guide behind the bumper.

(If no 10 cm (4 in) is available, then remove the bumper.) Ensure towing chains do not come into contact with the horns or the bumper.



(Mechanical and Cab Specifications Section – continued from previous page)

After Towing

After towing the vehicle, block the rear wheels and install axle shafts or driveshaft. Apply the parking brake before disconnecting from the towing vehicle.

Front End Towing (All Wheels On the Ground)

Your vehicle may be towed on all wheels provided the steering is operable. Remember that power steering and brakes will not have power assist. There must be a tow bar installed between the tow vehicle and the disabled vehicle.

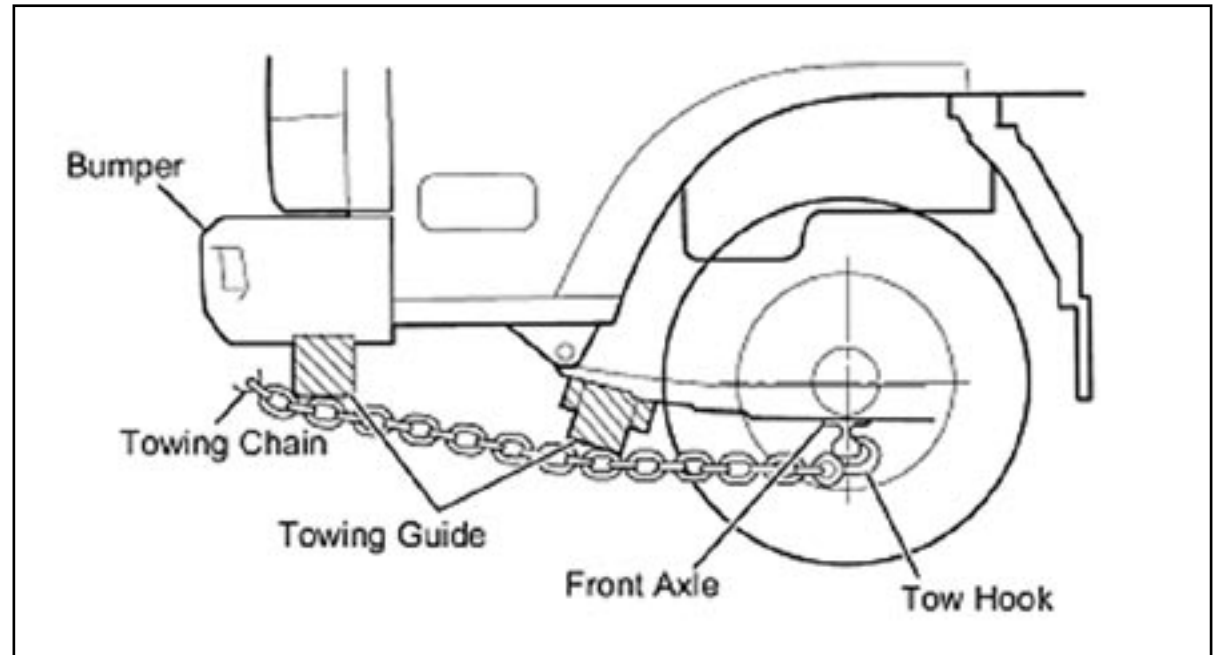
Towing with all wheels on the ground

To prepare a disabled vehicle for front end towing with all wheels on the ground, the following steps are necessary:

- Block the wheels of the disabled vehicle.
- Disconnect the propeller shaft at the rear axle.
Secure the propeller shaft to the frame or crossmember.

CAUTION:

When towing, disconnect the driveshaft at the rear axle to ensure the transmission is not damaged. Provide wood blocking to prevent towing chains and bar from coming into contact with the bumper. If there is damage or suspected damage to the rear axle, remove the axle shafts. Cover the hub openings to prevent the loss of lubricant or entry of dirt or foreign objects.



(Mechanical and Cab Specifications Section – continued from previous page)

CAUTION:

When towing, disconnect the driveshaft at the rear axle to ensure the transmission is not damaged. Provide wood blocking to prevent towing chains and bar from coming into contact with the bumper. If there is damage or suspected damage to the rear axle, remove the axle shafts. Cover the hub openings to prevent the loss of lubricant or entry of dirt or foreign objects.

After Towing

After towing the vehicle, block the rear wheels and install axle shafts or propeller shaft. Apply the parking brake before disconnecting from the towing vehicle. Check and fill rear axle with oil, if required.

Rear End Towing

When towing a vehicle with rear wheels raised, secure the steering wheel to maintain straight-ahead position. Make certain that the front axle is not loaded beyond the front axle gross axle weight rating (GAWR) as indicated on the vehicle's VIN and weight rating plate.

Special Towing Instructions

1. All state and local laws regarding such items as warning signals, night illumination, speed, etc., must be followed.
2. Safety chains must be used.
3. No vehicle should ever be towed over 55 MPH (88 km/h).
4. Loose or protruding parts of damaged vehicles should be secured prior to moving.
5. A safety chain system completely independent of the primary lifting and towing attachment must be used.
6. Operators should refrain from
7. No towing operation which for any reason jeopardizes the safety of the wrecker operator or any bystanders or other motorists should be attempted.

WEIGHT DISTRIBUTION CONCEPTS

Weight Restrictions

The Gross Vehicle Weight Rating (GVWR) and the Gross Axle Weight Rating (GAWR) of each Incomplete Vehicle are specified on the cover of its Incomplete Vehicle Document in conformance to the requirements of Part 568.4 of the Federal Motor Vehicle Safety Regulations. The final stage manufacturer is responsible under Part 567.5 to place the GVWR and the GAWR of each axle on the Final Vehicle Certification Label. The regulation states that the appropriate rating “shall not be less than the sum of the unloaded vehicle weight, rated cargo load, and 150 pounds times the vehicle’s designated seating capacity.”

Unloaded vehicle weight means the weight of a vehicle with maximum capacity of all fluids necessary for operation of the vehicle, but without cargo or occupants.

During completion of this vehicle, GVWR and GAWR may be affected in various ways, including but not limited to the following:

1. The installation of a body or equipment that exceeds the rated capacities of this Incomplete Vehicle.
2. The addition of designated seating positions which exceeds the rated capacities of this Incomplete Vehicle.
3. Alterations or substitution of any components such as axles, springs, tires, wheels, frame, steering and brake systems that may affect the rated capacities of this Incomplete Vehicle.

Use the following chart to assure compliance with the regulations. Chassis curb weight and GVW rating is located on Page 2 in each vehicle section. Always verify the results by weighing the completed vehicle on a certified scale.

Curb Weight of Chassis (lbs.)			_____
			(From required vehicle section)
PLUS weight of added body components, accessories or other permanently attached components.	+		_____
			(Body, liftgate, reefer, etc.)
PLUS total weight of passengers, air conditioning and all load or cargo.	+		_____
			(Driver, passengers, accessories and load)
<hr/>			
EQUALS Gross Vehicle Weight (lbs.) (GVW) of completed vehicle.	=		_____
			(Should equal GVWR from required vehicle section)

(Weight Distribution Concepts Section – continued from previous page)

Gross Axle Weight Rating

The Gross Vehicle Weight is further restricted by the Gross Axle Weight Rating (GAWR). The maximum GAWR for both front and rear axles is listed in each Vehicle Section. Weight distribution calculations must be performed to ensure GAWR is not exceeded. Always verify the results by weighing the completed vehicle on a certified scale.

NOTE: Although the Front Gross Axle Weight Rating (FGAWR) plus the Rear Gross Axle Weight Rating (RGAWR) may exceed the Gross Vehicle Weight Rating (GVWR), the total GVW may not exceed the respective maximum GVWR.

The variation in the GAWRs allow the second stage manufacturer some flexibility in the design of the weight distribution of the attached unit.

Weighing the Vehicle

Front and rear GAWRs and total GVWR should be verified by weighing a completed loaded vehicle. Weigh the front and rear of the vehicle separately and combine the weights for the total GVWR. All three weights must be less than the respective maximum shown in the vehicle sections.

Tire Inflation

Tire inflation must be compatible with GAWR and GVWR as specified on the cover of the Incomplete Vehicle Document for each vehicle.

Center of Gravity

The design of the vehicle body is mounted in such a way that the center of gravity is low and stable. If the center of gravity is high, the vehicle's stability at braking and roll stability at cornering will be adversely affected. A vertical and/or horizontal center of gravity calculation must be performed if a question in stability arises to ensure the designed maximum height of the center of gravity is not violated.

(Weight Distribution Concepts Section – continued from previous page)

Weight Distribution

A truck as a commercial vehicle has but one purpose. That purpose is to haul some commodity from one place to another. A short distance or a long distance, the weight to be hauled, more than any other factor, determines the size of the truck. A small weight requires only a small truck; a large weight requires a large truck. A simple job that the job will be done and that it will be able to be done with some degree of reliability and within the legal limitations of total gross weight and axle gross weights.

Not only must a truck be selected that will handle the total load, but the weight must also be properly distributed between the axles. This is of extreme importance from both a functional and economic aspect. If a truck consistently hauls less than its capacity, the owner is not realizing full return on his investment and his operating costs will be higher than they should be. If the truck is improperly loaded or overloaded, profits will be reduced due to increased maintenance costs and potential fines resulting from overloading beyond legal limitations. Careful consideration must be given to distribution of the load weight in order to determine how much of the total, including chassis, cab, body and payload, will be carried on the front axle and how much will be carried on the rear axle, on the trailer axles and the total. Moving a load a few inches forward or backward on the chassis can mean the difference between acceptable weight distribution for the truck or an application that will not do the job satisfactorily.

Every truck has a specific capacity and should be loaded so that the load distribution is kept within Gross Axle Weight Ratings (GAWR) and the truck's Gross Vehicle Weight Rating (GVWR) or Gross Combination Weight Rating (GCWR) for a tractor/trailer and the weight laws and regulations under which the truck will operate. Improper weight distribution will cause problems in many areas:

1. Excessive front end wear and failure
 - a. Tie-rod and kingpin wear
 - b. Front axle failure
 - c. Overloading of front suspension
 - d. Wheel bearing failure
2. Rapid tire wear
 - a. When the weight on a tire exceeds its rating capacity, accelerated wear will result and could result in tire failure.

(Weight Distribution Concepts Section – continued from previous page)

3. Rough, erratic ride

- a. If the center of the payload is directly over or slightly behind the rear axle, the lack of sufficient weight on the front axle will create a bobbing effect, very rough ride, and erratic steering. This condition will be magnified when the truck is going uphill.

4. Hard steering

- a. When loads beyond the capacity of the front axle are imposed upon it, the steering mechanism is also overloaded and hard steering will result.
- b. Excessive overloading could result in steering component damage or failure.

5. Unsafe operating and conditions

- a. Poor traction on the steering axle effects the safety of the driver and equipment, particularly on wet, icy and slippery surfaces. Experience indicates that approximately 30% of the total weight at the ground on a truck or tractor should be on the front axle with a low cab forward vehicle.
- b. When a truck is overloaded, a dangerous situation may exist because minimum speeds cannot always be maintained, directional control may not be precise and insufficient braking capacity can cause longer than normal braking distances.

6. High maintenance costs

- a. Improper weight distribution and overloading cause excessive wear and premature failure of parts. Additional stresses imposed on the frame by the misapplication of wheelbases may be instrumental in causing the frame to crack or break.

7. Noncompliance with weight laws and regulations

- a. When there is the possibility that axle loads will exceed existing weight laws and regulations, careful weight distribution is necessary to provide a correct balance between front and rear axle loads and total load within legal limitations.

In this way, maximum payload

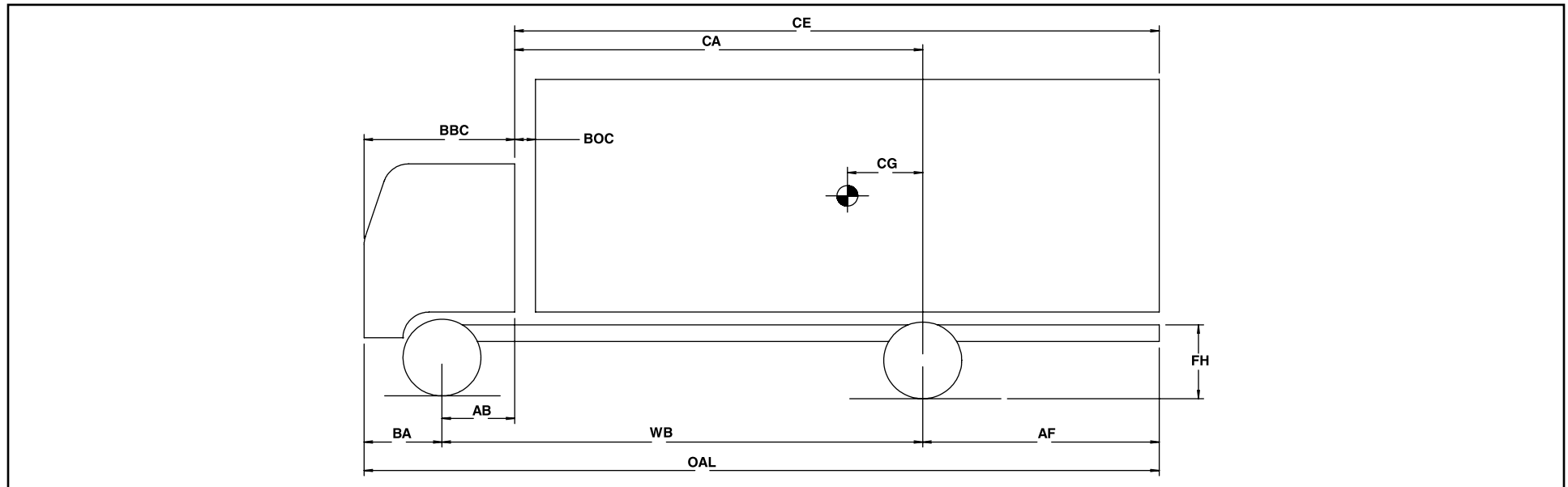
placed directly over the rear axle. This places all the payload on the rear axles, resulting in overloading the rear tires, rear axle springs and wheel bearings and potentially exceeding the rear axle legal weight limit. The front axle is then carrying no part of the payload and is easily lifted off the ground when going over rough terrain, creating a very rough ride and temporary loss of steering control. If the body is too short for the wheelbase used, frame stress may be increased and may result in excessive loads on the front axle. Excessive front axle loads increase wear on the kingpins and bushings, wheel bearings and steering gear. Excessive front axle loads also overstress the front axle, springs, tires and wheels. All of these contribute directly to higher maintenance costs and hard steering, both of which are undesirable.

(Weight Distribution Concepts Section – continued from previous page)

Weight distribution analysis involves the application of basic mathematical principles to determine the proper positioning of the payload and body weight in relation to the wheelbase of the truck chassis.

It is much less expensive to work all of this out on paper, make mistakes on paper and correct them there than to set up the truck incorrectly and either have it fail to do the job or, much worse, fail completely.

It



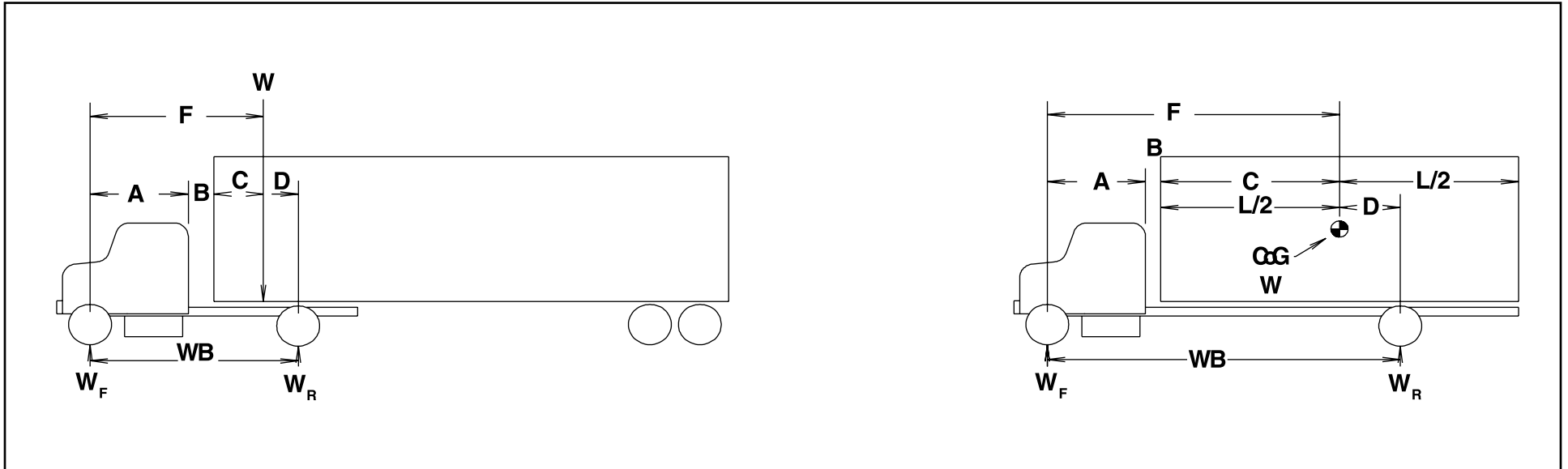
Glossary of Dimensions

- BBC** – Bumper to back of cab
- BA** – Bumper to axle
- CA** – Cab to axle
- AB** – Axle to back of cab
- BOC** – Back of cab clearance

- CG** – Center of gravity of body and payload from axle
- WB** – Wheelbase
- OAL** – Overall length
- AF** – Axle to end of frame
- FH** – Frame height

(Weight Distribution Concepts Section – continued from previous page)

Weight Distribution Formulas



- A** – Front axle to back of cab
- B** – Distance between cab and body or trailer
- C** – Front of body to C.G. or front of trailer to kingpin
- D** – Distance C.G. of body or fifth wheel is ahead of rear axle
- F** – (A + B + C) or distance C.G. of weight of fifth wheel is behind front axle
- WB** – Wheelbase
- W** – Weight of body plus payload, or kingpin load
- W_F** – Portion of W transferred to front axle
- W_R** – Portion of W transferred to rear axle

(Weight Distribution Concepts Section – continued from previous page)

Basic Formulas

(a) $W \times D = W_f \times WB$

or

(c) $WB = (A + B + C + D) = (F + D)$

(b) $W \times F = W_r \times WB$

(d) $W = W_f \times W_r$

1. $W_f = \frac{W \times D}{WB}$

5. $W_r = \frac{W \times F}{WB}$

2. $D = \frac{W_f \times WB}{W}$

6. $F = \frac{W_r \times WB}{W}$

3. $WB = \frac{W \times D}{W_f}$

7. $WB = \frac{W \times F}{W_r}$

4. $W = \frac{W_f \times WB}{D}$

8. $W = \frac{W_r \times WB}{F}$

Weight Distribution Formulas in Words

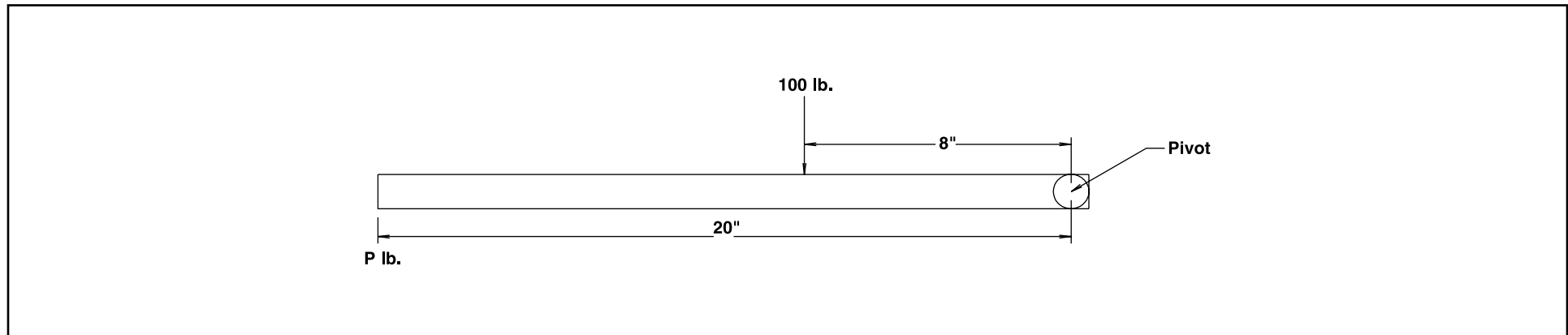
To find:

- | | | | |
|----|---|---|---|
| 1. | Weight transferred to front axle | = | $\frac{(\text{Total weight}) \times (\text{Distance C.G. is ahead of the rear axle})}{(\text{Wheelbase})}$ |
| 2. | Distance C.G. must be placed ahead of rear axle | = | $\frac{(\text{Weight transferred to the front axle}) \times (\text{Wheelbase})}{(\text{Total weight})}$ |
| 3. | Wheelbase | = | $\frac{(\text{Total weight}) \times (\text{Distance C.G. is ahead of the rear axle})}{(\text{Weight to be transferred to the front axle})}$ |
| 4. | Total Weight | = | $\frac{(\text{Weight to be transferred to the front axle}) \times (\text{Wheelbase})}{(\text{Distance C.G. is ahead of the rear axle})}$ |

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(Weight Distribution Concepts Section – continued from previous page)

1. Weight transferred to rear axle = $\frac{(\text{Total weight}) \times (\text{Distance C.G. is behind the front axle})}{(\text{Wheelbase})}$
2. Distance C.G. must be placed behind the front axle = $\frac{(\text{Weight transferred to the rear axle}) \times (\text{Wheelbase})}{(\text{Total weight})}$
3. Wheelbase = $\frac{(\text{Total weight}) \times (\text{Distance C.G. is behind the front axle})}{(\text{Weight to be transferred to the rear axle})}$
4. Total Weight = $\frac{(\text{Weight to be transferred to the rear axle}) \times (\text{Wheelbase})}{(\text{Distance C.G. is behind the front axle})}$
9. Remember = Total weight must always equal weight transferred to the rear axle plus the weight transferred to the front axle



To find the value of “P”, the leverages must be equal for balance.

Example: 100 lbs. x 8 in. = “P” x 20 in.

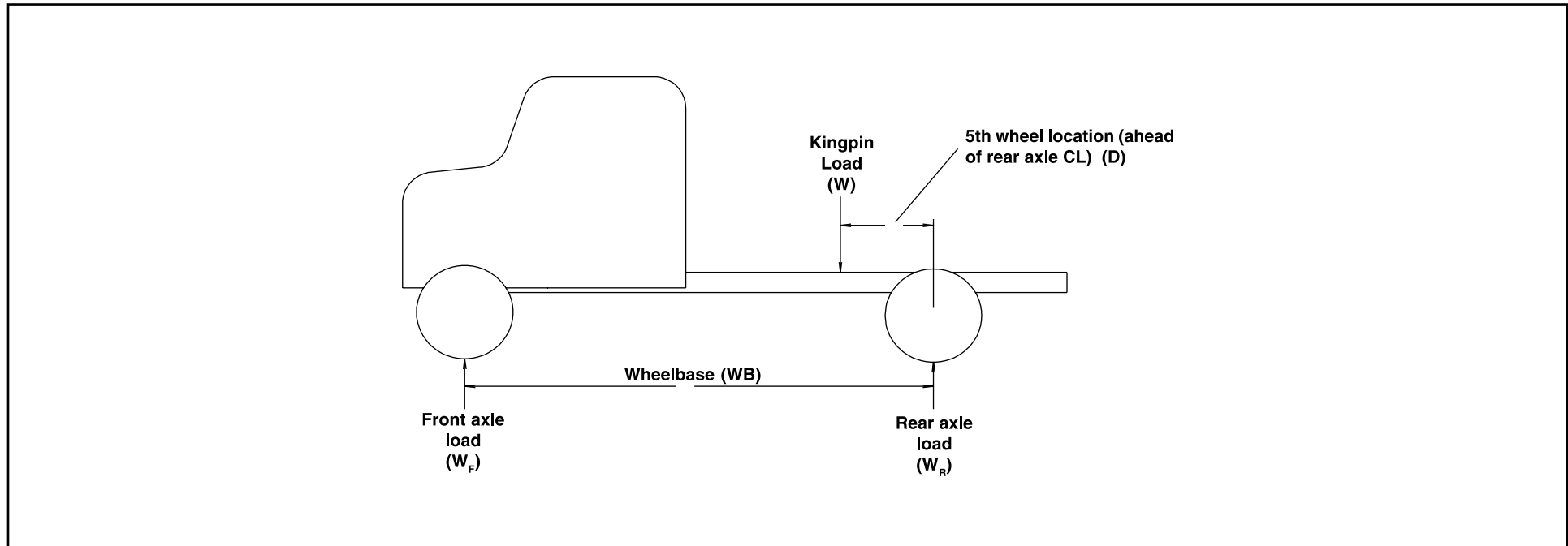
or “P” = $\frac{100 \text{ lbs.} \times 8 \text{ in.}}{20 \text{ in.}}$

Therefore: “P” = 40 lbs.

This same approach is used to determine axle loadings on a tractor or truck chassis. Assuming the rear axle serves as a pivot point, the front axle load can be determined by applying the lever principle.

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(Weight Distribution Concepts Section – continued from previous page)



Front Axle Load: = $\frac{\text{Kingpin Load} \times \text{5th Wheel Location}}{\text{Wheelbase}}$

Rear Axle Load: = Kingpin Load – Front Axle Load

Example: (4) A tractor has a wheelbase of 150 inches. If the kingpin load is 20,000 lbs. and the fifth wheel location is 15 inches, find the total weight on the front and rear axles. The tare weight of the tractor is 7,000 lbs. on the front axle and 4,400 lbs. on the rear axle.

$$\begin{aligned} \text{Front Axle} &= \text{Load} \\ 20,000 \times 15 &= 2,000 \text{ lbs.} \\ 150 & \\ \text{WB} & \end{aligned}$$

Rear Axle Load = 20,000 – 2,000 lbs. = 18,000 lbs.

Therefore:

$$\begin{aligned} \text{Total Front Axle Weight} &= 2,000 + 9,000 \text{ lbs.} = 11,000 \text{ lbs.} \\ \text{Total Rear Axle Weight} &= 4,400 + 18,000 \text{ lbs.} = 22,400 \text{ lbs.} \end{aligned}$$

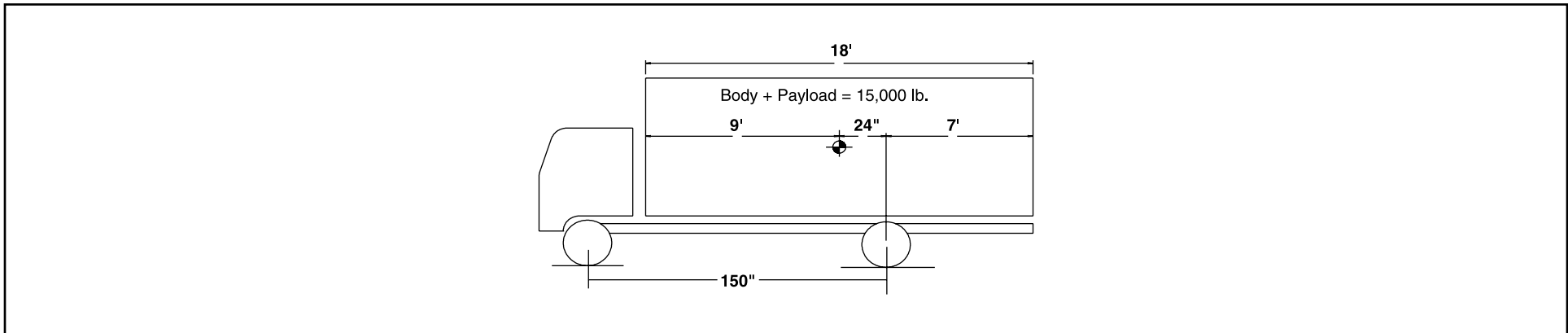
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(Weight Distribution Concepts Section – continued from previous page)

In calculating the weight distribution for a truck, the same lever principle is applied; however, there is one change in the initial consideration of the method of loading the truck body. Instead of the trailer kingpin location ahead of the rear axle centerline, we must determine the position of the center of gravity of the payload and body weight in relation to the rear axle centerline.

For our calculation, we will assume a level surface (water-level distribution). The weight of the body itself is also considered to be evenly distributed along the truck frame. In this manner, we can add the payload and body weights together and calculate the distribution on the vehicle chassis as an evenly distributed load on the truck frame rails.

So that we can make the necessary calculation in a simple manner, the total body and payload weight is considered to act at the center of gravity which will be at the center of the body length.



Example:

$$\text{Front Axle Load} = \frac{(\text{Body Weight} + \text{Payload}) \times \text{C of G location}}{\text{Wheelbase}}$$

$$\text{Rear Axle Load} = (\text{Body Weight} + \text{Payload}) - \text{Front Axle Load}$$

$$\begin{aligned} \text{Therefore, Front Axle Load} &= \\ \frac{15,000 \times 24}{150} &= 2,400 \text{ lbs.} \end{aligned}$$

$$\text{Rear Axle Load} = 15,000 - 2,400 = 12,600 \text{ lbs.}$$

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(Weight Distribution Concepts Section – continued from previous page)

If the truck tare weight without the body is 5,000 lbs. on the front axle and 2,400 lbs. on the rear axle, then

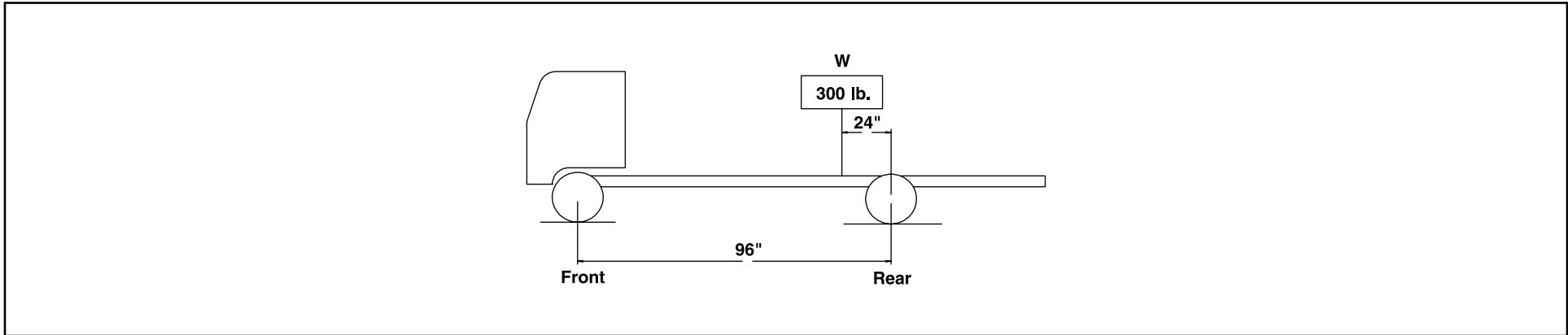
Total Front Axle Weight = 5,000 + 2,400 = 7,400 lbs. and

Total Rear Axle Weight = 2,400 + 12,600 = 15,000 lbs.

This same lever principle is applied in all calculations of weight distribution, whether we are dealing with concentrated loads as with a kingpin load acting on a fifth wheel or if it be with an evenly distributed load as with a truck body. The same approach is made in calculating an evenly distributed load on a trailer.

In the case of a tractor/trailer or a tra

This simple example illustrates how the principles are applied. Using the formulas, find the weight distributed to each axle.



Front Weight

A. $W_f = \frac{W \times D}{WB}$

B. $\frac{300 \times 24}{96}$

C. = 75 lbs.

Rear Weight

A. Total Weight –

B. 300 – 75

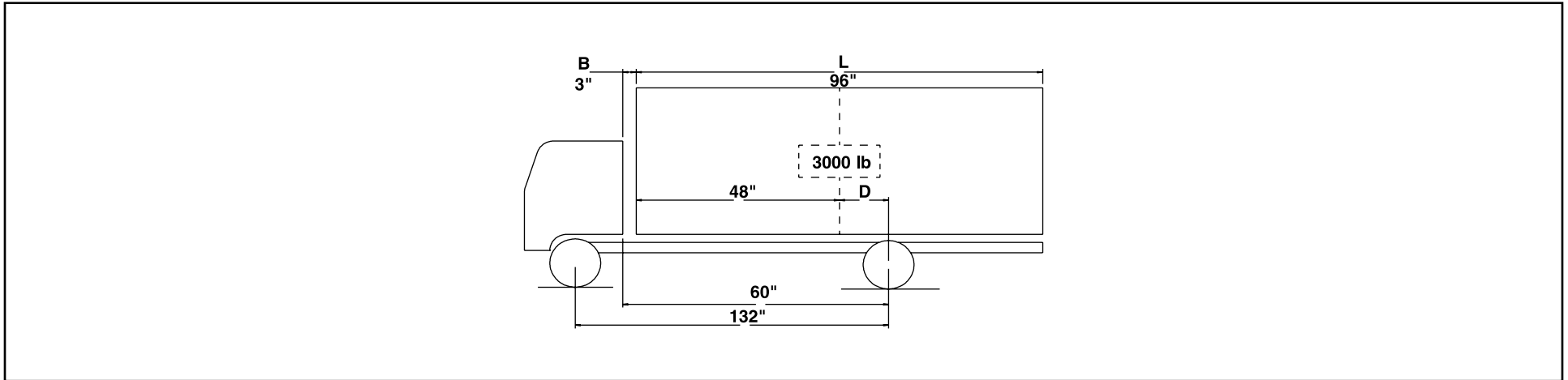
C. = 225 lbs.

The body manufacturer can provide the body length and weight, or actual measurements of the body may be taken with a tape. Generally, (D) is unknown. This you must find logically, or with a tape measure.

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(Weight Distribution Concepts Section – continued from previous page)

Find (D) and then solve for W_f and W_r .



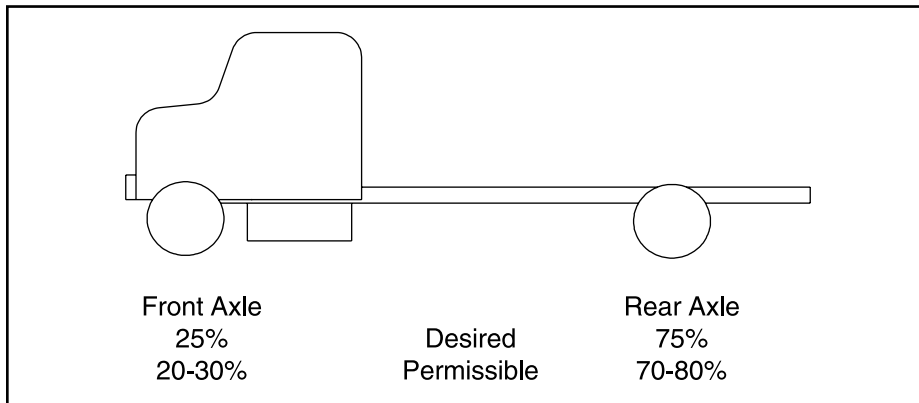
$$D = 60 - 3 - 48 = 9 \text{ in.}$$

$$W_f = 205$$

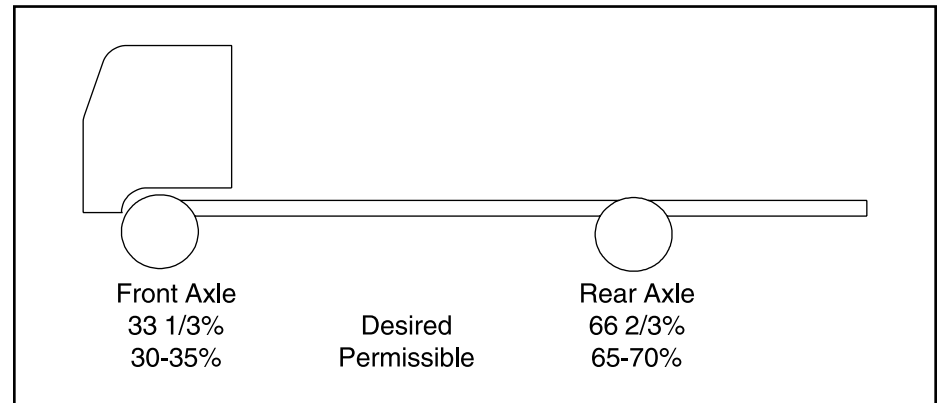
$$W_r = 2,795$$

Recommended Weight Distribution % of Gross Vehicle Weight by Axle

Conventional (2 Axle)



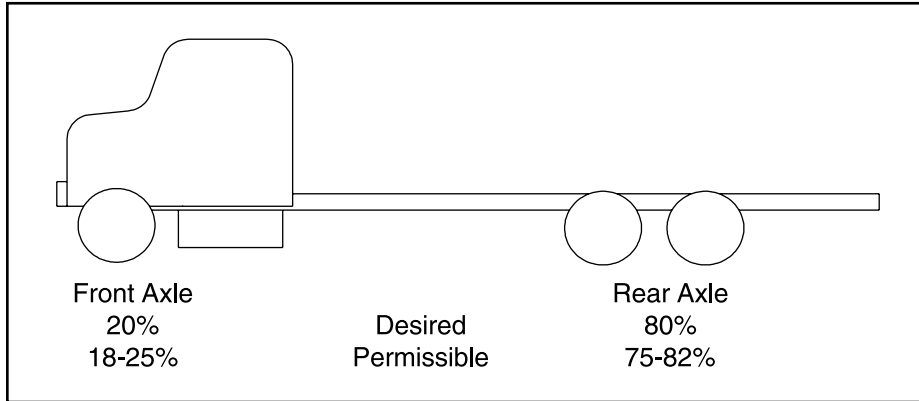
COE (2 Axle)



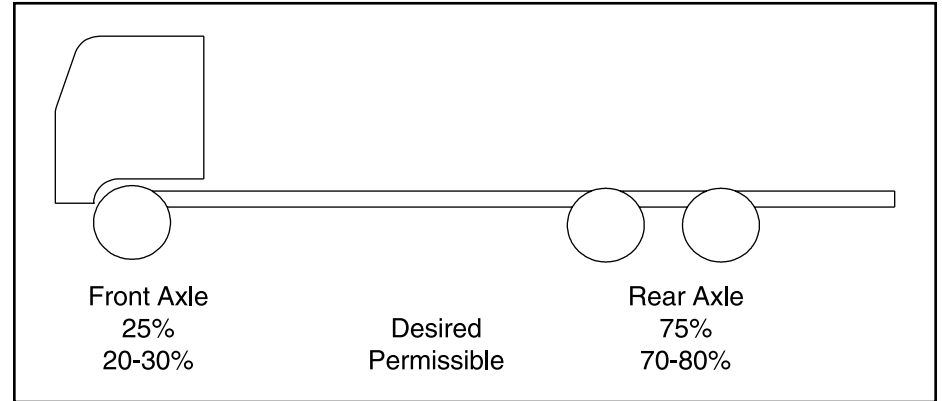
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(Weight Distribution Concepts Section – continued from previous page)

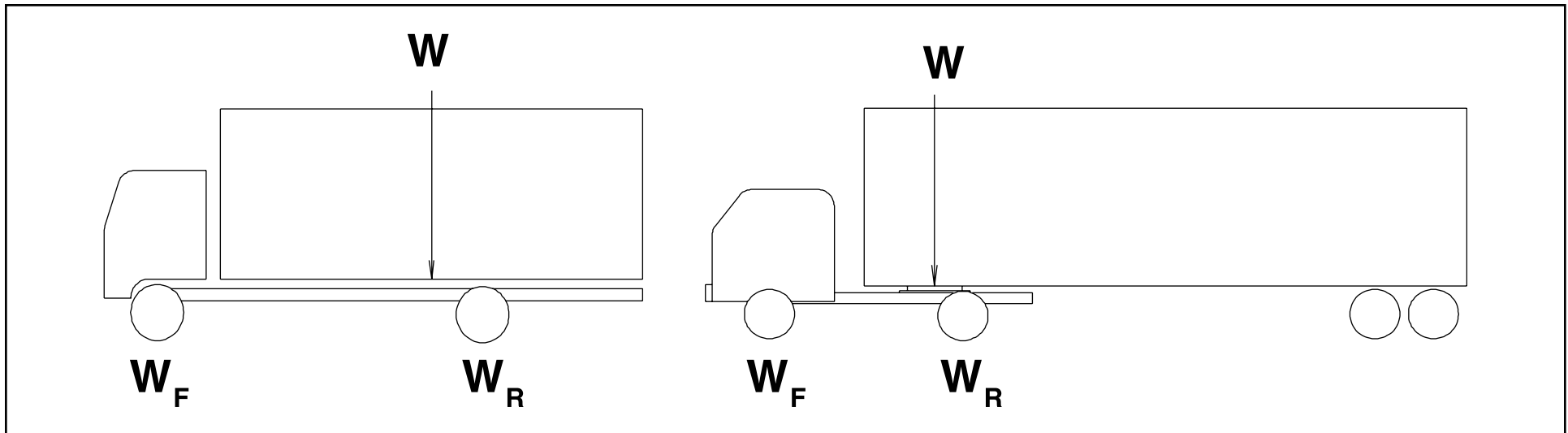
Conventional (3 Axle)



COE (3 Axle)



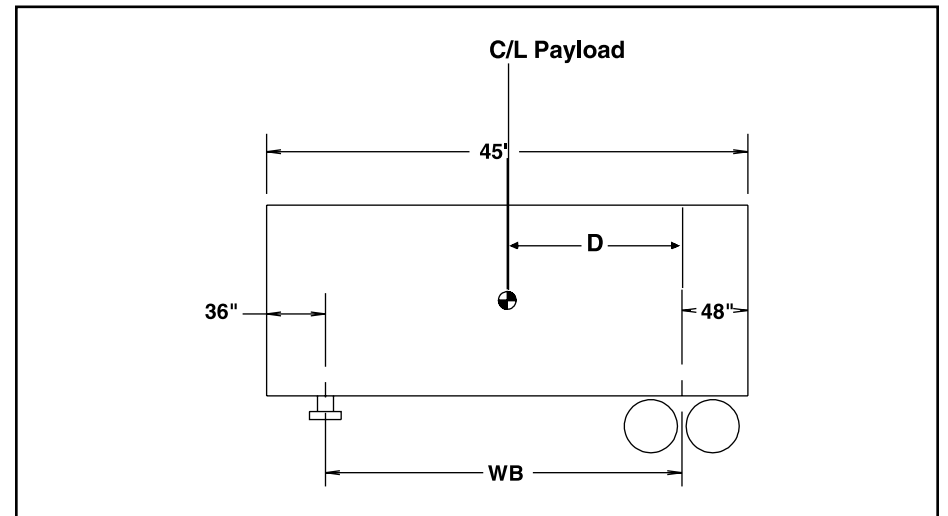
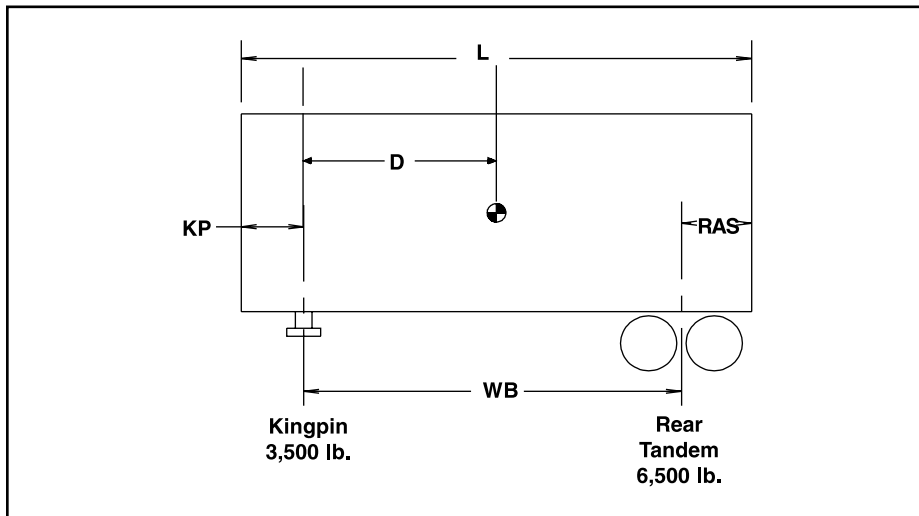
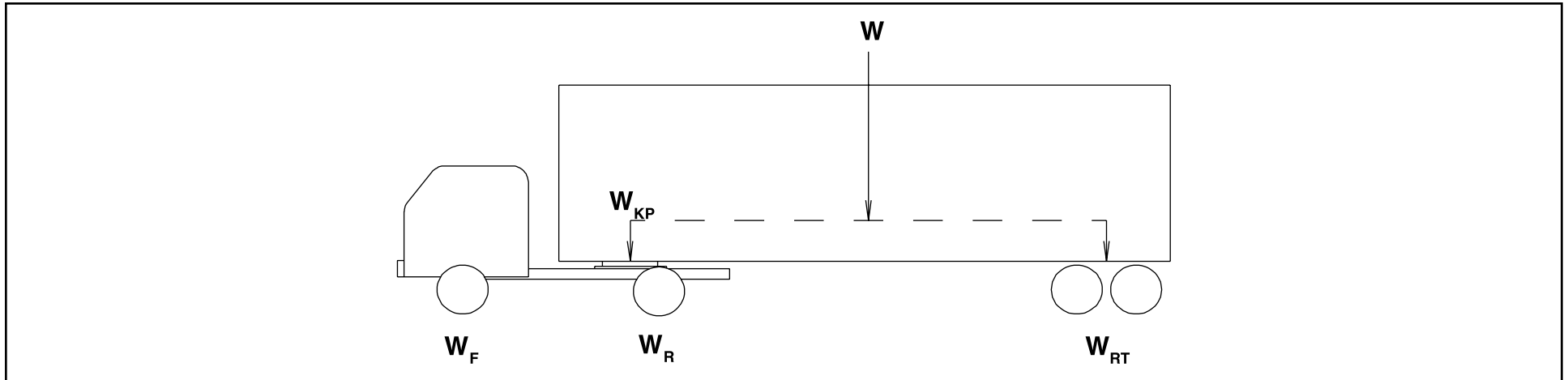
Calculating tractor/trailer weight distribution can be thought of in the same terms as calculating full trucks.



The weight at the center of the body and the load when applied is the same as the single point load of the kingpin on the fifth wheel.

(Weight Distribution Concepts Section – continued from previous page)

Trailer Weight



In the following example, a 50,000-pound payload at water-level loading. Calculate the payload (PL) weight transfer to kingpin and the rear axle.

NOTE: Apply the same principles used with truck chassis.

(Weight Distribution Concepts Section – continued from previous page)

Payload at Kingpin

$$PL_{kp} = \frac{W \times D}{WB}$$

Calculate the “D” dimension.

$$OAL/2 - AF = D$$

$$45 \text{ feet}/2 - 48 \text{ inches} - 36 \text{ inches} = 186 \text{ inches}$$

$$PL_{kp} = \frac{50,000 \text{ lbs.} \times 186 \text{ in.}}{456 \text{ in.}} = 20,394 \text{ lbs.}$$

$$PL_{kp} = \mathbf{20,394 \text{ lbs.}}$$

Payload at Rear Tandem

$$PL_{rt} = W - PL_{kp}$$

$$PL_{rt} = 50,000 \text{ lbs.} - 20,394 \text{ lbs.} = 29,606 \text{ lbs.}$$

$$PL_{rt} = \mathbf{29,606 \text{ lbs.}}$$

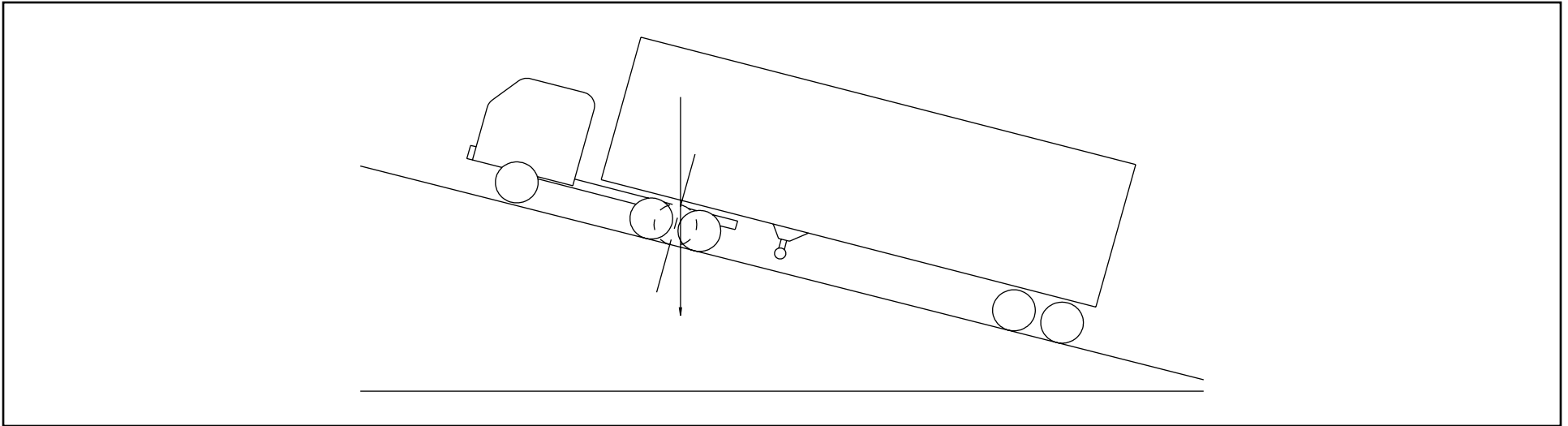
Once the weight on the kingpin is determined, it can then be treated on the tractor the same as a weight on a straight truck.

Due to the variations in hauling and wheelbase requirements from one truck application to another, there is no one specific fifth wheel setting that will apply in all cases.

A “rule of thumb” which has proven satisfactory in many cases sets the fifth wheel one inch ahead of the rear axle for every 10 inches of wheelbase. In the case of tandem axles, the wheelbase is measured from the center line of the front axle to the midpoint between the tandem rear axles. The location of the fifth wheel fixes the load distribution between the front and rear axles. Too far forward and the front axle is overloaded. If too far back, the front axle may be too lightly loaded and cause an unsafe steering and braking control situation at the front axle.

(Weight Distribution Concepts Section – continued from previous page)

A tractor on a hill with the fifth wheel set at the axle center line or too close to it will result in an unsafe handling situation by transferring too much weight to the rear axle and actually unloading the front axle.



Performance Calculations

The following calculations have been included to help you determine the performance characteristics required by your customers and to select the appropriate model vehicle:

1. Speed Formula

This formula can be used to determine:

1. Top speed of the vehicle.
2. Speed in a given gear.
3. Final ratio required for a given speed.

$$\text{MPH @ Governed Speed} = \frac{(60) \times (\text{RPM})}{(\text{Rev/Mile}) \times (\text{Gear Ratio})}$$

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(Weight Distribution Concepts Section – continued from previous page)

Definitions in formula:

RPM	=	Revolutions per minute of the engine at Governed Speed
Rev/Mile	=	Tire revolutions per mile
Gear Ratio	=	The product of the axle ratio times the transmission ratio
60	=	Time Constant

Example: NPR/W3500 12,000 GVWR automatic transmission.

RPM	=	3,000
Rev/Mile	=	674
Gear Ratio	=	.703 x 5.375

$$\text{MPH @ Governed Speed} = \frac{(60) \times (3,000)}{(674) \times (.703 \times 5.375)}$$

$$\text{MPH @ Governed Speed} = 70 \text{ MPH}$$

2. Grade Horsepower Formula

This formula can be used to determine horsepower required for a given grade and speed.

$$\text{Horsepower Req'd. for a given grade} = \frac{\text{GVWR} \times \text{Grade} \times \text{Speed}}{37,500 \times \text{Efficiency Factor}} + \text{AHP}$$

Definitions in formula:

GVWR	=	Gross Vehicle Weight Rating
Grade	=	Grade anticipated in percent
Speed	=	Speed in miles per hour
37,500	=	Constant
Efficiency Factor	=	Factor for losses in drivetrain due to friction (use 0.9 for a 90% efficient driveline)
AHP Resistance	=	Horsepower required to overcome wind force

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(Weight Distribution Concepts Section – continued from previous page)

Example: NPR/W3500 11,050 GVWR automatic transmission with a van body.

GVWR	=	12,000 lbs.
Grade	=	1 percent
Speed	=	55 MPH
37,500	=	Constant
Efficiency Factor	=	0.9
AHP Resistance	=	53.6 HP (see the following formula for calculation)

$$\text{HP Required for Grade} = \frac{12,000 \times 1 \times 55}{37,500 \times 0.9} + 53.67$$

HP Required for Grade = 73.22

3. Air Resistance Horsepower Formula

This formula is used to determine the horsepower required to overcome air resistance at a given speed.

$$\text{Air Resistance Horsepower} = \frac{\text{FA} \times \text{Cd} \times (\text{MPH})^3}{156,000}$$

Definitions in formula:

FA	=	Frontal area of vehicle in square feet
Cd	=	Aerodynamic Drag Coefficient
MPH	=	Speed of vehicle in miles per hour
156,000	=	Constant

Frontal area is calculated by multiplying the height of the vehicle by the width of the vehicle and subtracting the open area under the vehicle from the total.

Aerodynamic Drag Coefficients (Source Material: Motor Truck Engineering Handbook):

- 0.70 for most trucks, semitrailer combinations with tanks or van bodies
- 0.77 for double and triple trailers and flatbeds with loads

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(Weight Distribution Concepts Section – continued from previous page)

Example: NPR/W3500 12,000 GVWR van body with 96” wide, 115” high (84” body height + 31” frame height).

$$FA = \frac{(96) \times (115)}{(12) \times (12)} - 3.2$$

$$FA = 73.47 \text{ ft.}^2$$

$$Cd = 0.70$$

$$\text{Speed} = 55 \text{ mph}$$

$$\text{Air Resistance HP} = \frac{73.47 \times 0.70 \times (55)^3}{156,000}$$

$$\text{Air Resistance HP} = 54.85$$

4. Engine Horsepower Formula

This formula can be used to derive the output at a given RPM and torque.

$$\text{Horsepower} = \frac{\text{Torque} \times \text{RPM}}{5,252}$$

Definitions in formula:

$$\text{Torque} = \text{Twisting output of engine given in lbs.-ft.}$$

$$\text{RPM} = \text{Revolutions per minute of engine}$$

$$5,252 = \text{Constant}$$

Example: NPR/W3500 12,000 GVWR automatic transmission.

$$\text{Torque} = 347 \text{ lbs.-ft.}$$

$$\text{RPM} = 2,000$$

$$132 \text{ HP} = \frac{(347) \times (2,000)}{5,252}$$

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(Weight Distribution Concepts Section – continued from previous page)

5. Gradeability Formula

This formula can be used to determine how large of a grade a vehicle can climb.

$$\text{Percent Grade} = \frac{1,200 \times (T) \times (E) \times (C) \times (R)}{\text{GVWR} \times r} - \text{RR}$$

Definitions in formula:

1,200	=	Constant
T	=	Maximum Torque of Engine
E	=	Engine Efficiency (0.9)
C	=	Driveline Efficiency (0.9)
R	=	Transmission Ratio x Axle Ratio
RR	=	Rolling Resistance (see following chart)
GVWR	=	Gross Vehicle Weight Rating
r	=	Loaded radius of tire

Example: NPR/W3500 12,000 GVWR automatic transmission on concrete highway.

T	=	347 lbs.-ft.
E	=	0.9
C	=	0.9
R	=	.703 x 5.375 (in overdrive)
RR	=	1.0
GVWR	=	12,000
r	=	14.1 in.

$$\text{Percent Grade} = \frac{1,200 \times (347) \times (0.9) \times (0.9) \times (.703) \times (5.375)}{12,000 \times 14.1} - 1.0$$

$$\text{Percent Grade} = 6.53 - 1$$

$$\text{Gradeability} = 5.53\%$$

(Weight Distribution Concepts Section – continued from previous page)

Road Rolling Resistance			
Road Rolling Resistance – Expressed in Percent Grade			
Road Surface	Grade Road	Surface	Grade
Concrete, excellent	1.0	Cobbles, ordinary	5.5
Concrete, good	1.5	Cobbles, poor	8.5
Concrete, poor	2.0	Snow, 2 inches	2.5
Asphalt, good	1.25	Snow, 4 inches	3.75
Asphalt, fair	1.75	Dirt, smooth	2.5
Asphalt, poor	2.25	Dirt, sandy	3.75
Macadam, good	1.5	Mud	3.75 to 15.0
Macadam, fair	2.25	Sand, level soft	6.0 to 15.0
Macadam, poor	3.75	Sand, dune	16.0 to 30.0

6. Startability Formula

This formula is used to determine what type of a grade a vehicle can be started on.

$$\text{Startability} = \frac{(1,200) \times (\text{CET}) \times (\text{E}) \times (\text{C}) \times (\text{R})}{(\text{GVWR} \times r)} - 10\%$$

Definitions in formula:

- 1,200 = Constant
- CET = Clutch Engagement Torque
- E = 0.9
- C = 0.9
- R = Transmission x Axle Ratio
- 10% = Average break away resistance and static inertia constant
- GVWR = Gross Vehicle Weight Rating
- r = Loaded radius of tire

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(Weight Distribution Concepts Section – continued from previous page)

Example: NPR/W3500 12,000 GVWR manual transmission.

- CET = 260 lbs.-ft.
- R = 6.02 x 4.10
- GVWR = 12,000 lbs.
- r = 14.1 in.

$$\text{Startability} = \frac{(1,200) \times (260) \times (0.9) \times (0.9) \times (6.02 \times 4.10)}{(12,000 \times 14.1)} - 10\%$$

$$\text{Startability} = 26.86\%$$

7. Vertical Center of Gravity Formula

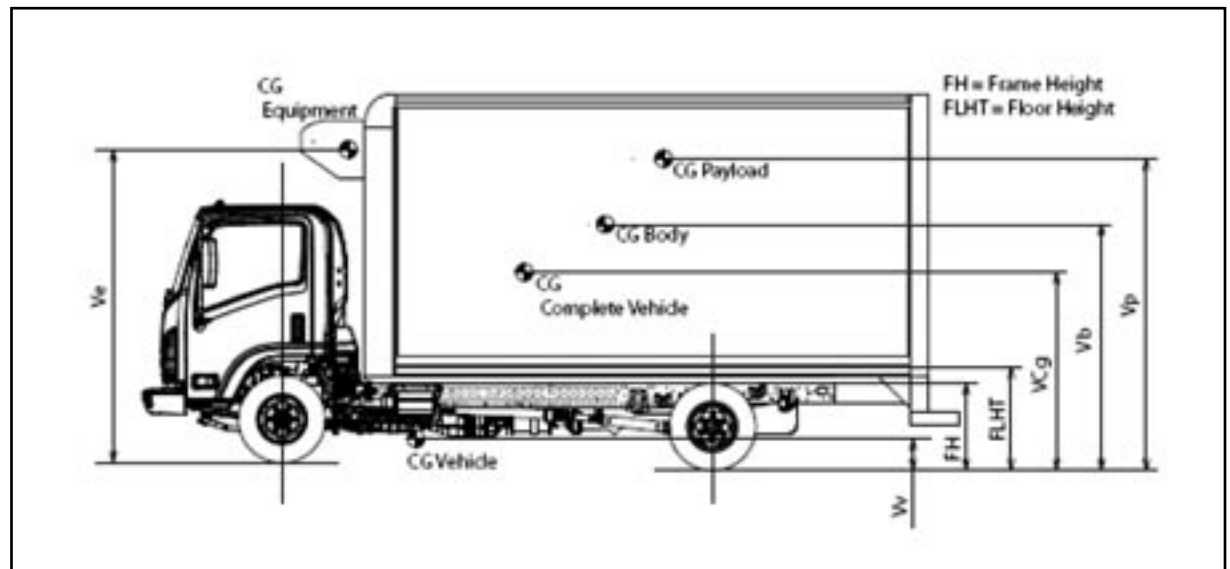
These formulas are used to estimate the vertical center of gravity of a completed vehicle in order to determine whether maximum allowable limits have been exceeded. This formula should be used when encountering high center of gravity loads.

- 7.1 $W_v \times (V_v) = M_v$
- 7.2 $W_b \times (V_b) = M_b$
- 7.3 $W_p \times (V_p) = M_p$
- 7.4 $W_e \times (V_e) = M_e$

$$7.5 \text{ VCg} = \frac{(M_v + M_b + M_p + M_e)}{(W_v + W_b + W_p + W_e)}$$

Definitions in formula:

- VCg = The total average vertical center of gravity of the completed vehicle (vehicle, body, payload and equipment)
- Wv = Weight of vehicle
- Wb = Weight of body
- Wp = Weight of payload
- We = Weight of equipment



(Weight Distribution Concepts Section – continued from previous page)

Definitions in formula (continued):

Vv	=	Distance from ground to center of gravity of the vehicle
Vb	=	Distance from ground to center of gravity of the body
Vp	=	Distance from ground to center of gravity of the payload
Ve	=	Distance from ground to center of gravity of the equipment
Mv	=	Moment of vehicle
Mb	=	Moment of body
Mp	=	Moment of payload
Me	=	Moment of equipment

Example: NPR/W3500 12,000 GVWR automatic transmission, 132” WB, 14’ body length, 84” high body, full payload of boxes stacked to a maximum height of 48” above the flooring.

Wv	=	5,291 lbs.	(from vehicle specifications)
Wb	=	2,100 lbs.	(from body manufacturer)
Wp	=	4,609 lbs.	(GVWR – (Wv + Wb + We))
Vv	=	24.9 in.	(from Body Builder’s Guide, NPR Section)
Vb	=	80 in.	(from body manufacturer)
Vp	=	62 in.	(1/2 of payload height + frame height + height from frame to flooring)
Mv	=	5,291 x 24.9 = 131,746 lbs.-in.	(from 7.1)
Mb	=	2,100 x 80 = 168,000 lbs.-in.	(from 7.2)
Mp	=	4,609 x 62 = 285,758 lbs.-in.	(from 7.3)

We, Ve, Me = None in this example

$$VCg = \frac{(131,746+168,000+285,758)}{(5,291 + 2,100 + 4,609)}$$

$$VCg = \frac{(528,504)}{(12,000)} = 48.8 \text{ inches}$$

48.8 < 54.0 inches (54 inches is maximum allowable VCg per mfg. specifications from Body Builder’s Guide, NPR/W3500 section)
Since maximum VCg for this truck is not exceeded, 48” stack height above flooring is acceptable.

(Weight Distribution Concepts Section – continued from previous page)

8. Horizontal Center of Gravity Formula

These formulas are used to estimate the horizontal center of gravity of a completed vehicle in order to determine whether it exists between the centerlines of the front and rear axles. This formula should be used when a load and/or permanent equipment (liftgate, reefer unit, snowplow, etc.) is installed on either extreme along the completed vehicle's overall length.

$$8.1 W_v \times (H_v) = M_v$$

$$8.2 W_b \times (H_b) = M_b$$

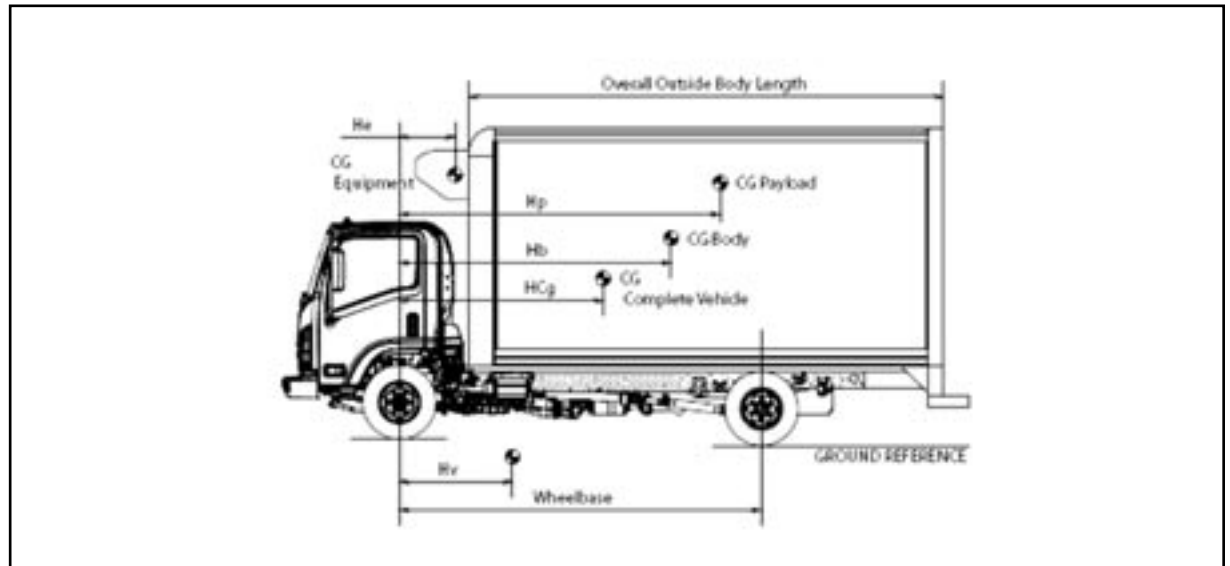
$$8.3 W_p \times (H_p) = M_p$$

$$8.4 W_e \times (H_e) = M_e$$

$$8.5 HC_g = \frac{(M_v + M_b + M_p + M_e)}{(W_v + W_b + W_p + W_e)}$$

Definitions in formula:

- HCg = The total average horizontal center of gravity of the completed vehicle (vehicle, body, payload and equipment)
- Wv = Weight of vehicle
- Wb = Weight of body
- Wp = Weight of payload
- We = Weight of equipment
- Hv = Distance from front axle to center of gravity of the vehicle
- Hb = Distance from front axle to center of gravity of the body
- Hp = Distance from front axle to center of gravity of the payload
- He = Distance from front axle to center of gravity of the equipment
- Mv = Moment of vehicle
- Mb = Moment of body
- Mp = Moment of payload
- Me = Moment of equipment



2011 Isuzu Truck

(Weight Distribution Concepts Section – continued from previous page)

Example: NPR/W35

the flooring, 1,000 lb. reefer unit attached in front of body.

throughout

Wv	=	5,291 lbs.	(from vehicle specifications)
Wb	=	2,100 lbs.	(from body manufacturer)
Wp	=	3,609 lbs.	(GVWR – (Wv + Wb + We))
We	=	1,000 lbs.	(from equipment manufacturer)
Hv	=	42.4 in.	(from Body Builder's Guide, NPR Section)
Hb	=	107.5 in.	(from body manufacturer)
Hp*	=	107.5 in.	(1/2 of payload length + distance from front axle to front of body)
He	=	17.5 in.	(from equipment manufacturer)
Mv	=	5,291 x 42.4 = 224,338 lbs.-in.	(from 8.1)
Mb	=	2,100 x 107.5 = 225,750 lbs.-in.	(from 8.2)
Mp	=	3,609 x 107.5 = 387,967 lbs.-in.	(from 8.3)
Me	=	1,000 x 17.5 = 17,500 lbs.-in.	(from 8.4)

$$HCg = \frac{(224,338 + 225,750 + 387,967 + 17,500)}{(5,291 + 2,100 + 3,609 + 1,000)}$$

$$HCg = \frac{(855,555)}{(12,000)} = 71.3 \text{ inches}$$

71.3 < 132 inches (132 inches is the wheelbase dimension)

Since HCg for this truck is not greater than the WB or negative (–) (denotes HCg forward of front axle centerline), it exists between the centerlines of the front and rear axles.

NOTE: Hp and Hb dimensions are the same in this example because CG of body and payload happen to be at the same point.

(Weight Distribution Concepts Section – continued from previous page)

Highway System Limits

The Federal Government established the Federal Bridge Gross Weight Formula to provide a standard to control the spacing of truck axles on trucks that use highway bridges. This is intended to space loads out over a distance to avoid too high a concentration in one area that could cause damage. The truck's gross weights, axle weight and axle spacings are set in order to keep axle loads and gross weight loads within the limits set by the Federal Government. The Bridge Formula Table is used to check trucks to make sure that Federal weight limit requirements are met and that the allowable gross and axle weights are in the correct relationship with the spacing of axles to prevent high load concentrations on highway bridges.

The Federal Government has established the following formula to be used to determine the allowable weight limits and axle spacings for trucks.

$$W = 500 (LN + 12N - 36) N^{-1}$$

Where:

W = The total gross weight that may be carried on any group of two or more consecutive axles to the nearest 500 lbs.

L = The distance (spacing) in feet between the outer axles of any group of two or more consecutive axles.

N = The number of axles in the group under consideration; except that two consecutive sets of tandem axles may carry a gross load of 34,000 lbs. each provided the overall distance between the first and last axles of such consecutive sets of axles is 36 feet or more.

Bridge Formula Definitions

The following definitions are used for bridge formula calculations.

Gross Weight

The total weight of a truck (and/or trailer) combined with the weight of the load being hauled. The Federal gross weight limits on interstate highways and federal-aid highways and reasonable access is 80,000 lbs.

(Weight Distribution Concepts Section – continued from previous page)

Single Axle Weight

The total weight at the ground by all wheels of an axle whose centers may be included between parallel transverse planes 40 inches apart, extending across the width of the truck. The Federal single axle weight limit on the interstate system and reasonable access is 20,000 lbs.

Tandem Axle Weight

The total weight at the ground of two or more consecutive axles whose centers may be included between parallel vertical planes spaced more than 40 inches but not more than 96 inches apart, extending across the full width of the truck. The Federal tandem axle weight limit on the interstate system and reasonable access is 34,000 lbs.

Consecutive Axle Weight

The Federal law states that any two or more consecutive axles may not exceed the weight as computed by the formula even though the single axles, tandem axles, and gross weights are within the legal requirements.

Exception to the Bridge Formula

There is one exception to the use of the Federal Bridge Formula: two consecutive sets of tandem axles may carry a gross load of 34,000 lbs. each, providing the overall distance between the first and last axles of such consecutive sets of tandem axles is 36 feet or more.

Other Federal Provisions

Maximum Width: 102 inches overall

Length: States cannot set overall length limits on tractor, semitrailer or tractor-semitrailer, trailer combinations. States must allow tractors with double trailers.
States must allow semitrailers of up to 48 feet in length for doubles combinations. There is also not a limitation on overall length for semitrailer or doubles combinations.

These width and length dimen

This also provides for reasonable access to the interstate highways.

(Weight Distribution Concepts Section – continued from previous page)

Federal Bridge Formula Table

Distance in feet between the extremes of any group of 2 or more consecutive axles	Maximum Load in Pounds on Any Group of 2 or More Consecutive Axles							
	2 Axles	3 Axles	4 Axles	5 Axles	6 Axles	7 Axles	8 Axles	9 Axles
4	34,000*							
5	34,000*							
6	34,000*							
7	34,000*							
8 and less	34,000*	34,000						
8 and more	38,000	42,000						
9	39,000	42,500						
10	40,000	43,500						
11		44,000						
12		45,000	50,000					
13		45,500	50,500					
14		46,500	51,500					
15		47,000	52,000					
16		48,000	52,500	58,000				
17		48,500	53,500	58,500				
18		49,500	54,000	59,000				
19		50,000	54,500	60,000				
20		51,000	55,500	60,500	66,000			
21		51,500	56,000	61,000	66,500			
22		52,500	56,500	61,500	67,000			

* Tandem Axle by Definition.

+ Exception to Federal Bridge Formula Table and Law. See Text for Explanation.

NOTE: All permissible load calculations are to the nearest 500 lbs.
 Maximum load on any single axle, 20,000 lbs.
 Weights over 80,000 lbs. are in excess of the Federal GVW on the National Highway Network.

(Weight Distribution Concepts Section – continued from previous page)

Federal Bridge Formula Table

Distance in feet between the extremes of any group of 2 or more consecutive axles	Maximum Load in Pounds on Any Group of 2 or More Consecutive Axles							
	2 Axles	3 Axles	4 Axles	5 Axles	6 Axles	7 Axles	8 Axles	9 Axles
23		53,000	57,500	62,500	68,000			
24		54,000	58,000	63,000	68,500	74,000		
25		54,500	58,500	63,500	69,000	74,500		
26		55,500	59,500	64,000	69,500	75,000		
27		56,000	60,000	65,000	70,000	75,500		
28		57,000	60,500	65,500	71,000	76,500	82,000	
29		57,500	61,500	66,000	71,500	77,000	82,500	
30		58,500	62,000	66,500	72,000	77,500	83,000	
31		59,000	62,500	67,500	72,500	78,000	83,500	90,000
32		60,000	63,500	68,000	73,000	78,500	84,500	90,500
33			64,000	68,500	74,000	79,000	85,000	91,000
34			64,500	69,000	74,500	80,000	85,500	91,500
35			65,500	70,000	75,000	80,500	86,000	92,000
36			66,000+	70,500	75,500	81,000	86,500	93,000
37			66,500+	71,000	76,000	81,500	87,000	93,500
38			67,500+	72,000	77,000	82,000	87,500	94,000
39			68,000	72,500	77,500	82,500	88,500	94,500
40			68,500	73,000	78,000	83,500	89,000	94,500
41			69,500	73,500	78,500	84,000	89,500	95,000
42			70,000	74,000	79,000	84,500	90,000	95,500

* Tandem Axle by Definition.

+ Exception to Federal Bridge Formula Table and Law. See Text for Explanation.

NOTE: All permissible load calculations are to the nearest 500 lbs.
 Maximum load on any single axle, 20,000 lbs. Weights over 80,000 lbs. are in excess of the Federal GVW on the National Highway Network.

(Weight Distribution Concepts Section – continued from previous page)

Federal Bridge Formula Table (Continued)

Distance in feet between the extremes of any group of 2 or more consecutive axles	Maximum Load in Pounds on Any Group of 2 or More Consecutive Axles							
	2 Axles	3 Axles	4 Axles	5 Axles	6 Axles	7 Axles	8 Axles	9 Axles
43			70,500	75,000	80,000	85,000	90,500	96,000
44			71,500	75,500	80,500	85,500	91,000	96,500
45			72,000	76,000	81,000	86,000	91,500	97,500
46			72,500	76,500	81,500	87,000	92,500	98,000
47			73,500	77,500	82,000	87,500	93,000	98,500
48			74,000	78,000	83,000	88,000	93,500	99,000
49			74,500	78,500	83,500	88,500	94,000	99,500
50			75,500	79,000	84,000	89,000	94,500	100,000
51			76,000	80,000	84,500	89,500	95,000	100,500
52			76,500	80,500	85,000	90,500	95,500	101,000
53			77,500	81,000	86,000	91,000	96,500	102,000
54			78,000	81,500	86,500	91,500	97,000	102,500
55			78,500	82,500	87,000	92,000	97,500	103,000
56			79,500	83,000	87,500	92,500	98,000	103,500
57			80,000	83,500	88,000	93,000	98,500	104,000
58				84,000	89,000	94,000	99,000	104,500
59				85,000	89,500	94,500	99,500	105,000
60				85,500	90,000	95,000	100,500	105,500

* Tandem Axle by Definition.

+ Exception to Federal Bridge Formula Table and Law. See Text for Explanation.

NOTE: All permissible load calculations are to the nearest 500 lbs.
Maximum load on any single axle, 20,000 lbs. Weights over 80,000 lbs. are in excess of the Federal GVW on the National Highway Network.

COMMODITY AND MATERIAL WEIGHTS

Approximate Weights of Commodities and Materials

Product	Size of Container	Lbs. Per Cu. Ft.	No. of Lbs. / Per
Acetone	— — — —	50	6.6 / gallon
Alcohol, Commercial	— — — —	51	6.8 / gallon
Proof spirits	— — — —	57	7.6 / gallon
Alfalfa seed	bushel	— —	60 / bushel
Aluminum, Pure (cast)	— — — —	165	4,450 / cu. yard
Apples, Fresh	basket-bushel	— —	48 / bushel
Western, box	11.5" x 12" x 20"	— —	50 / box
New England, box	11.25" x 14.5" x 17.5"	— —	56 / box
Standard barrel	17" head, 28.5" stave	— —	160 / barrel
Dried	bushel	— —	24 / bushel
Apricots, Fresh	bushel	— —	48 / bushel
Western, box	5.5" x 12" x 20"	— —	23 / box
Artichokes, Box	10" x 11.5" x 22"	— —	44 / box
Asbestos	— — — —	153	4,130 / cu. yard
Asparagus, crate, Loose	11.5" high x 9.75" top	— —	38 / crate
Bunches	11" bottom x 19.38" long	— —	31 / crate
Avocados, Box	5.75" x 11.25" x 17.5"	— —	16 / box
Bananas, Single stem	bunch	— —	45-65 / bunch
Barley	bushel	— —	48 / bushel
Barytes, Mineral	— — — —	280	7,560 / cu. yard
Basalt, Rock	— — — —	185	5,000 / cu. yard
Beans, dry, Lima	bushel	— —	56 / bushel
White	bushel	— —	60 / bushel
Castor	bushel	— —	46 / bushel
Beans, fresh, Lima	bushel	— —	39 / bushel
String	bushel	— —	36 / bushel
	hamper, 5 peck	— —	45 / hamper

Product	Size of Container	Lbs. Per Cu. Ft.	No. of Lbs. / Per
Beef, Slack barrel	21" x 30" stave (200 lbs. net)	— —	254 / barrel
Beer, Wood barrel	.5 barrel (16 gal.)	— —	205 / barrel
Wood barrel	.25 barrel (8 gal.)	— —	105 / barrel
Steel barrel	.5 barrel (16 gal.)	— —	190 / barrel
Steel barrel	.25 barrel (8 gal.)	— —	95 / barrel
Dutchman	.13 barrel (4 gal.)	— —	51 / barrel
Case carton,* Regular bottles	17.25" x 11.5" x 9.88"	— —	45 / case
24, 12 oz. Steinie bottles	18.38" x 12.13" x 7.38"	— —	40 / case
Tin cans	16.13" x 11" x 5.13"	— —	28 / case
Wooden case,* Regular bottles	21" x 13.5" x 10"	— —	35 / case
24, 12 oz. Steinie bottles	22" x 13.75" x 7.5"	— —	46 / case
Beets	bushel	— —	50-60 / bushel
Small crate	9.75" x 13.75" x 24"	— —	50 / crate
Western crate	14" x 19" x 24.5"	— —	95 / crate
Berries, crate, 24 pint	9.75" x 9.97" x 20"	— —	25 / crate
24 quart	11.75" x 11.75" x 24"	— —	48 / crate
32 quart	15.5" x 11.75" x 24"	— —	63 / crate
Bluegrass seed	bushel	— —	44 / bushel
Bluestone	— — — —	120	3,240 / cu. yard
Bone	— — — —	115	3,110 / cu. yard
Borax	— — — —	110	2,970 / cu. yard
Bran	bushel	— —	20 / bushel
Brick, Soft	2.25" x 4" x 8.25"	— —	4,320 / thousand
Common	2.25" x 4" x 8.25"	— —	5,400 / thousand
Hard	2.25" x 4.25" x 8.5"	— —	6,480 / thousand
Pressed	2.38" x 4" x 8.38"	— —	7,500 / thousand
Paving	2.25" x 4" x 8.5"	— —	6,750 / thousand
Paving block	3.5" x 4" x 8.5"	— —	8,750 / thousand
Fire	2.5" x 4.5" x 9"	— —	7,000 / thousand

* Note: Beer cases vary as to size and shape. Suggest checking with local source.

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Product	Size of Container	Lbs. Per Cu. Ft.	No. of Lbs. / Per
Broccoli, Bushel crate	12.75" x 12.75" x 17"	— —	30 / bushel
Brussels sprouts, Crate	7.75" x 10.5" x 21.38"	— —	26 / crate
Buckwheat	bushel	— —	49 / bushel
Butter, tub, Small	15" dia. x 5.75"	— —	25 / tub
Standard	15" dia. x 15"	— —	70 / tub
Butter, case, 30 – 1-lb. bricks	10.75" x 8.75" x 10.5"	— —	32 / case
9-lb. pail	pail	— —	10 / pail
Cabbage	bushel	— —	38 / bushel
Hamper	1.5 bushel	— —	58 / hamper
Crate	12.75" x 18.5" x 19"	— —	60 / crate
Western crate	14" x 19" x 24.5"	— —	85 / crate
Barrel crate	12.75" x 18.75" x 37.38"	— —	110 / crate
Calf, Live (average)	per head	— —	140-160 / head
Cantaloupe, crate, Pony	11.75" x 11.75" x 23.5"	— —	58 / crate
Standard	12.75" x 12.75" x 23.5"	— —	68 / crate
Jumbo	13.75" x 13.75" x 23.5"	— —	78 / crate
Pony flat	4.75" x 12.75" x 23.5"	— —	26 / crate
Standard flat	5.25" x 14.25" x 23.5"	— —	28 / crate
Jumbo flat	5.75" x 15.25" x 23.5"	— —	32 / crate
Honeydew (Casaba)	6.38" x 15.13" x 23.5"	— —	35 / crate
Carbolic acid	— — —	60	8.0 / gallon
Carrots, Topped	bushel	— —	55 / bushel
With tops	bushel	— —	40 / bushel
Crate	11.75" x 14.13" x 24"	— —	60 / crate
Castor oil	— — —	61	8.1 / gallon
Cauliflower	bushel	— —	30 / bushel
Crate	9.38" x 19" x 24"	— —	50 / crate
Cedar* (lumber)	— — —	30	2,500 / M. Bd. ft.
Celery, Standard crate	11.63" x 22" x 22.63"	— —	70 / crate
Half crate	10.75" x 13" x 20.38"	— —	35 / crate
Northern crate	16.5" x 21.25" x 22"	— —	85 / crate

*Kiln dried lumber averages 10% to 15% lighter, and green lumber 40% to 50% heavier, than air dried.

Product	Size of Container	Lbs. Per Cu. Ft.	No. of Lbs. / Per
Cement, Block	8" x 8" x 16"	— —	42 / each
Block	8" x 12" x 16"	— —	58 / each
Portland	sack	— —	94 / sack
Portland	barrel (4 sacks per)	— —	376 / barrel
Chalk	— — —	137	3,700 / cu. yard
Charcoal, Oak	— — —	33	890 / cu. yard
Pine	— — —	23	620 / cu. yard
Cheese, Small box	15" dia. x 5.25"	— —	25 / box
Medium box	15" dia. x 7.5"	— —	35 / box
Large box	15" dia. x 15"	— —	70 / box
Cherries, Unstemmed	bushel	— —	56 / bushel
Stemmed	bushel	— —	64 / bushel
Lug box	5.63" x 11.88" x 19.75"	— —	17 / box
Chestnut* (lumber)	— — —	37	3,080 / M. Bd. ft.
Chestnuts	bushel	— —	50 / bushel
Chickens, Live, broilers (20 avg.)	standard crate	— —	58 / crate
Fowl (12 avg.)	standard crate	— —	78 / crate
Standard crate,	empty 24" x 35" x 13"	— —	18 / crate
Cinder blocks	8" x 8" x 16"	— —	35 / each
	8" x 12" x 16"	— —	45 / each
Cinders	— — —	50	1,350 / cu. yard
Clay, Dry lumps	— — —	85	2,300 / cu. yard
Wet lumps	— — —	110	2,970 / cu. yard
Wet packed	— — —	135	3,650 / cu. yard
Fire	— — —	125	3,375 / cu. yard
Cork	— — —	15	405 / cu. yard
Corn, Ear	bushel	— —	35 / bushel
Shelled	bushel	— —	56 / bushel
Sweet corn (green)	bushel	— —	43 / bushel
Crate	12.88" x 12.88" x 24"	— —	60 / crate
Corn meal	bushel	— —	44 / bushel

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Product	Size of Container	Lbs. Per Cu. Ft.	No. of Lbs. / Per
Corn oil	— — —	58	7.8 / gallon
Corn syrup	— — —	86	11.5 / gallon
Cotton,	Gin bale	30" x 48" x 54"	515 / bale
	Standard bale	24" x 28" x 56"	515 / bale
	Comp. bale	20" x 24" x 56"	515 / bale
Cotton seed	bushel	— — —	32 / bushel
Cottonseed oil	— — —	58	7.8 / gallon
Cottonwood* (lumber)	— — —	37	3,080 / M. Bd. ft.
Cow,	Live-Feeder (average)	per head	600 / head
	Butcher (average)	per head	800 / head
	Butcher steer (average)	per head	1100 / head
Cranberries,	1/4 barrel box	9.5" x 11" x 14"	28 / box
	1/2 barrel box	12.25" x 14.75" x 22"	60 / box
Cream	— — —	64	8.5 / gallon
Creosote	— — —	68	9.2 / gallon
Crude oil	— — —	56	7.5 / gallon
Cucumbers	bushel	— — —	55 / bushel
	Crate	9.75" x 13.75" x 24"	75 / crate
	Case	5" x 13.25" x 19"	26 / case
Earth,	Loose, dry loam	— — —	76
	Packed	— — —	95
	Wet	— — —	125
Eggplant,	Hamper	bushel	40 / bushel
	Crate	14" x 11.75" x 24"	54 / crate
Eggs,	30 dozen crate	12" x 12" x 26"	55 / crate
Elm,*	Soft	— — —	38
	Rock	— — —	45
Fertilizer,	Commercial	burlap bag	100-200 / bag
Fir,*	Douglas	— — —	32
	Eastern	— — —	25

Product	Size of Container	Lbs. Per Cu. Ft.	No. of Lbs. / Per
Fish, fresh,	Barrel	19" head, 29" stave	— — —
	1/2 Barrel	18.5" head, 23.5" stave	— — —
Flour,	Barrel	19.13" head, 30" stave	— — —
Fuel oil,	Furnace grade	— — —	56
	Diesel engine	— — —	52
Furniture,	Household	— — —	7
Garbage,	Dry, paper wrapped	— — —	15-30
	Wet	— — —	50
Gasoline	— — —	45	6.0 / gallon
Glass,	Common window	— — —	— — —
	Plate or crown	— — —	— — —
	1/4" plate	— — —	— — —
Glue	— — —	80	2,160 / cu. yard
Glycerine	— — —	79	10.5 / gallon
Grapefruit,	Western box	11.5" x 11.5" x 24"	— — —
	Southern box	12.75" x 12.75" x 27"	— — —
Grapes,	Basket	bushel	— — —
	Lug box	5.63" x 16.38" x 17.5"	— — —
	Western keg	15.5" dia. x 14"	— — —
	Basket	12 quart	— — —
Gravel,	Dry	— — —	95
	Wet	— — —	125
Greens	bushel	— — —	25 / bushel
Groceries,	Misc. assorted	— — —	30
Hay,	Bale	26" x 30" x 46"	— — —
	Bale	17" x 22" x 43"	— — —
	Bale	14" x 16" x 43"	— — —
Hog,	Live (average)	per head	— — —
Honey	— — —	90	12.0 / gallon
Horse,	Live (average)	per head	— — —

*Kiln dried lumber averages 10% to 15% lighter, and green lumber 40% to 50% heavier, than air dried.

2011 Isuzu Truck

Product	Size of Container	Lbs. Per Cu. Ft.	No. of Lbs. / Per
Horseradish roots	bushel	— —	35 / bushel
Ice	— — —	57	1,540 / cu. yard
Ice (mfg.), Block	11" x 22" x 32"	— —	250 / block
Block	14" x 14" x 40"	— —	255 / block
Block	11" x 22" x 56"	— —	440 / block
Ice Cream, 2.5 gallon can, Full	9" dia. x 11"	— —	18 / can
Empty	— — —	— —	6 / can
5 gallon can, Full	9" dia. x 21"	— —	35 / can
Empty	— — —	— —	11 / can
Kale	bushel	— —	25 / bushel
Kerosene	— — —	50	6.6 / gallon
Lamb, Live (average)	per head	— —	75-85 / head
Lard, Barrel	18" head, 30" stave	— —	425 / barrel
Lath, Standard length 29"	Packed in bundles of 50 Average bundle, dia. 9"	— —	25 / bundle
Leather, Dry	— — —	55	1,485 / cu. yard
Wet	— — —	65	1,755 / cu. yard
Lemons, Western box	10" x 13" x 25"	— —	80 / box
Southern box	12.75" x 12.75" x 27"	— —	90 / box
Lentils	bushel	— —	60 / bushel
Lettuce, Hamper	bushel	— —	25 / bushel
Hamper	1.5 bushel	— —	38 / hamper
Basket	8.5" x 11.75" x 21.38"	— —	17 / basket
Crate	18.75" x 17.5" x 24.5"	— —	75 / crate
1/2 crate	9.5" x 13.5" x 24.5"	— —	40 / 1/2 crate
Lime, Hydrated	bushel	— —	30 / bushel
Barrel (small)	16.5" head, 27.5" stave	62	210 / barrel
Barrel (large)		62	320 / barrel
Limes, Western box	10" x 13" x 25"	— —	80 / box
Southern box	12.75" x 12.75" x 27"	— —	90 / box

Product	Size of Container	Lbs. Per Cu. Ft.	No. of Lbs. / Per
Linseed oil	— — —	59	7.9 / gallon
Lubricating oil	— — —	52	7.0 / gallon
Malt, Barley	bushel	— —	28 / bushel
Rye	bushel	— —	32 / bushel
Brewer's grain	bushel	— —	40 / bushel
Maple syrup	gallon	82	11.0 / gallon
Maple,* Hard (lumber)	— — —	44	3,670 / M. Bd. ft.
Soft	— — —	34	2,830 / M. Bd. ft.
Meal-corn	bushel	— —	44 / bushel
Milk, Bulk	— — —	64	8.6 / gallon
5 gallon can	10.25" dia. x 19"	— —	62 / can
10 gallon can	13" dia. x 23"	— —	115 / can
Crate, 20.5 pt. bottles	8.5" x 12.75" x 16.75"	— —	33 / crate
20 pt. bottles	8.5" x 12.75" x 16.75"	— —	54 / crate
Millet	bushel	— —	50 / bushel
Molasses	— — —	90	12.0 / gallon
Barrel	20.25" head, 34" stave	— —	675 / barrel
Mortar, Lime	— — —	110	2,970 / cu. yard
Mud, Flowing	— — —	106	2,860 / cu. yard
Packed	— — —	125	3,375 / cu. yard
Muriatic acid, 40%	— — —	40	10.0 / gallon
Naptha, Petroleum	— — —	42	5.6 / gallon
Nitric acid, 91%	— — —	94	12.5 / gallon
Oak-red,* Black	— — —	42	3,500 / M. Bd. ft.
White	— — —	48	4,080 / M. Bd. ft.
Oats	bushel	— —	32 / bushel
Okra, Hamper	1/2 bushel	— —	18 / hamper
Hamper	bushel	— —	34 / bushel
Oleomargarine, (mfg.-tub)	21" head, 34" stave	— —	70 / tub
Cases	— — —	— —	15-65 / case

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2011 Isuzu Truck

Product	Size of Container	Lbs. Per Cu. Ft.	No. of Lbs. / Per
Olive oil	— — — —	58	7.7 / gallon
Onions, dry, Basket	bushel	— —	55 / bushel
Bag	17" x 32"	— —	50 / bag
Crate	20.5" x 11.5" x 10.5"	— —	58 / crate
Green (with tops)	bushel	— —	32 / bushel
Oranges, Western box	11.5" x 11.5" x 24"	— —	80 / box
Southern box	12.75" x 12.75" x 27"	— —	90 / box
Bushel box	10.75" x 10.75" x 23.5"	— —	65 / box
Oysters (shucked or meats)			
Crate with 5.1 gal. cans	18" x 12" x 24"	(11.5 lbs. per gal.)	67 / crate
With shells (bags)	bushel	— —	75 / bushel
Paint, Lead and oil	— — — —	127	17 / gallon
Paper, Average solid	— — — —	58	1,565 / cu. yard
Newspaper rolls	34.25" x 35" dia.	— —	500 / roll
	51.5" x 35" dia.	— —	1,000 / roll
	64.25" x 35" dia.	— —	1,300 / roll
Paraffin	— — — —	56	1,510 / cu. yard
Parsley, Bushel crate	12.75" x 12.75" x 17"	— —	30 / crate
Parsnips	bushel	— —	50 / bushel
Peaches, Basket	bushel	— —	48 / bushel
1/2 bushel	— — — —	— —	25 / basket
Crate	10.5" x 11.25" x 24"	— —	50 / crate
Western box	5.5" x 12.25" x 19.75"	— —	22 / box
Peanuts, Unshelled	bushel	— —	22 / bushel
Bag	— — — —	— —	100 / bag
Peanut oil	— — — —	57	7.6 / gallon
Pears, Basket	bushel	— —	50 / bushel
Western box	9.63" x 12.13" x 19.75"	— —	51 / box
Peas, Dry	bushel	— —	60 / bushel
Fresh hamper	bushel	— —	35 / hamper
Hamper	40 quarts	— —	45 / hamper

Product	Size of Container	Lbs. Per Cu. Ft.	No. of Lbs. / Per
Pecans, Large bag	— — — —	— —	100 / bag
Small bag	— — — —	— —	50 / bag
Peppers, Basket	bushel	— —	25 / basket
Crate	14.13" x 11.75" x 24"	— —	45 / crate
Petroleum	— — — —	56	7.5 / gallon
Phosphate rock	— — — —	200	5,400 / cu. yard
Pine,* Long leaf	— — — —	44	3,670 / M. Bd. ft.
North Carolina	— — — —	36	3,000 / M. Bd. ft.
Oregon	— — — —	32	2,670 / M. Bd. ft.
Red	— — — —	30	2,500 / M. Bd. ft.
White	— — — —	26	2,170 / M. Bd. ft.
Yellow, long leaf	— — — —	44	3,670 / M. Bd. ft.
Short leaf	— — — —	38	3,170 / M. Bd. ft.
Pineapples, Crate	11" x 12.5" x 36"	— —	85 / crate
Pitch	— — — —	70	1,900 / cu. yard
Plums, Basket	bushel	— —	56 / bushel
Western box	5.63" x 16.38" x 17.5"	— —	25 / box
Pomegranates, Box	6.5" x 12" x 24.63"	— —	30 / box
Popcorn, Ear	bushel	— —	70 / bushel
Shelled	bushel	— —	56 / bushel
Poplar*	— — — —	27	2,250 / M. Bd. ft.
Porcelain	— — — —	150	4,050 / cu. yard
Pork (dressed), Barrel (200 lbs. net)	18" head, 29" stave	— —	240 / barrel
Potatoes, Sweet	bushel	— —	55 / bushel
White or Irish	bushel	— —	60 / bushel
Bag	1.67 bushel	— —	102 / bag
Barrel	17.13" head, 28.5" stave	— —	185 / barrel
Prunes, Box	5.63" x 16.38" x 19.75"	— —	25 / box
Box	5.63" x 11.88" x 19.75"	— —	22 / box
Quinces	bushel	— —	50 / bushel

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2011 Isuzu Truck

Product	Size of Container	Lbs. Per Cu. Ft.	No. of Lbs. / Per
Radishes, Basket	bushel	— —	34 / bushel
Crate	9.75" x 13.75" x 24"	— —	40 / crate
Redwood*	— — —	30	2,500 / M. Bd. ft.
Resin	— — —	68	1,835 / cu. yard
Rhubarb (pie plant)	bushel	— —	50 / bushel
Box	5.25" x 11.5" x 22"	— —	24 / box
Rice,	Unhulled bushel	— —	43 / bushel
Rock, Crushed (average)	— — —	100	2,700 / cu. yard
Romaine, Crate	13.88" x 18.88" x 24.5"	— —	64 / crate
Crate	12.25" x 13" x 15.25"	— —	27 / crate
Rubber goods	— — —	94	2,540 / cu. yard
Rutabagas	bushel	— —	56 / bushel
Rye	bushel	— —	56 / bushel
Salt, rock, Solid	— — —	136	3,670 / cu. yard
Coarse	— — —	45	1,215 / cu. yard
Fine	— — —	50	1,350 / cu. yard
Barrel (average)	— — —	— —	280 / barrel
Sand, fine, Dry	— — —	110	2,970 / cu. yard
Wet	— — —	125	3,375 / cu. yard
Sand, coarse, Dry	— — —	95	2,565 / cu. yard
Wet	— — —	120	3,240 / cu. yard
Sand, Mixed	— — —	115	3,100 / cu. yard
Sandstone, Solid	— — —	147	3,970 / cu. yard
Crushed	— — —	86	2,325 / cu. yard
Shale, Solid	— — —	172	4,645 / cu. yard
Crushed	— — —	92	2,485 / cu. yard
Sheep, Live (average)	per head	— —	125-150 / head
Shingles, Bundle	Pkg. in bnds. of 200-250 Size (avg.) 24" x 20" x 10"	— —	50 / bundle
Snow, Moist-packed	— — —	50	1,350 / cu. yard

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Product	Size of Container	Lbs. Per Cu. Ft.	No. of Lbs. / Per
Soft drinks, Half depth bottle box	12.25" x 18.75" x 8.5"	— —	39 / box
24-6 to 8 oz. bottles			
Full depth bottle box	13.38" x 18.5" x 12.25"	— —	60 / box
12-24 to 32 oz. bottles			
Sorghum syrup	— — —	86	11.5 / gallon
Soybeans	bushel	— —	60 / bushel
Soybean oil	— — —	58	7.7 / gallon
Spinach, Hamper	bushel	— —	20 / bushel
Basket	bushel	— —	27 / bushel
Spruce*	— — —	28	2,330 / M. Bd. ft.
Squash	bushel	— —	46 / bushel
Starch	— — —	96	2,590 / cu. yard
Stone, Crushed, (average)	— — —	100	2,700 / cu. yard
Rip-rap	— — —	65	1,755 / cu. yard
Straw, Bale	17" x 22" x 42"	— —	110 / bale
Bale	26" x 30" x 46"	— —	180 / bale
Street sweepings	— — —	32	865 / cu. yard
Sugar	— — —	100	2,700 / cu. yard
Sugar, Bag	(100 lbs. net)	— —	101 / bag
Barrel (22 lbs. empty)	19.13" head, 30" stave	— —	345 / barrel
Case	24 – 5-lb. cartons	— —	135 / case
Case	60 – 2-lb. cartons	— —	135 / case
Sugar cane syrup	— — —	85	11.3 / gallon
Sulphur	— — —	125	3,375 / cu. yard
Sulfuric acid, 87%	— — —	112	15 / gallon
Sweet corn, Basket	bushel	— —	45 / bushel
Crate	13" x 13" x 24"	— —	60 / crate
Sycamore*	— — —	37	3,080 / M. Bd. ft.
Tallow	— — —	60	1,620 / cu. yard

2011 Isuzu Truck

Product	Size of Container	Lbs. Per Cu. Ft.	No. of Lbs. / Per	
Tanks, Acetylene, 102 cu. foot	empty	— —	70 / tank	
	filled	— —	75 / tank	
	310 cu. foot	empty	— —	200 / tank
		filled	— —	220 / tank
Tanks, Oxygen, 150 cu. foot	empty	— —	80 / tank	
	filled	— —	92 / tank	
	300 cu. foot	empty	— —	133 / tank
		filled	— —	153 / tank
Tar	— — —	65	1755 / cu. yard	
Tile, Solid	— — —	115	3,100 / cu. yard	
	Partition (construction)	— — —	40	1,080 / cu. yard
Tomatoes, Basket	bushel	— —	55 / bushel	
Lug box	7.25" x 14" x 17.5"	— —	35 / box	
Crate	10.5" x 11.25" x 24"	— —	48 / crate	
Basket	8.5" x 8.75" x 20"	— —	18 / basket	
Basket (paper)	4.25" x 8.5" x 16.25"	— —	9 / basket	
Basket (wood)	5.5" x 7.25" x 16.5"	— —	10 / basket	
Turpentine	— — —	54	7.2 / gallon	
Turnips, Basket	bushel	— —	54 / bushel	
Vetch seed	bushel	— —	60 / bushel	
Vinegar	— — —	64	8.5 / gallon	
Walnuts, Bulk	bushel	— —	50 / bushel	
	Bag	2 bushel	— —	100 / bag
Water, Fresh	— — —	63	8.4 / gallon	
Wheat, Bulk	bushel	— —	60 / bushel	
	Bag	1.5 bushel	— —	90 / bag
Wool, Pressed	— — —	82	2,215 / cu. yard	

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VEHICLE SPECIFICATIONS INDEX

NPR, NPR HD GAS

Specifications

Model	NPR Gas	NPR HD Gas
GVWR	12,000 lbs.	14,500 lbs.
WB	109 in., 132.5 in., 150 in., 176 in.	
Engine	GMPT 8-cylinder, V Block 4-cycle, OHV, water-cooled, Sequential Port Fuel Injection	
Model/Displacement	GMPT-V8/365 CID (6.0 liters)	
HP (Gross)	325 HP @ 5,000 RPM	
Torque (Gross)	360 lbs.-ft. torque @ 4,400 RPM	
Equipment	Sequential Port Fuel Injection (SFI), mass air flow meter, powertrain control module (PCM), onboard diagnostics, oxygen sensors, catalytic convertor, map sensor, with external oil cooler, engine cruise control, rear engine cover.	
Transmission	4L80-E Hydra-Matic 4-speed automatic w/lock-up converter and overdrive	
Steering	Integral power steering 18.8-20.9:1 ratio. Tilt and telescoping steering column.	
Front Axle	Reverse Elliot "I"-Beam rated at 6,830 lbs.	
Suspension	Semi-elliptical steel alloy tapered leaf springs with stabilizer bar and shock absorbers.	
GAWR	4,700 lbs.	5,360 lbs.
Rear Axle	Full-floating single speed with hypoid gearing rated at 11,020 lbs.	
Suspension	Semi-elliptical steel alloy multi-leaf springs and shock absorbers.	
GAWR	7,950 lbs.	9,880 lbs.
Wheels	16 x 6.0 6-hole disc wheels, painted white.	19.5 x 6.0 6-hole disc wheels, painted white.
Tires	215/85R 16-E (10 pr) tubeless steel-belted radials, all-season tread front and rear.	225/70R-19.5F (12 ply) tubeless steel-belted radials, all-season tread front and rear.
Brakes	Dual-circuit, vacuum-assisted hydraulic service brakes with EBD (Electronic Brake Distribution) system for load proportioning of the brake system. Disc front and self-adjusting outboard mounted drum rear. The parking brake is a mechanical, cable-actuated, internal expanding drum type, transmission mounted. Four-channel antilock brake system.	
Fuel Tank	30-gallon rectangular steel fuel tank. Mounted between the frame rails with electric type fuel pump (mounted in tank). Through the rail fuel fill.	

NOTE: These selected specifications are subject to change without notice.

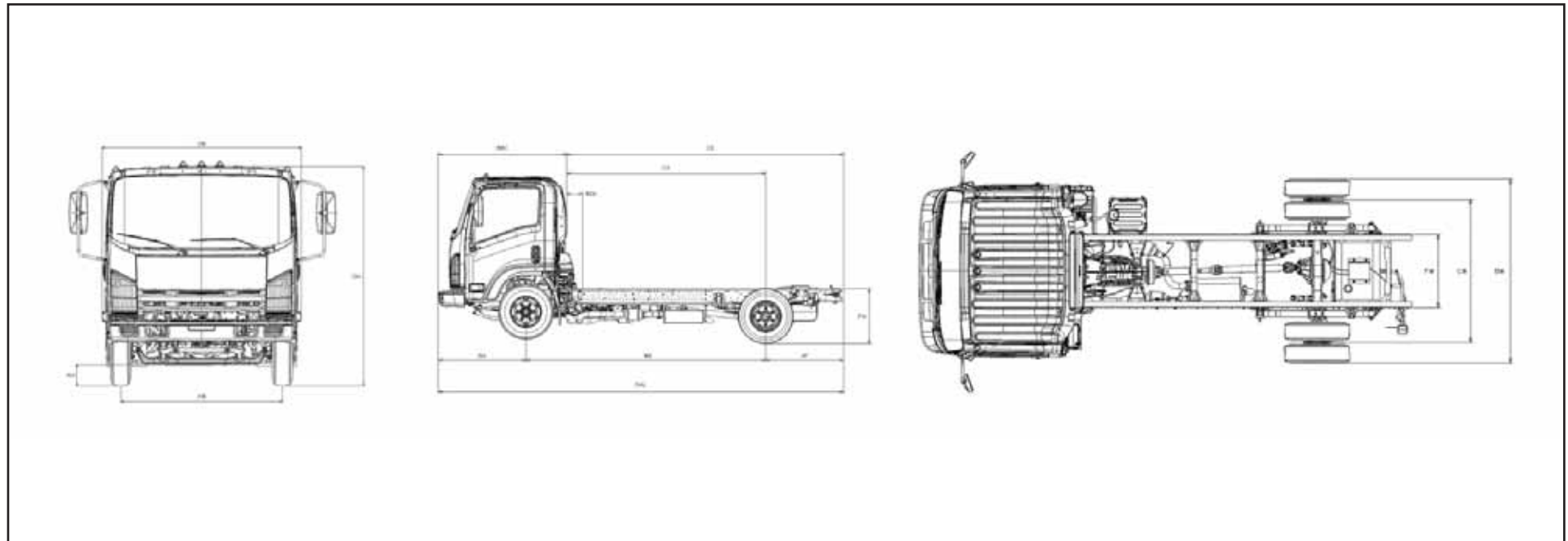
2009 Isuzu Truck

(Vehicle Specifications Index Section – NPR, NPR HD Gas – continued from previous page)

Model	NPR Gas	NPR HD Gas
GVWR	12,000 lbs.	14,500 lbs.
Frame	Ladder type channel section straight frame rail 33.5 in. wide through the total length of the frame. Yield strength 44,000 psi section modulus 7.20 in. ³ , RBM 316,800 lbs.-ft./in. per rail.	
Cab	All-steel, low cab forward, BBC 70.9 in., 45° mechanical tilt with torsion assist.	
Equipment	TRICOT and JERSEY KNIT combination cloth covered high back driver's seat with two occupant passenger seat. Dual cab-mounted exterior mirrors. With integral convex mirrors. Tilt and telescoping steering column. Tinted glass, air conditioning.	
Electrical	12-volt, negative ground, maintenance-free battery located on frame, 750 CCA each, 145-amp alternator with integral regulator.	
Options	AM/FM CD stereo radio, wheel simulators, air deflector, back up alarm, mirror brackets for 102" wide body, fire extinguisher and triangle kit mounted in rear organizer, , heated mirrors, Limited Slip Differential, and Chrome Grille	

NOTE: These selected specifications are subject to change without notice.

Vehicle Weights, Dimensions and Ratings



2009 Isuzu Truck

(Vehicle Specifications Index Section – NPR, NPR HD Gas – continued from previous page)

Variable Chassis Dimensions					
Unit	WB	CA*	CE*	OAL	AF
Inch	109.0	86.5	129.6	200.5	43.1
Inch	132.5	110.0	153.1	224.0	43.1
Inch	150.0	127.5	170.6	241.5	43.1
Inch	176.0	153.5	196.6	267.5	43.1

Effective CA & CE are CA or CE less BOC.

Dimension Constants: 12,000 GVW					
Code	Inches	Code	Inches	Code	Inches
AH	7.5	BW	83.3	FH	31.8
AW	65.6	CW	65.0		
BA	48.4	FW	33.5		
BBC	70.9	OH	90.0		
BOC	6.5	OW	81.4		

In Frame Tank 12,000-lb. GVWR Automatic Transmission Model Chassis Cab and Maximum Payload Weights						
Model	WB	Unit	Front	Rear	Total	Payload
DB1	109	LB.	3212	1790	5003	6997
DB2	132.5	LB.	3310	1769	5079	6921
DB3	150	LB.	3366	1750	5116	6884
DB4	176	LB.	3432	1739	5171	6829

2009 Isuzu Truck

(Vehicle Specifications Index Section – NPR, NPR HD Gas – continued from previous page)

Dimension Constants: 14,500 GVW					
Code	Inches	Code	Inches	Code	Inches
AH	8.3	BW	83.3	FH	33.0
AW	65.6	CW	65.0		
BA	48.4	FW	33.5		
BBC	70.9	OH	91.1		
BOC	6.5	OW	81.4		

In Frame Tank 14,500-lb. GVWR Automatic Transmission Model Chassis Cab and Maximum Payload Weights						
Model	WB	Unit	Front	Rear	Total	Payload
FE1	109	LB.	3261	1828	5089	9411
FE2	132.5	LB.	3332	1815	5147	9353
FE3	150	LB.	3384	1791	5175	9325
FE4	176	LB.	3445	1776	5221	9279

2009 Isuzu Truck

(Vehicle Specifications Index Section – NPR, NPR HD Gas – continued from previous page)

Vehicle Weight Limits:

GVWR

Designed Maximum	12,000 lbs.	14,500 lbs.
GAWR, Front	4,700 lbs.	5,360 lbs.
GAWR, Rear	7,950 lbs.	9,880 lbs.

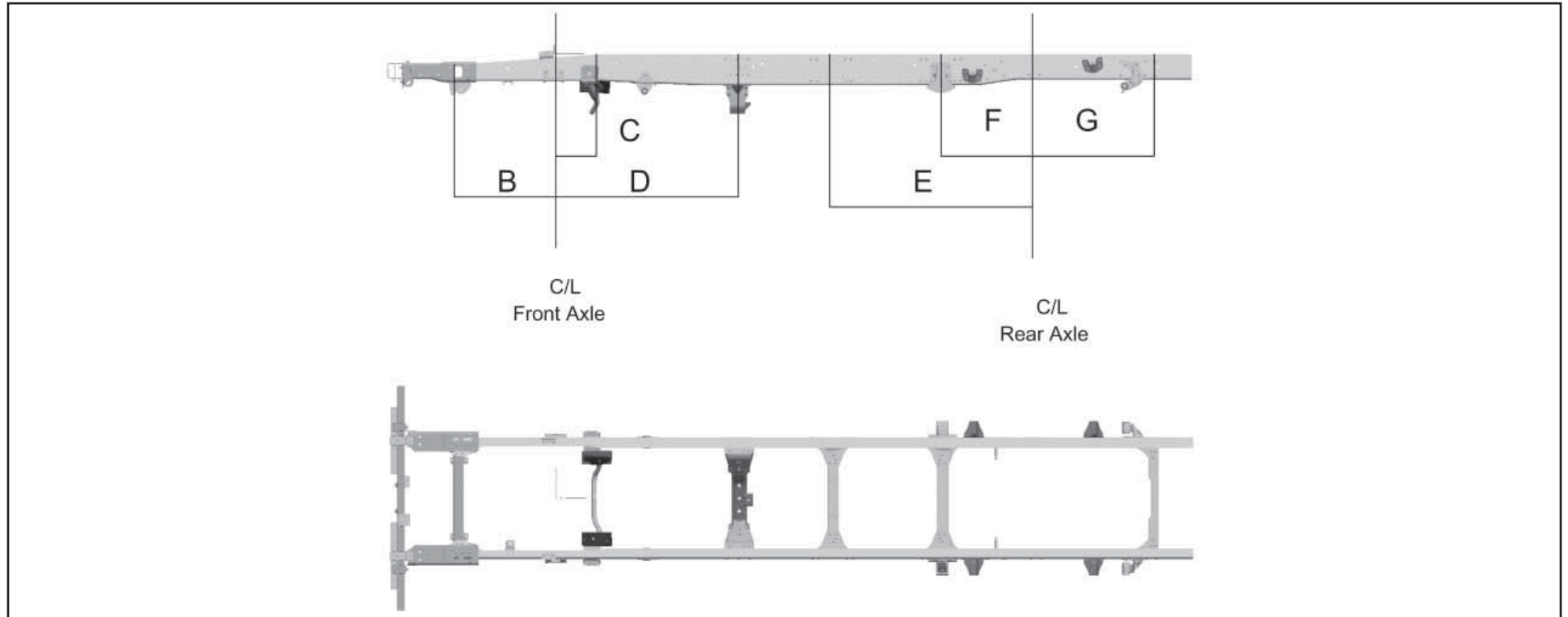
Technical Notes:

Chassis Curb Weight reflects standard equipment and fuel but no driver or payload.

Maximum Payload Weight is the allowed maximum for equipment, body, payload and driver and is calculated by subtracting chassis curb weight from the GVWR.

(Vehicle Specifications Index Section – NPR, NPR HD Gas – continued from previous page)

Frame and Crossmember Specifications

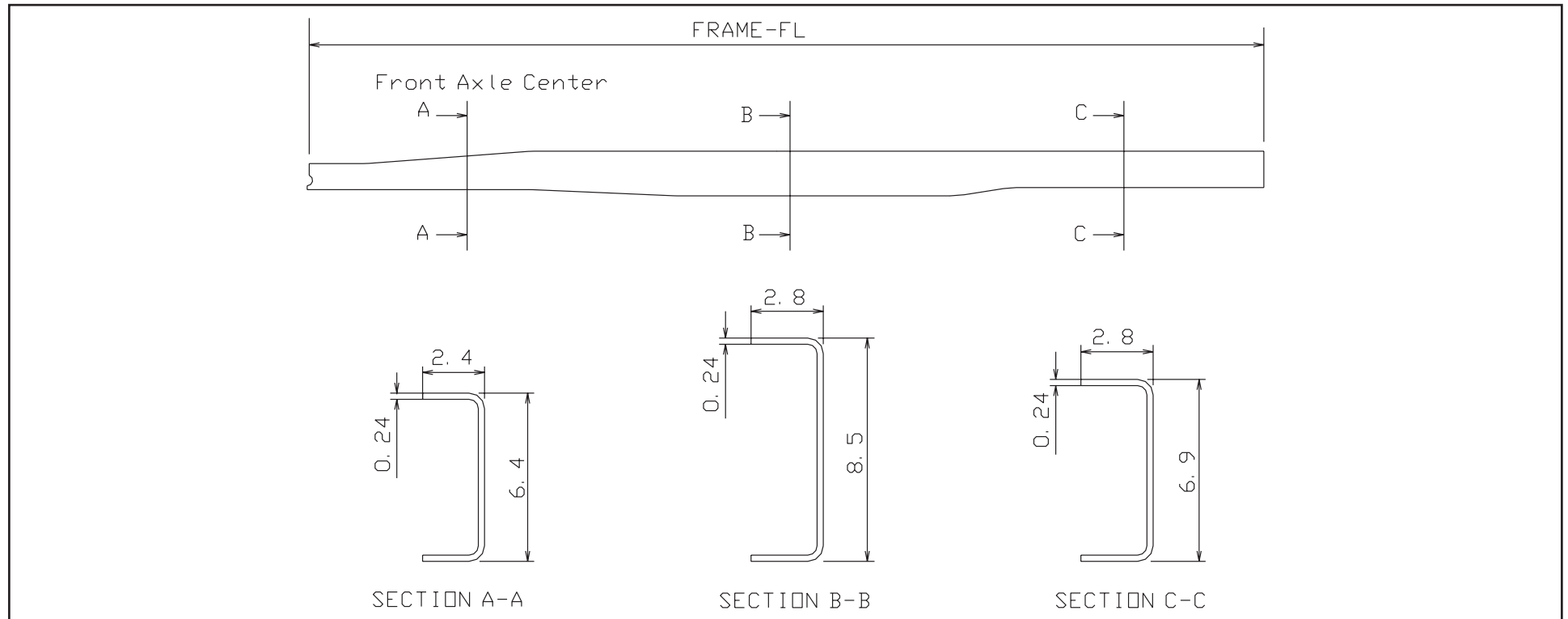


Wheelbase	Frame Thick	Crossmember Type/Location						
		B	C	D	E	F	G	
109.0	0.24	28.3	7.9	AA 46.5	—	CC 24.2	DD 33.8	
132.5	0.24	28.3	7.9	AA 46.5	BB 57.5	CC 24.2	DD 33.8	
150.0	0.24	28.3	7.9	AA 46.5	BB 57.9	CC 24.2	DD 33.8	
176.0	0.24	28.3	7.9	AA 46.5	BB 74.4	CC 24.2	DD 33.8	

A/T = Automatic Transmission

(Vehicle Specifications Index Section – NPR, NPR HD Gas – continued from previous page)

Frame Chart

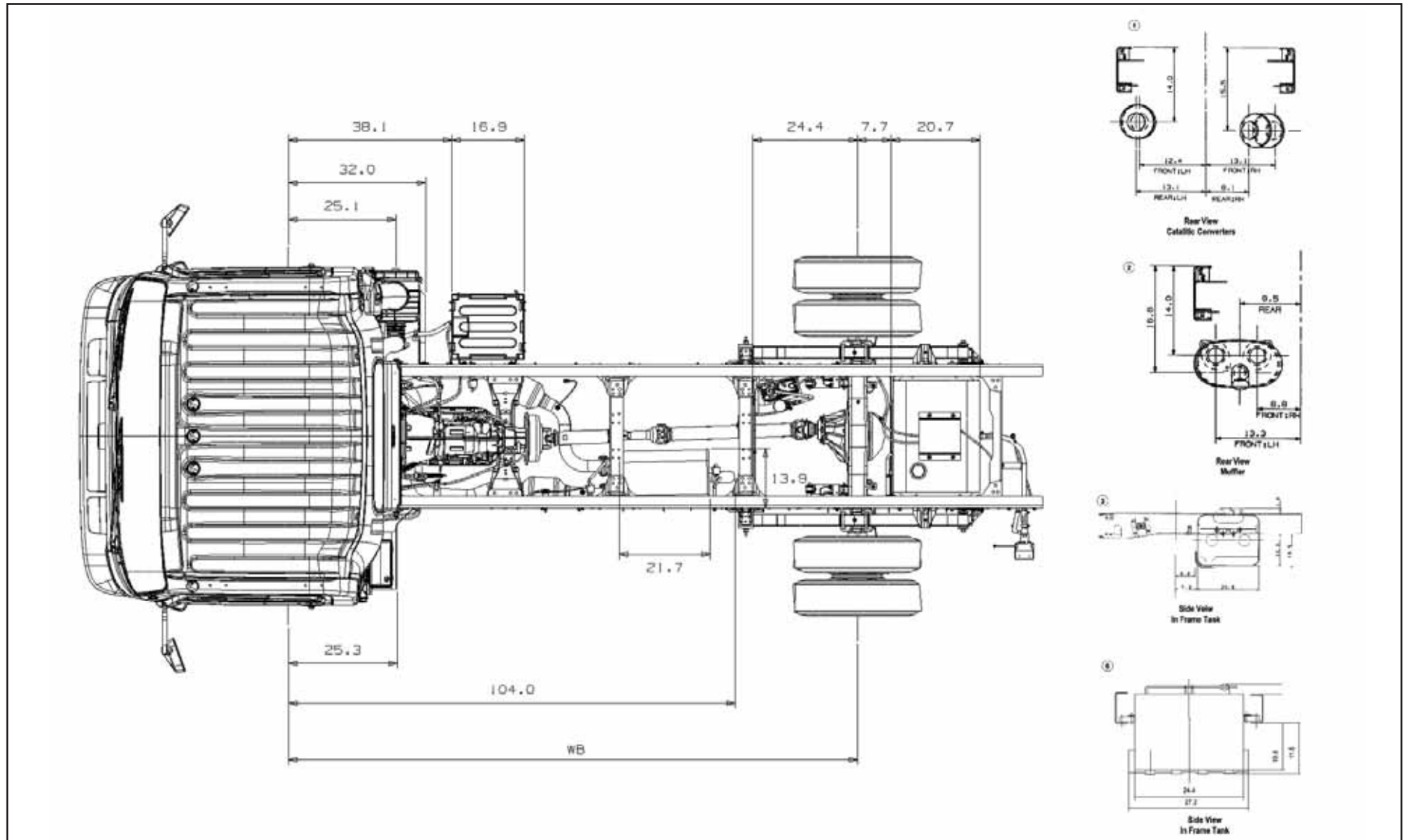


Wheelbase	Frame FL	Frame Thickness
109.0	182.5	0.24
132.5	206.1	0.24
150.0	223.8	0.24
176.0	249.8	0.24

2009 Isuzu Truck

(Vehicle Specifications Index Section - NPR, NPR HD Gas - continued from previous page)

Frame Chart



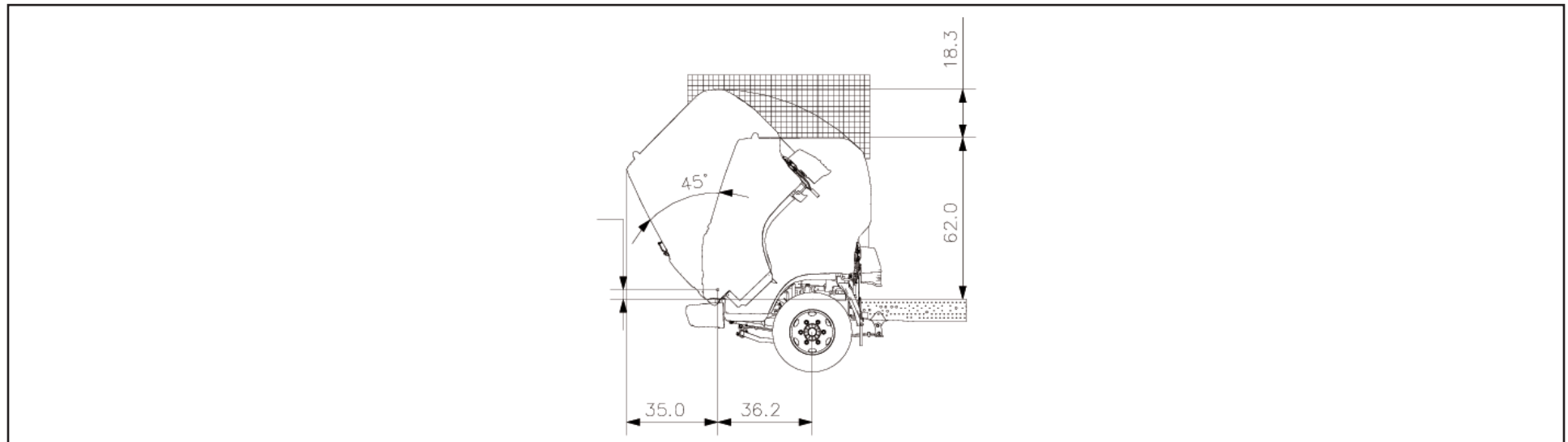
(Vehicle Specifications Index Section – NPR, NPR HD Gas – continued from previous page)

Body Builder Weight Information Chart

NPR NPR-HD GAS AUTOMATIC TRANSMISSION

GVWR	AXLE	Body Builder Weight Information Chart				UNSPRUNG WEIGHT
		Wheelbase				
		109	132.5	150	176	
		in frame tank	in frame tank	in frame tank	in frame tank	
12000	FRONT	3752	3827	3876	3939	573
	REAR	1967	1932	1920	1912	871
	TOTAL	5719	5759	5796	5851	1444
14500	FRONT	3704	3805	3858	3927	705
	REAR	2004	1978	1962	1948	1135
	TOTAL	5708	5783	5820	5875	1840

Cab Tilt



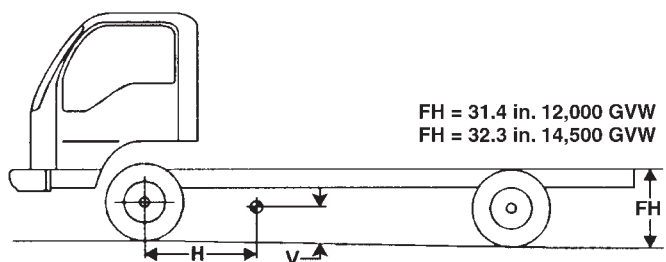
2009 Isuzu Truck

(Vehicle Specifications Index Section – NPR, NPR HD Gas – continued from previous page)

Center of Gravity

The center of gravity of the chassis cab.

GVWR	WB	V	H Auto. Trans.
12,000	109	23.8	37.5
	132.5	23.7	44.5
	150	23.6	49.7
	176	23.6	57.5
14,500	109	23.8	38.3
	132.5	23.7	45.3
	150	23.7	50.6
	176	23.6	58.4



The center of gravity of the completed vehicle with a full load should not exceed 63 inches above ground level for the 12,000 lb. GVWR, 63 inches above ground level for the 14,500 lb. GVWR, and must be located horizontally between the centerlines of the front and rear axles.

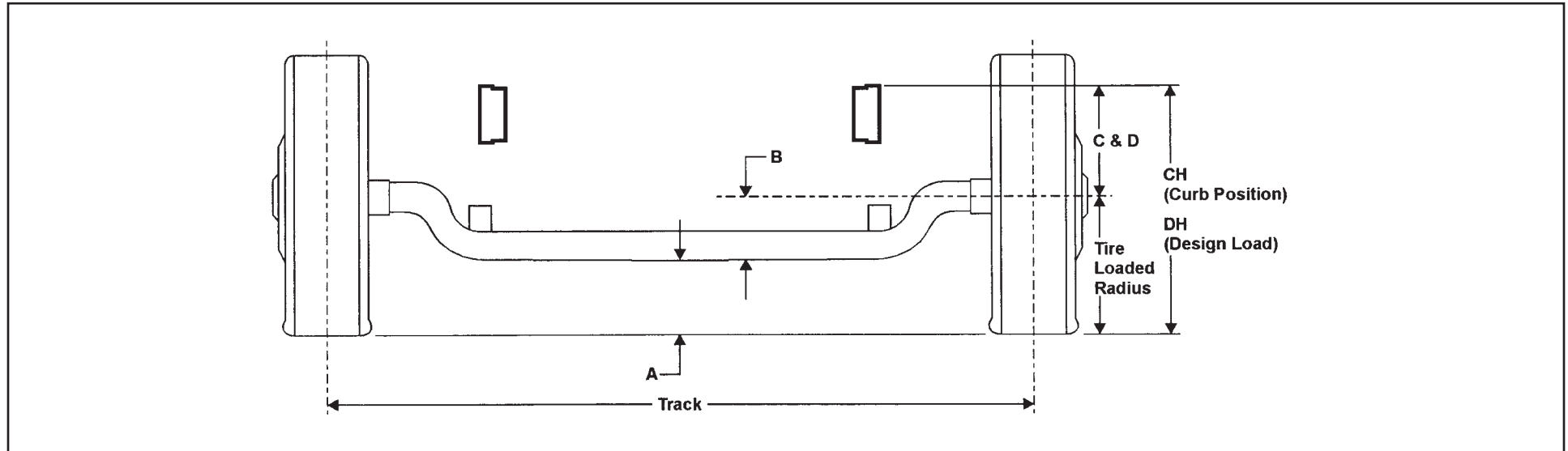
V = Vertical Center of Gravity
H = Horizontal Center of Gravity

NOTE: The maximum dimensions for a body installed on the N/W Series are 102 inches wide (outside) with 102" wide mirror brackets installed 91 inches high (inside). Any larger body applications must be approved by ICTA Application Engineering. On the West Coast call 1-714-935-9327 and on the East Coast call 1-770-740-1620 x 262.

2009 Isuzu Truck

(Vehicle Specifications Index Section – NPR, NPR HD Gas – continued from previous page)

Front Axle Chart



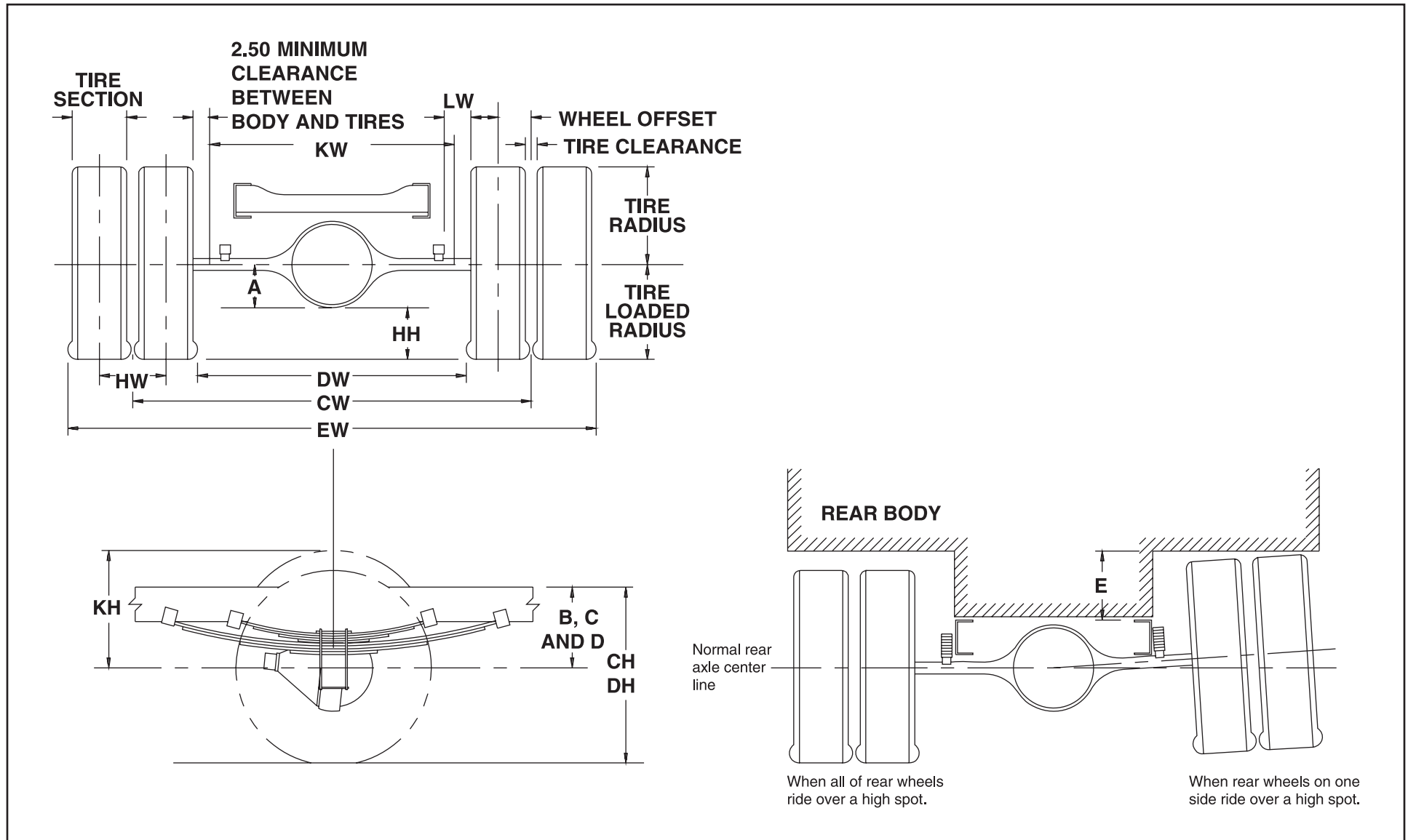
Formulas for calculating height dimensions:

- A = Tire Loaded Radius – B
- C = Centerline of Axle to Top of Frame Rail at Curb Position
- D = Centerline of Axle to Top of Frame Rail at Design Load
- CH = C + Tire Unloaded Radius
- DH = D + Tire Loaded Radius

Tire	GVWR	GAWR	A	B	C	D	CH	DH	Track	Tire Radius	
										Unload	Load
215/85R 16-E	12,000 lbs.	4,700 lbs.	7.5	6.6	12.9	12.2	27.5	26.3	65.5	14.6	14.1
225/70R 19.5	14,500 lbs.	6,830 lbs.	8.3	6.6	13	11.5	29	26.4	65.5	16	14.93

(Vehicle Specifications Index Section – NPR, NPR HD Gas – continued from previous page)

Rear Axle Chart



2009 Isuzu Truck

(Vehicle Specifications Index Section – NPR, NPR HD Gas – continued from previous page)

Definitions			
A	Centerline of axle to bottom of axle bowl.	DW	Minimum distance between the inner surfaces of the rear tires.
B	Centerline of axle to top of frame rail at metal-to-metal position.		
C	Centerline of axle to top of frame rail at curb position.	EW	Maximum Rear Width: Overall width of the vehicle measured at the outermost surface of the rear tires.
D	Centerline of axle to top of frame rail at design load.	HH	Rear Tire Clearance: Minimum clearance between the rear axle and the ground-line.
E	Rear Tire Clearance: Minimum clearance required for tires and chain measured from the top of the frame at the vertical centerline of the rear axle, when rear wheels on one side ride over a high spot.	HW	Dual Tire Spacing: Distance between the centerlines of the tires in a set of dual tires.
CH	Rear Frame Height: Vertical distance between the normal top of frame rail and the ground-line through the centerline of the rear axle at curb position.	KH	Tire Bounce Clearance: Minimum distance required for tire bounce as measured from the centerline of the rear axle and the top of the rear tire when one wheel rides over a high spot.
DH	Rear Frame Height: Vertical distance between the normal top of frame rail and the ground-line through the centerline of the rear axle at design load.	CW	Track Dual Rear Wheel Vehicles: Distance between the centerlines of the dual wheels measured at the ground-line.
Tire Section, Tire Radius, Tire Loaded Radius, Tire Clearance		See Tire Chart for Values	

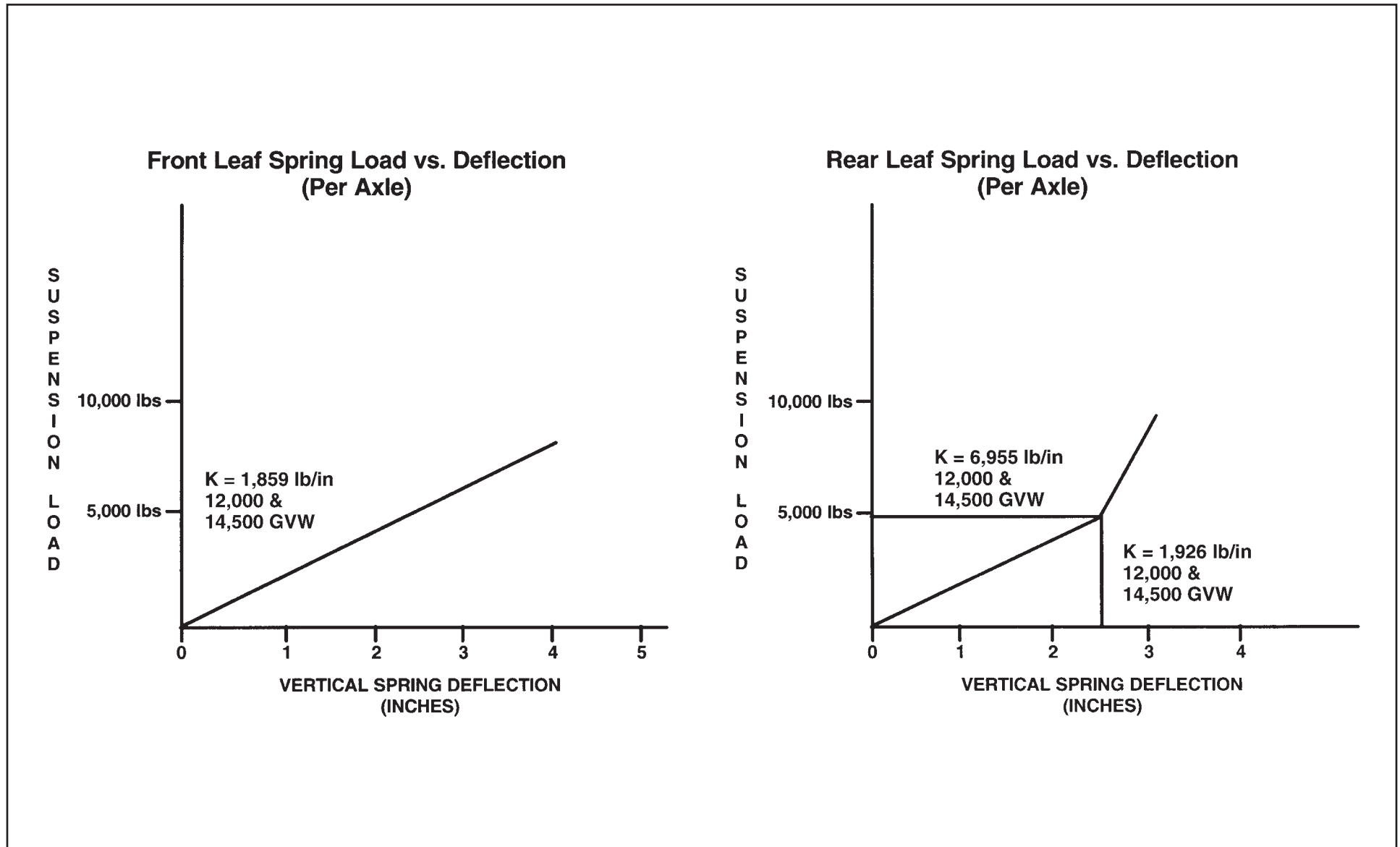
Formulas for Calculating Rear Width and Height Dimensions			
CW	= Track	HH	= Tire loaded radius – A
CH	= Tire loaded radius + C	JH	= KH – B
DH	= Tire loaded radius + D	KH	= Tire radius + 3.00 inches
DW	= Track + 2 tire sections – tire clearance	KW	= DW – 5.00 inches
EW	= Track + 2 tire sections + tire clearance	LW	= 1.00-inch minimum clearance between tires and springs

NOTE: Track and overall width may vary with optional equipment.

Tire	GAWR	Track CW	A	B	C	D	E
215/85R 16-E	7,950 lbs.	65.0	6.5(A/T)	9.3(A/T)	15.4	13.3/13.0	7.8
225/70R 19.5-F	9,880 lbs.	65.0	7.7 (A/T)	9.3 (A/T)	15.6	13.4	8.4

(Vehicle Specifications Index Section – NPR, NPR HD Gas – continued from previous page)

Suspension Deflection Charts – NPR Gas, NPR HD Gas



2009 Isuzu Truck

(Vehicle Specifications Index Section – NPR, NPR HD Gas – continued from previous page)

Tire and Disc Wheel Chart – NPR

Tire

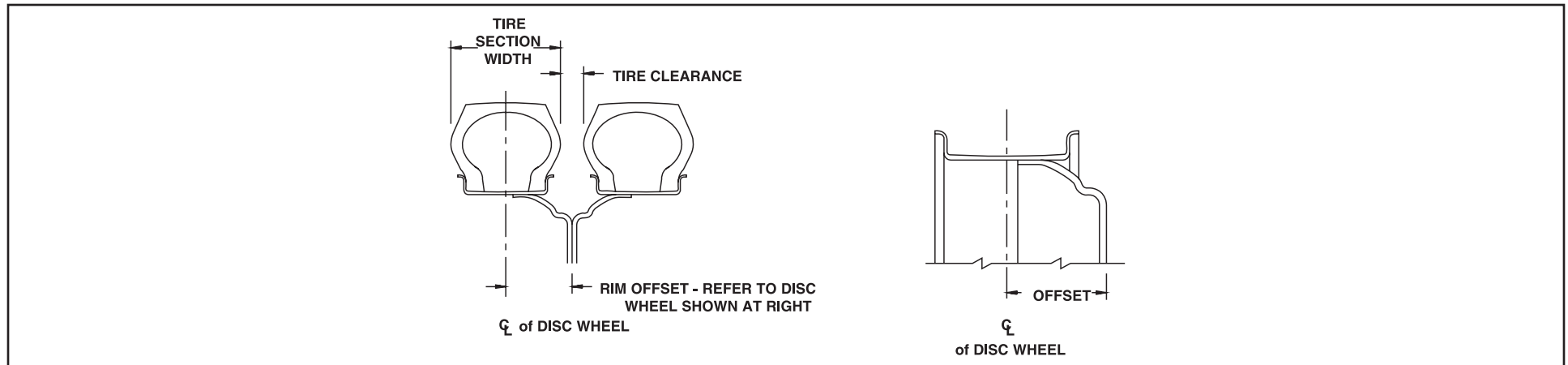
Tire Size	Tire Load Limit and Cold Inflation Pressures				Maximum Tire Load Limits		GVWR (Lb.)
	Single		Dual		Front	Rear	
	Lb.	PSI	Lb.	PSI	2 Single	4 Dual	
215/85R 16-E	2,430	70	2,210	70	4,860	8,840	12,000

Tire Size	GVWR (Lb.)	Tire Radius				Tire Section Width	Tire Clearance	Design Rim Width
		Loaded		Unloaded				
		Front	Rear	Front	Rear			
215/85R 16-E	12,000	14.05	14.05	14.6	14.6	8.54	1.46	6.0

Disc Wheel

Wheel Size	Bolt Holes	Bolt Circle Dia.	Ft./Rr. Nut Size*	Rear Stud Size*	Nut/Stud Torque Specs.	Inner Circle	Outside Offset	Disc Thickness	Rim Type	Material Mfg.
16 X 6 K	6 JIS	8.75	1.6142 (41 mm) BUD HEX	0.8268 (21 mm) SQUARE	325 ft-lb. (440 N•m)	6.46	5.0	0.35	5° DC	Steel TOPY

*O.D. Wrench Sizes



2009 Isuzu Truck

(Vehicle Specifications Index Section – NPR, NPR HD Gas – continued from previous page)

Tire and Disc Wheel Chart – NPR HD

Tire

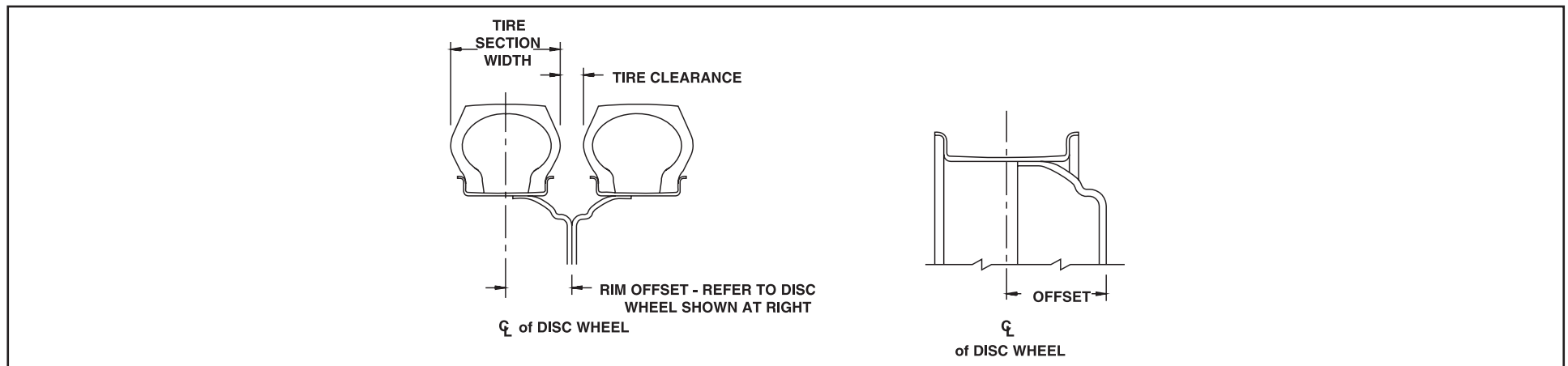
Tire Size	Tire Load Limit and Cold Inflation Pressures				Maximum Tire Load Limits		GVWR (Lb.)
	Single		Dual		Front	Rear	
	Lb.	PSI	Lb.	PSI	2 Single	4 Dual	
225/70R 19.5-F	3,315	85	3,115	85	6,630	12,460	14,500

Tire Size	GVWR (Lb.)	Tire Radius				Tire Section Width	Tire Clearance	Design Rim Width
		Loaded		Unloaded				
		Front	Rear	Front	Rear			
225/70R 19.5-F	14,500	15.24	15.28	16.10	16.10	8.9	1.1	6.0

Disc Wheel

Wheel Size	Bolt Holes	Bolt Circle Dia.	Ft./Rr. Nut Size*	Rear Stud Size*	Nut/Stud Torque Specs.	Inner Circle	Outside Offset	Disc Thickness	Rim Type	Material Mfg.
19.5 x 6.00 RW	6 JIS	8.75	1.6142 (41 mm) BUD HEX	0.8268 (21 mm) SQUARE	325 ft-lb. (440 N•m)	6.46	5.0	0.37	15° DC	Steel ACCURIED

*O.D. Wrench Sizes



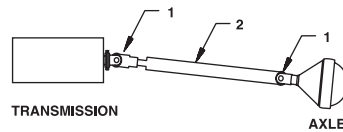
(Vehicle Specifications Index Section – NPR, NPR HD Gas – continued from previous page)

Propeller Shaft

WB	PLANE VIEW	SIDE VIEW
109 in		
132.5 in		
150 in		
176 in		

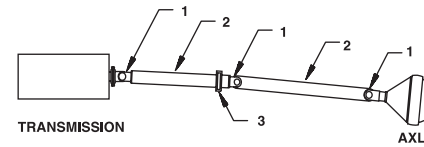
TYPICAL INSTALLATIONS SHOWING YOKES "IN PHASE." "IN PHASE" MEANS THAT THE YOKES AT EITHER END OF A GIVEN PROPELLER SHAFT ASSEMBLY ARE IN THE SAME PLANE.

NPR EFI
(109 in WB)



1. UNIVERSAL JOINT
2. PROPELLER SHAFT
3. CENTER CARRIER BEARING

(132.5 in, 150 in and 176 in WB)



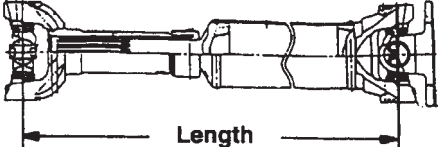
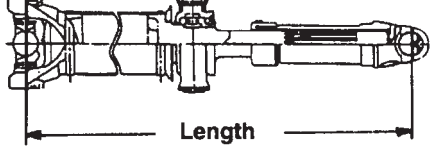
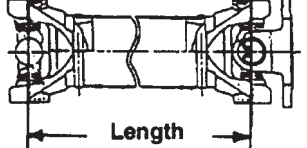
Wheelbase	Plane View		Side View	
	A Auto. Trans.	B Auto. Trans.	C Auto. Trans.	D Auto. Trans.
109 in.	—	3.2°	—	8.3°
132.5 in.	0°	3.3°	2.6°	2.6°
150 in.	0°	3.3°	1.8°	1.7°
176 in.	0°	2.2°	0.4°	3.4°

NOTE: All driveline angles are at unloaded condition (curb position with typical cargo body).

2009 Isuzu Truck

(Vehicle Specifications Index Section – NPR, NPR HD Gas – continued from previous page)

Wheelbase	109	132.5	150	176
No. of Shafts	1	2	2	2
Trans. Type	Automatic Transmission	Automatic Transmission	Automatic Transmission	Automatic Transmission
Shaft #1 O.D.	3.0			
Thickness	0.083			
Length	34.83	24.1	41.85	52.1
Type	A	B	B	B
Shaft #2 O.D.	3.0		3.5	
Thickness	N/A	0.083		
Length	N/A	33.46	33.46	49.2
Type	N/A	C	C	C

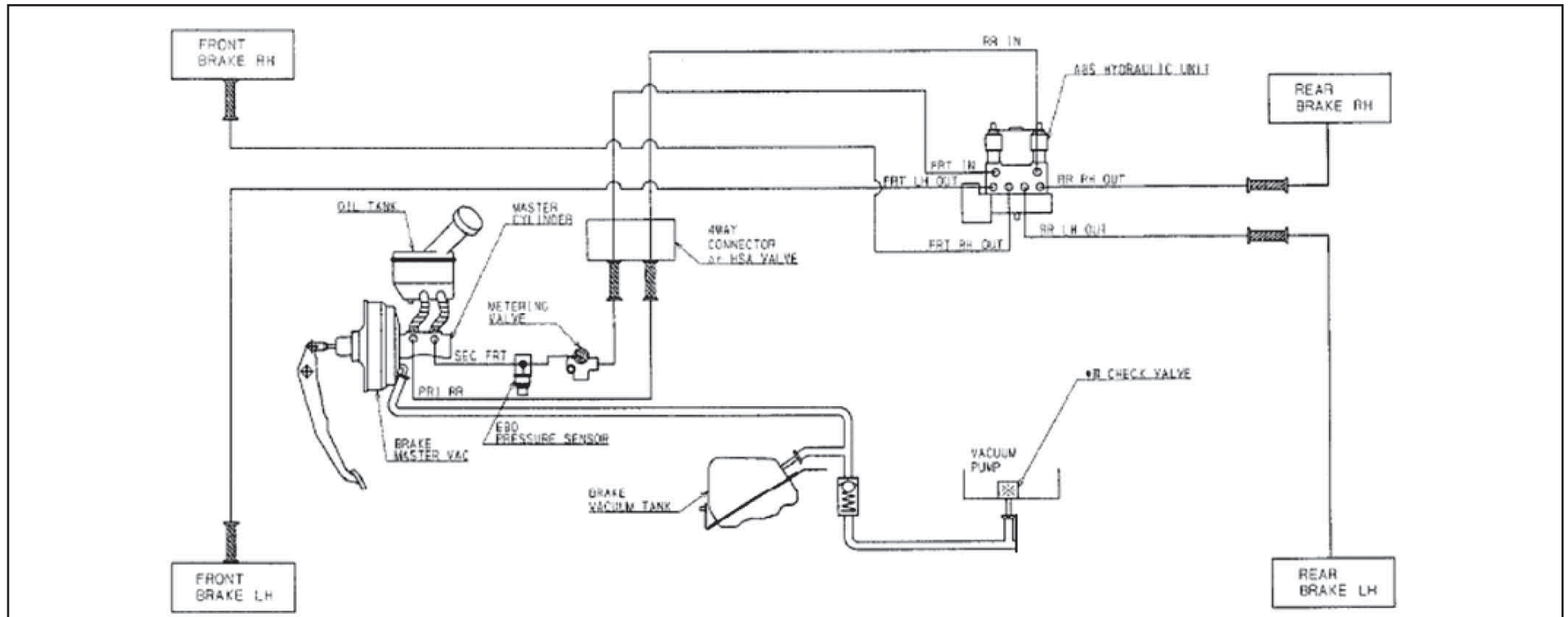
Type	Description	Illustration
Type A	1st shaft in 1-piece driveline	
Type B	1st shaft in 2-piece driveline	
Type C	2nd shaft in 2-piece driveline	

(Vehicle Specifications Index Section – NPR, NPR HD Gas – continued from previous page)

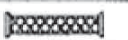




Brake System Diagram, 12,000 GVW

Vacuum Over Hydraulic

Please refer to Introduction Section of book for antilock system cautions and wheelbase modification requirements.



NPR GAS 12,000 GVWR

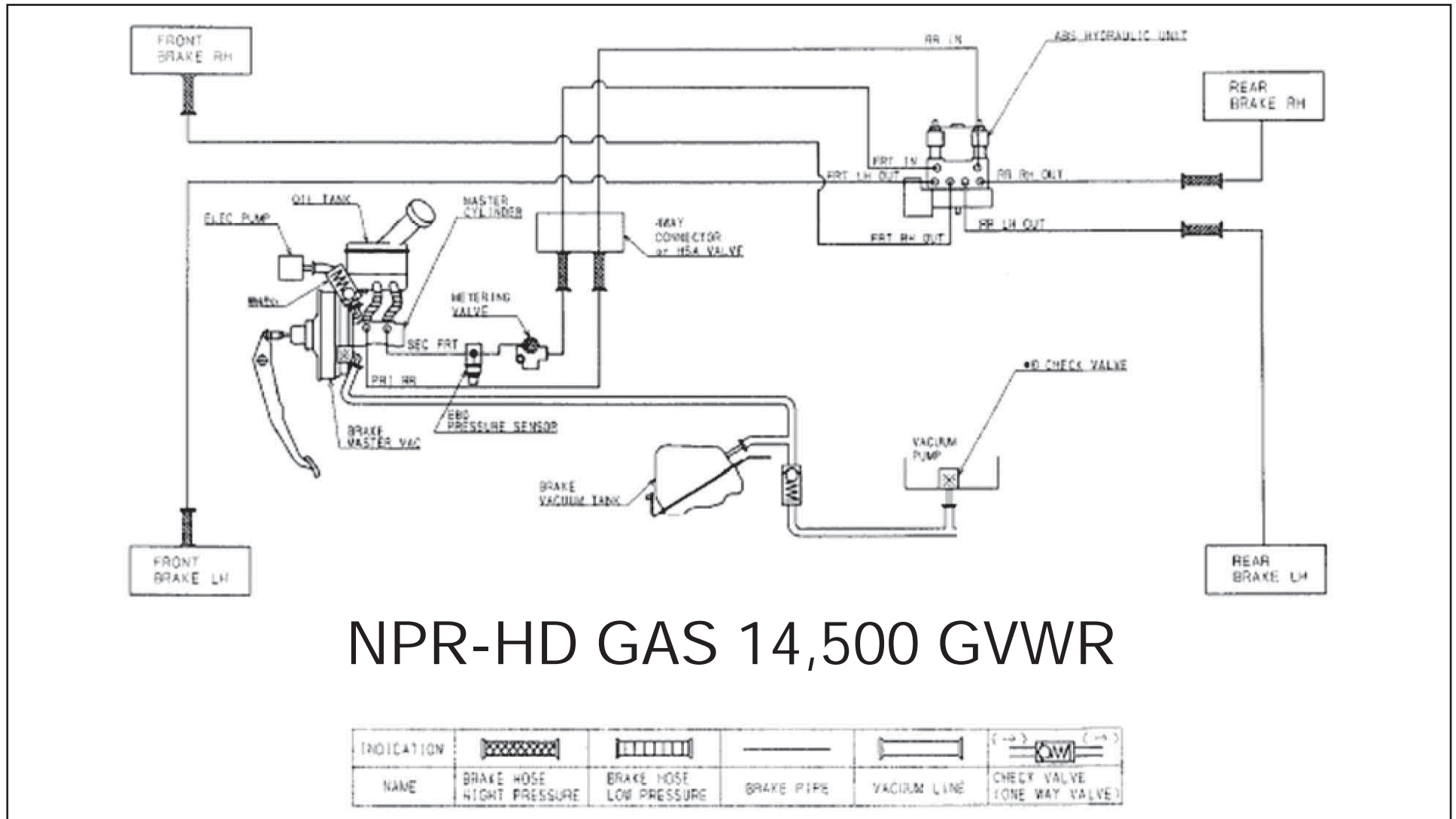
INDICATION					
NAME	BRAKE HOSE RIGHT PRESSURE	BRAKE HOSE LEFT PRESSURE	BRAKE PIPE	VACUUM LINE	CHECK VALVE (ONE WAY VALVE)

(Vehicle Specifications Index Section – NPR, NPR HD Gas – continued from previous page)

Brake System Diagram, 14,500 GVW

Vacuum Over Hydraulic

Please refer to Introduction Section of book for antilock system cautions and wheelbase modification requirements.



(Vehicle Specifications Index Section – NPR, NPR HD Gas – continued from previous page)

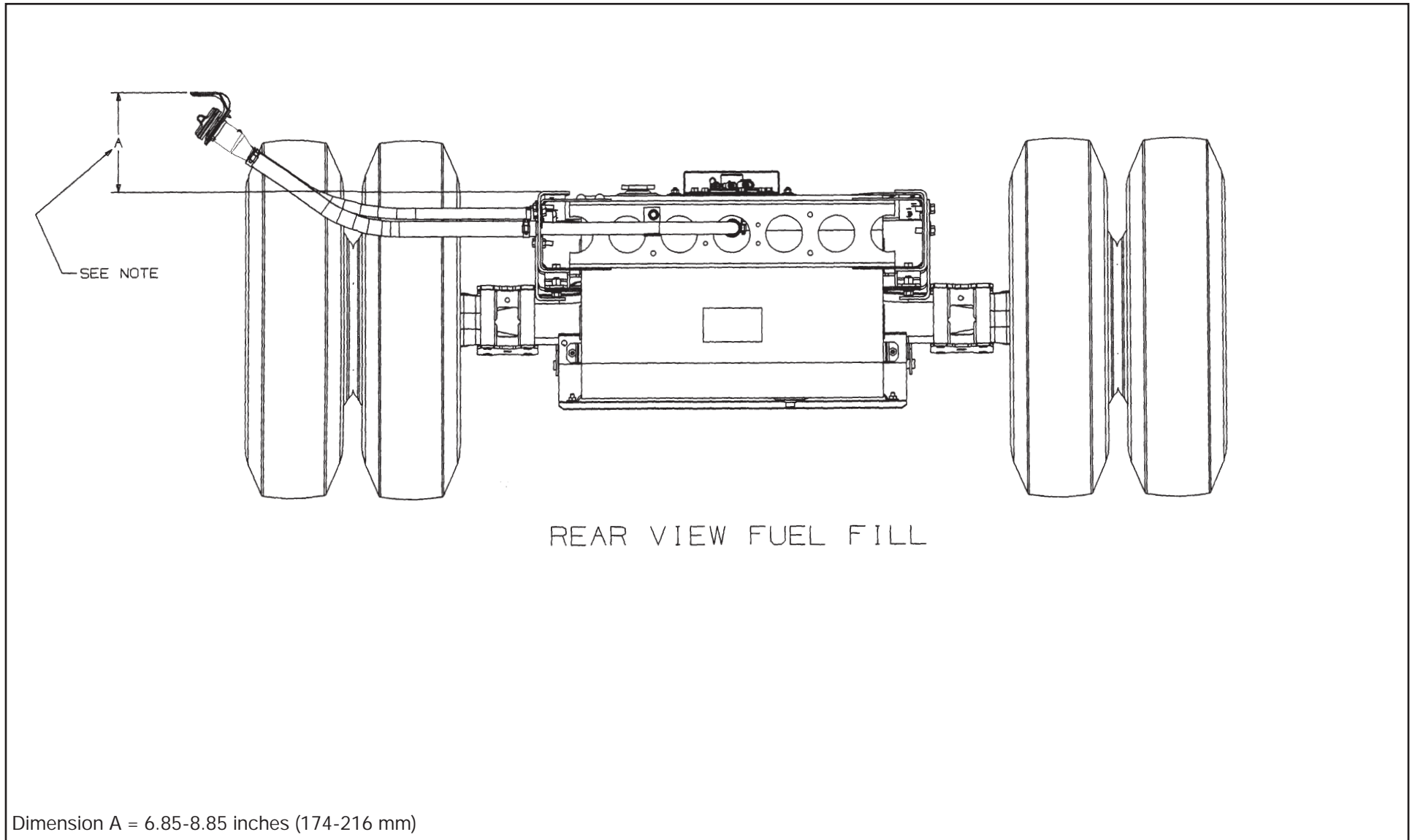
Through the Rail Fuel Fill

Installation Instructions

1. Disconnect battery.
2. Remove the short filler hose and the short breather hose from the breather and fuel filler pipes and the filler neck bracket assembly.
3. Filler kit hoses are designed for the 96 inch wide body width. Modify the hoses as required to fit dimension “E” of the desired body width (see page 104)
4. Install flexible filler hose (item 2) to fuel filler pipe and filler neck bracket assembly using existing screw clamps.
5. Install flexible breather hose (item 3) to fuel breather pipe and filler neck bracket assembly using new clamps (item 4)
6. The filler neck must be mounted to allow the filler neck bracket to be parallel to the frame horizontal.
7. Filler neck (Dimension A) must be between 6.85 inches and 8.85 inches above frame.
8. Secure the filler plate to the bottom of the body and check for leaks.
9. Ensure that fill hose does not sag, creating an area where the fuel could pool in the fill hose.
10. Reconnect battery.

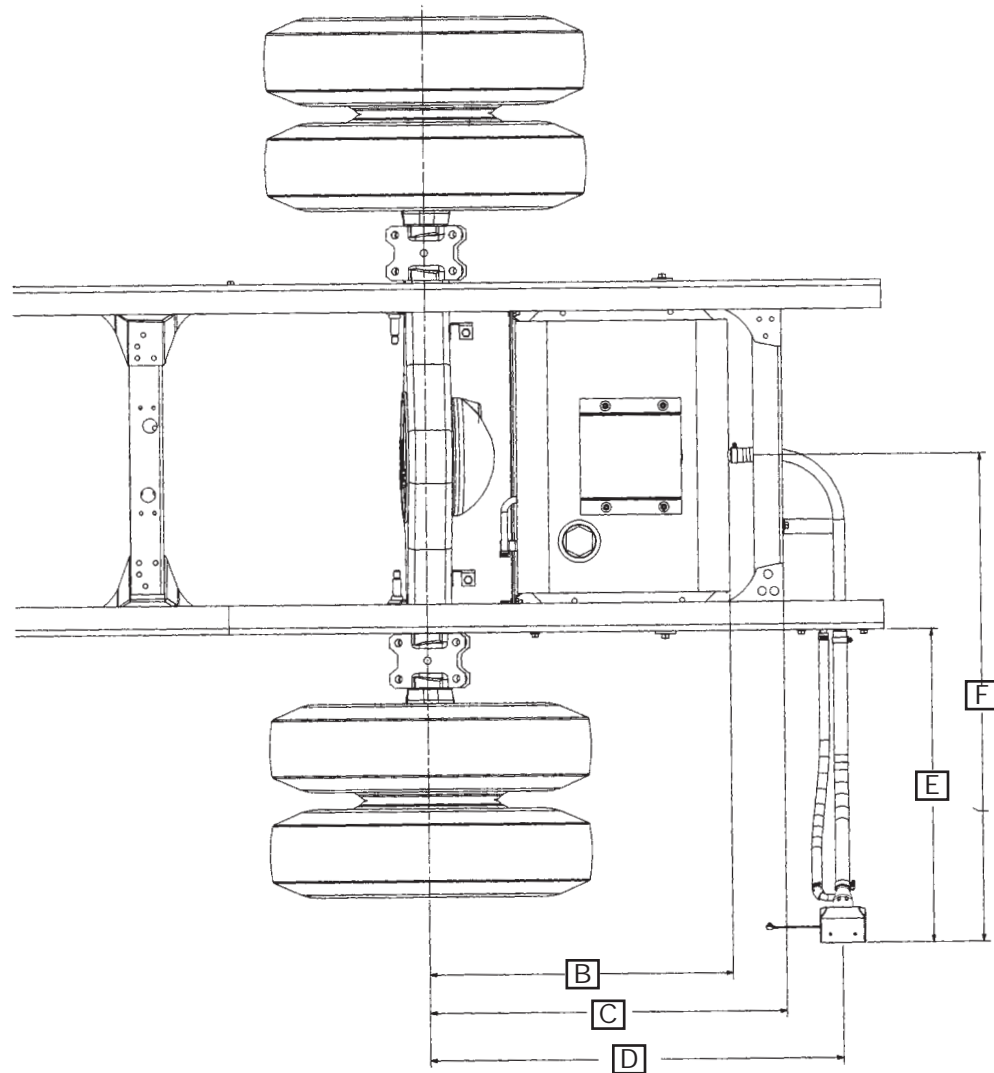
(Vehicle Specifications Index Section – NPR, NPR HD Gas – continued from previous page)

Rear View Fuel Fill



(Vehicle Specifications Index Section – NPR, NPR HD Gas – continued from previous page)

Top View Fuel Fill

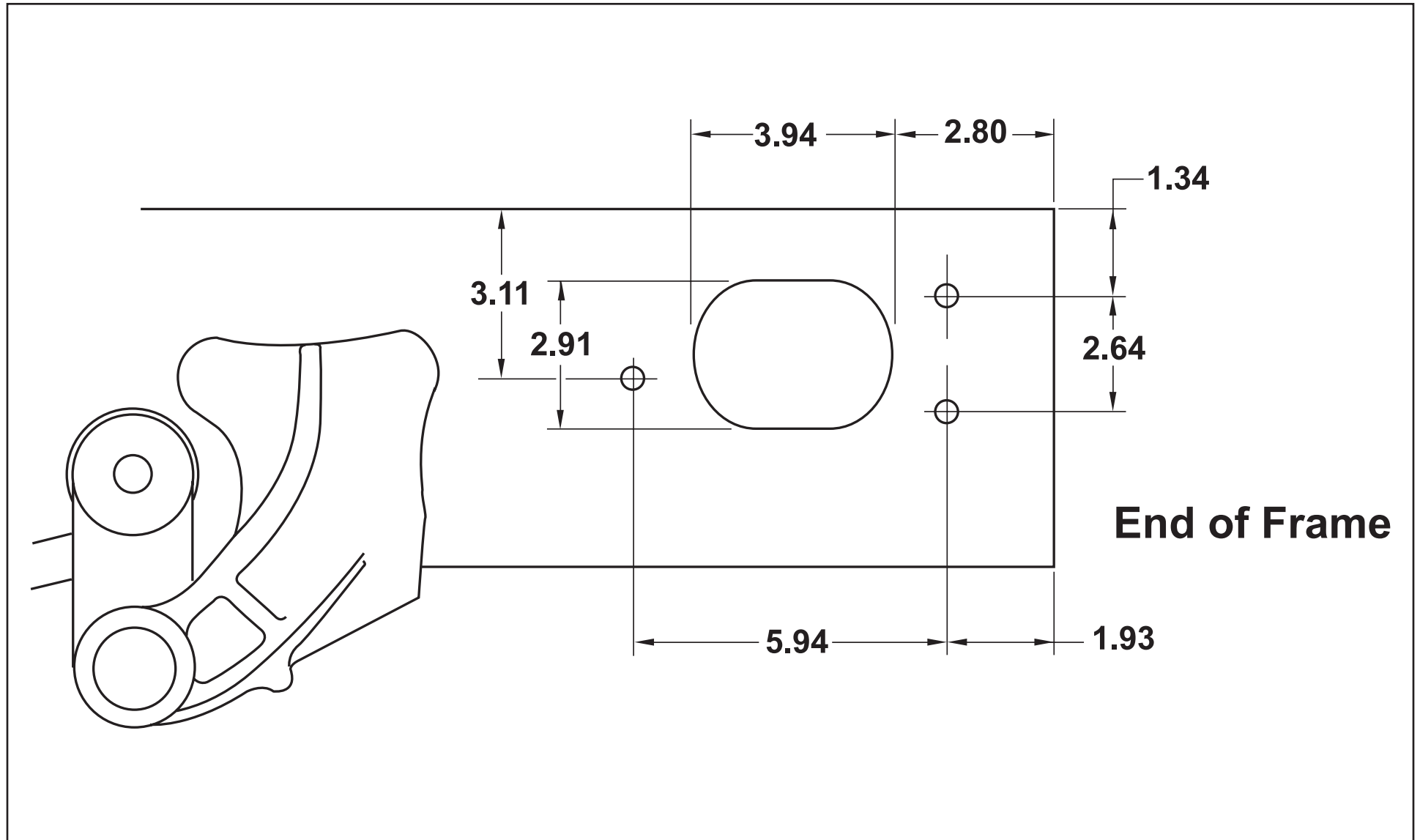


Dimensions:

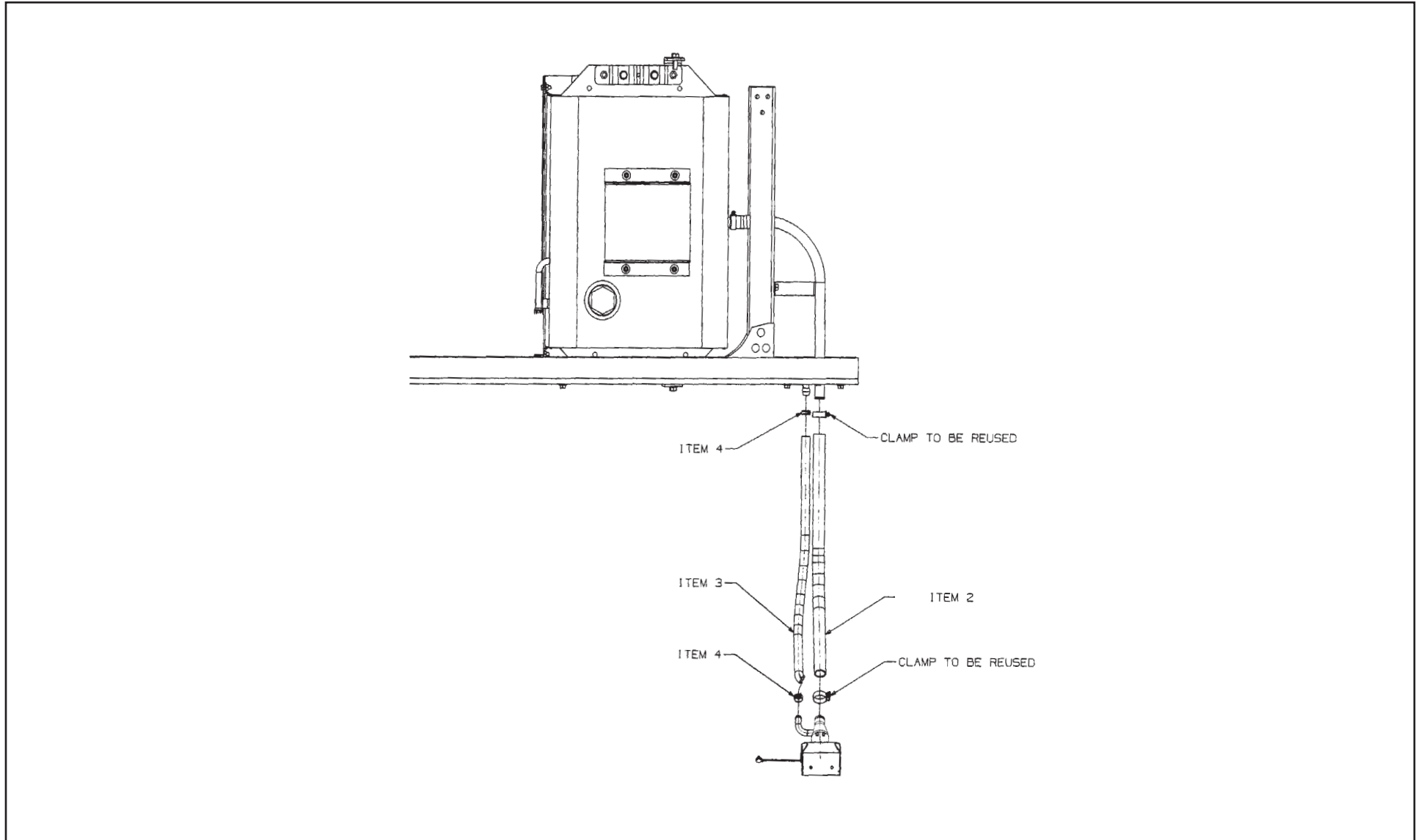
- B = 29.75 inches (756 mm)
- C = 34.00 inches (863 mm)
- D = 39.29 inches (998 mm)
- E = 33.86 inches (860 mm)
- F = 59.60 inches (1,514 mm)

(Vehicle Specifications Index Section – NPR, NPR HD Gas – continued from previous page)

Through the Rail Fuel Fill Frame Hole



Fuel Fill Parts Illustration



(Vehicle Specifications Index Section – NPR, NPR HD Gas – continued from previous page)

Fuel Fill Parts List

Number	Description	Part Number – Isuzu	Part Number – GM	Quantity
		PARTS		
2	Hose, Fuel Filler	897378-5370	97378537	1
3	Hose, Breather	897378-5360	97378536	1
4	Clamp, Rubber Hose	815699-8250	15699825	2

2009 Isuzu Truck

2009 Isuzu Truck

NPR, NPR HD Crew Cab Gas Specifications

Model	NPR GAS	NPR HD GAS
GVWR	12,000 lb	14,500 lbs.
WB	150 in, 176 in.	
Engine	GMPT 8-cylinder, V Block 4-cycle, OHV, water cooled, Sequential Port Fuel Injection	
Model/Displacement	GMPT-V8/365 CID (6.0 liters)	
HP (Gross)	325 HP @ 5000 rpm	
Torque (Gross)	360 lb-ft torque @ 4400 rpm	
Equipment	Sequential Port Fuel Injection (SFI), mass air flow meter, powertrain control module (PCM), onboard diagnostics, oxygen sensors, catalytic convertor, map sensor, with external oil cooler, engine cruise control.	
Transmission	4L80-E Hydra-Matic 4-speed automatic with lock-up converter and overdrive. No PTO opening	
Steering	Integral power steering 18.8-20.9:1 ratio. Tilt and telescoping steering column.	
Front Axle	Reverse Elliot "I"-Beam rated at 6,380 lbs.	
Suspension	Semi-elliptical steel alloy tapered leaf springs with stabilizer bar and shock absorbers.	
GAWR	4,700 lbs.	5,360 lbs.
Rear Axle	Full-floating single speed with hypoid gearing rated at 11,020 lb.	
Suspension	Semi-elliptical steel alloy multi-leaf springs and shock absorbers.	
GAWR	7,950 lbs.	9,880 lbs.
Wheels	16 x 6.0	6-hole disc wheels, painted white.
Tires	215/85R 16-E (10 pr)	tubeless steel-belted radials, all-season front and rear.
		225/70R-19.5F (12 ply)
BRAKES	Dual circuit vacuum assisted hydraulic service brakes with EBD (Electronic Brake Distribution) system for load proportioning of the brake system front disc and self-adjust outboard mounted drum rear. The parking brake is a mechanical, cable actuated, internal expanding drum type, transmission mounted. 4 channel anti-lock brake system.	

NOTE: These selected specifications are subject to change without notice.

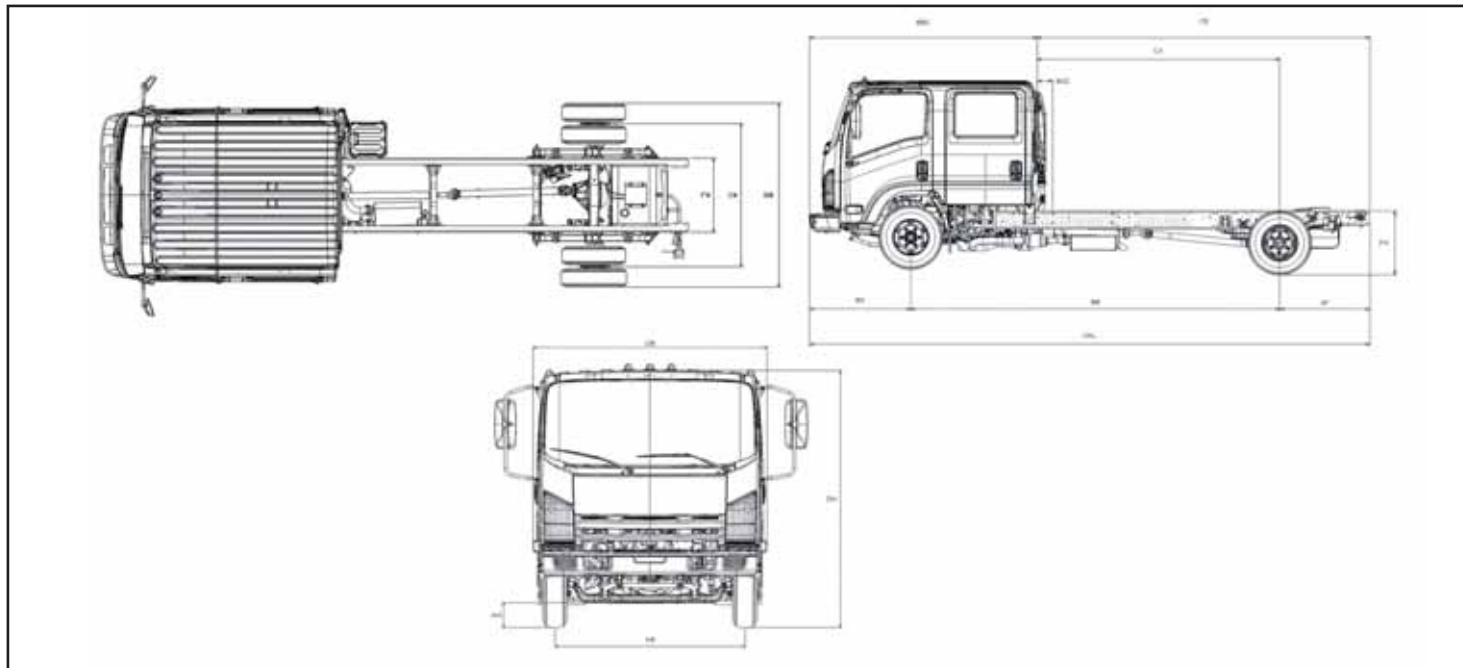
2009 Isuzu Truck

(Vehicle Specifications Index Section – NPR, NPR HD Crew Cab Gas – continued from previous page)

Model	NPR GAS	NPR HD GAS
Fuel Tank	30 gal. rectangular steel fuel tank. Mounted between the frame rails with electric type fuel pump (mounted in tank). Through the rail fuel fill.	
Frame	Ladder type channel section straight frame rail 33.5 inches wide through the total length of the frame. Yield strength 44,000 psi, section modulus 7.20 in ³ , RBM 316,800.	
Cab	All-steel, low cab forward BBC 109.9 in. All-steel, low cab forward 7 passenger, BBC 109.9 in.	
Equipment	TRICOT and JERSEY KNIT combination cloth covered high back driver's seat with two-occupant passenger seat. Four passenger rear bench seat. Dual cab mounted exterior mirrors with integral convex mirror.	
Electrical	Tilt and telescoping steering column. Power windows and door locks, front floor mats, tinted glass. 12-volt, negative ground, dual Delco maintenance free batteries, 750 CCA each, 145-Amp alternator with integral regulator.	
Options	AM/FM CD stereo radio, spare wheel, wheel simulators, back up alarm, mirror brackets for 102" wide body, fire extinguisher and triangle kit mounted under rear seat, heated mirrors, and chrome grille.	

NOTE: These selected specifications are subject to change without notice.

Vehicle Weights, Dimensions and Ratings



2009 Isuzu Truck

(Vehicle Specifications Index Section – NPR, NPR HD Crew Cab Gas – continued from previous page)

NPR Variable Chassis Dimensions					
Unit	WB	CA*	CE*	OAL	AF
Inch	150.0	88.5	131.6	241.5	43.1
Inch	176.0	114.5	157.6	267.5	43.1

*Effective CA & CE are CA or CE less BOC.

NPR Dimension Constants					
Code	Inches	Code	Inches	Code	Inches
AH	7.5	BW	83.3	FH	31.8
AW	65.6	CW	65.0		
BA	48.4	FW	33.5		
BBC	109.9	OH	90.0		
BOC	5.0	OW	81.4		

NPR In-Frame Tank 12,000-lb. Automatic Transmission Model Chassis Cab and Maximum Payload Weights						
Model	WB	Unit	Front	Rear	Total	Payload
HB3	150	LB.	3776	1980	5756	6244
HB4	176	LB.	3852	1959	5811	6189

2009 Isuzu Truck

(Vehicle Specifications Index Section – NPR , NPR HD Crew Cab Gas – continued from previous page)

NPR-HD Variable Chassis Dimensions					
Unit	WB	CA*	CE*	OAL	AF
Inch	150.0	88.5	131.6	241.5	43.1
Inch	176.0	114.5	157.6	267.5	43.1

*Effective CA & CE are CA or CE less BOC.

NPR-HD Dimension Constants					
Code	Inches	Code	Inches	Code	Inches
AH	8.3	BW	83.3	FH	33.0
AW	65.6	CW	65.0		
BA	48.4	FW	33.5		
BBC	109.9	OH	91.1		
BOC	5.0	OW	81.4		

In Frame Tank 14,500-lb. GVWR Automatic Transmission Model Chassis Cab and Maximum Payload Weights						
Model	WB	Unit	Front	Rear	Total	Payload
HE3	150	LB.	3794	2021	5815	8185
HE4	176	LB.	3865	1996	5861	8139

2009 Isuzu Truck

(Vehicle Specifications Index Section – NPR, NPR HD Crew Cab Gas – continued from previous page)

Vehicle Weight Limits:

	NPR	NPR-HD
GVWR Designed Maximum	12,000 lbs.	14,500 lbs.
GAWR, Front	4,700 lbs.	5,360 lbs.
GAWR, Rear	7,950 lbs.	9,880 lbs.

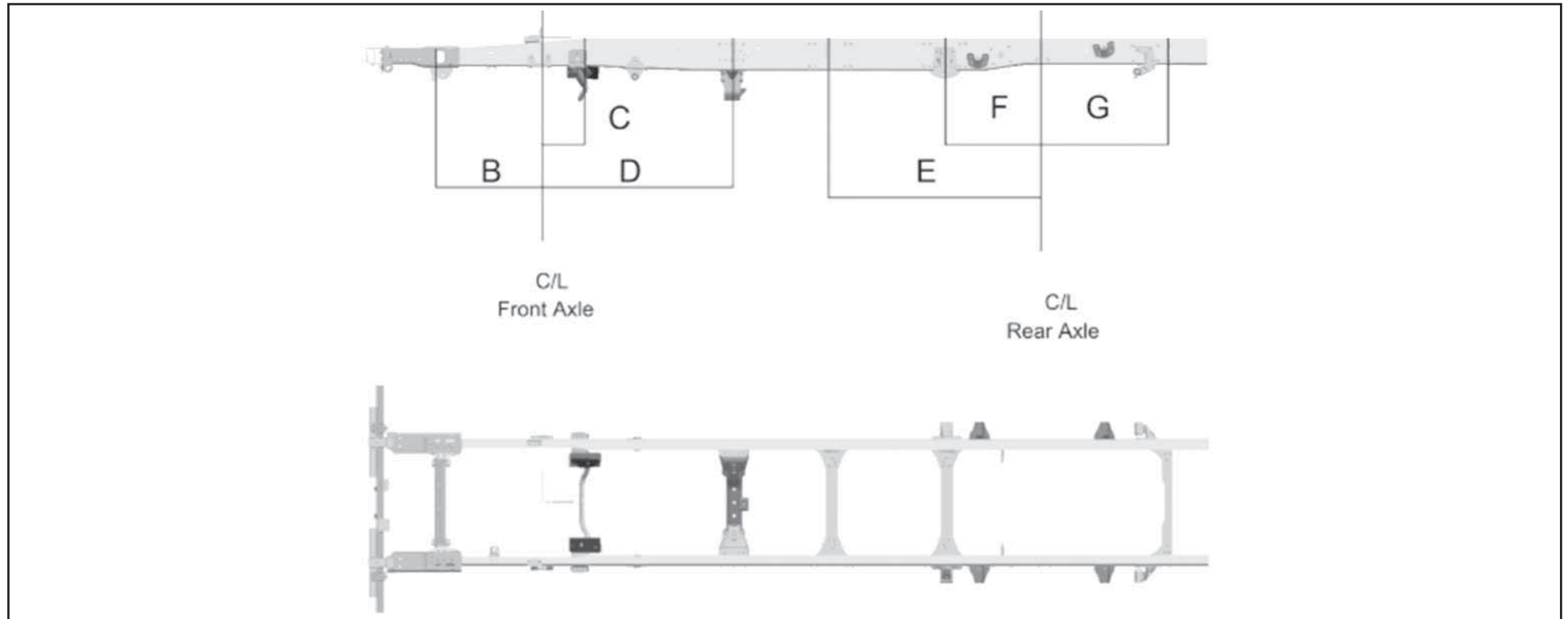
Technical Notes:

Chassis Curb Weight includes standard equipment and fuel. Does not include driver, passenger, payload, body or special equipment.

Maximum Payload Weight is the allowed maximum for equipment, body, payload, driver and passengers and is calculated by subtracting chassis curb weight from the GVWR.

(Vehicle Specifications Index Section – NPR, NPR HD Crew Cab Gas – continued from previous page)

Frame and Crossmember Specifications

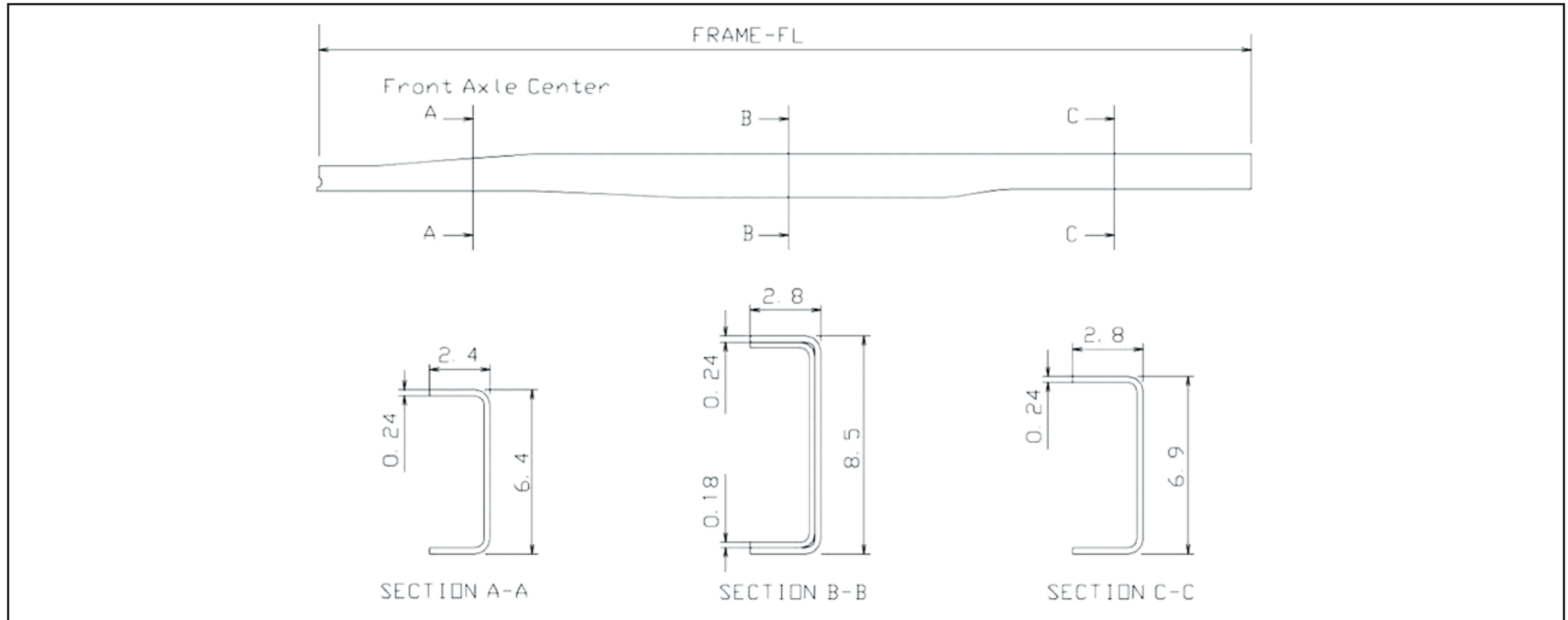


Wheelbase	Frame Thick	Crossmember Type/Location					
		B	C-A/T	D-A/T	E	F	G
150.0	0.24	28.3	7.9	AA 46.5	BB 57.9	CC 24.2	DD 33.8
176.0	0.24	28.3	7.9	AA 46.5	BB 74.4	CC 24.2	DD 33.8

A/T = Automatic Transmission

(Vehicle Specifications Index Section – NPR, NPR HD Crew Cab Gas – continued from previous page)

Frame Chart

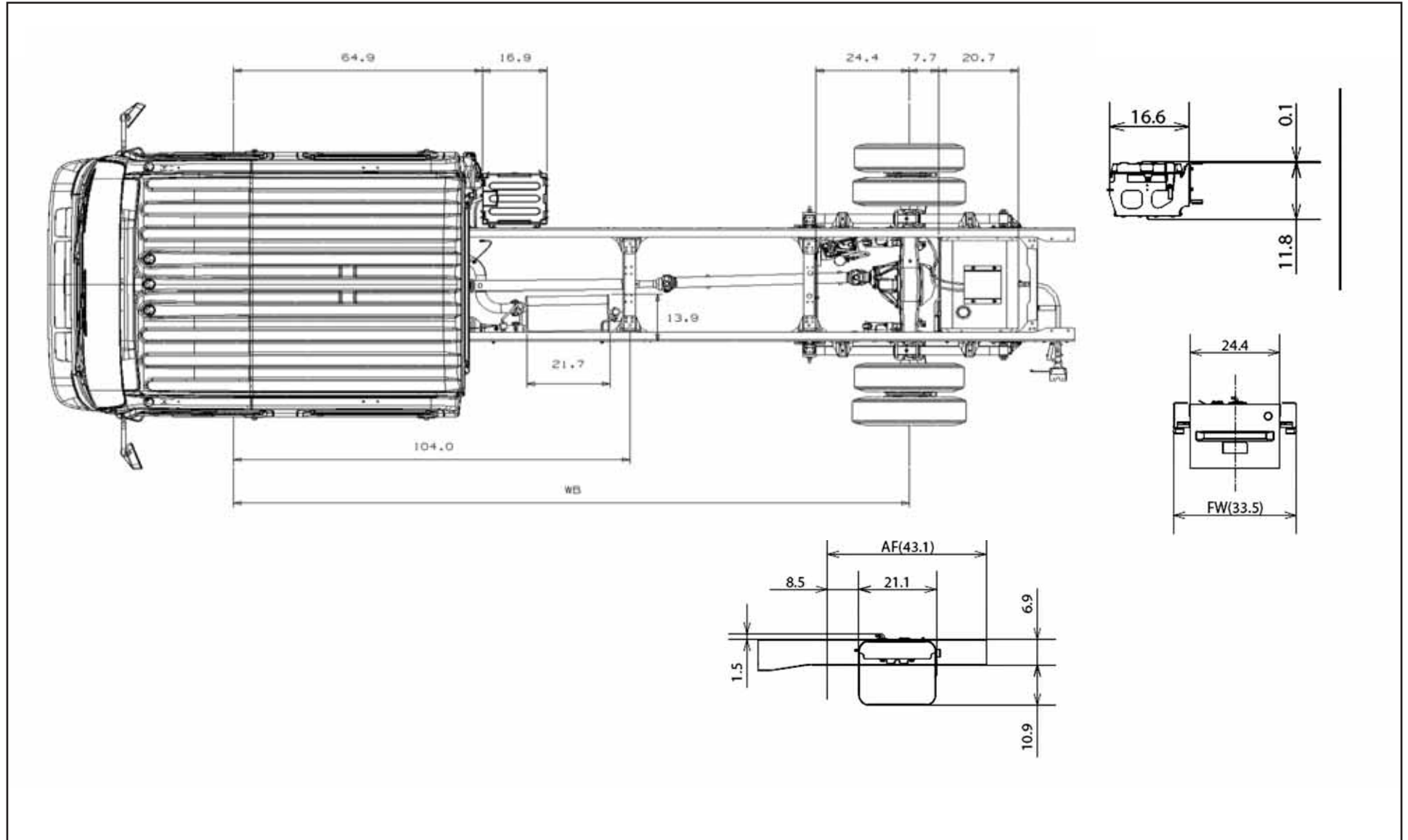


Wheelbase	Frame FL	Frame Thickness
150.0	223.8	0.24 + 0.18
176.0	249.8	0.24 + 0.18

2009 Isuzu Truck

(Vehicle Specifications Index Section – NPR, NPR HD Crew Cab Gas – continued from previous page)

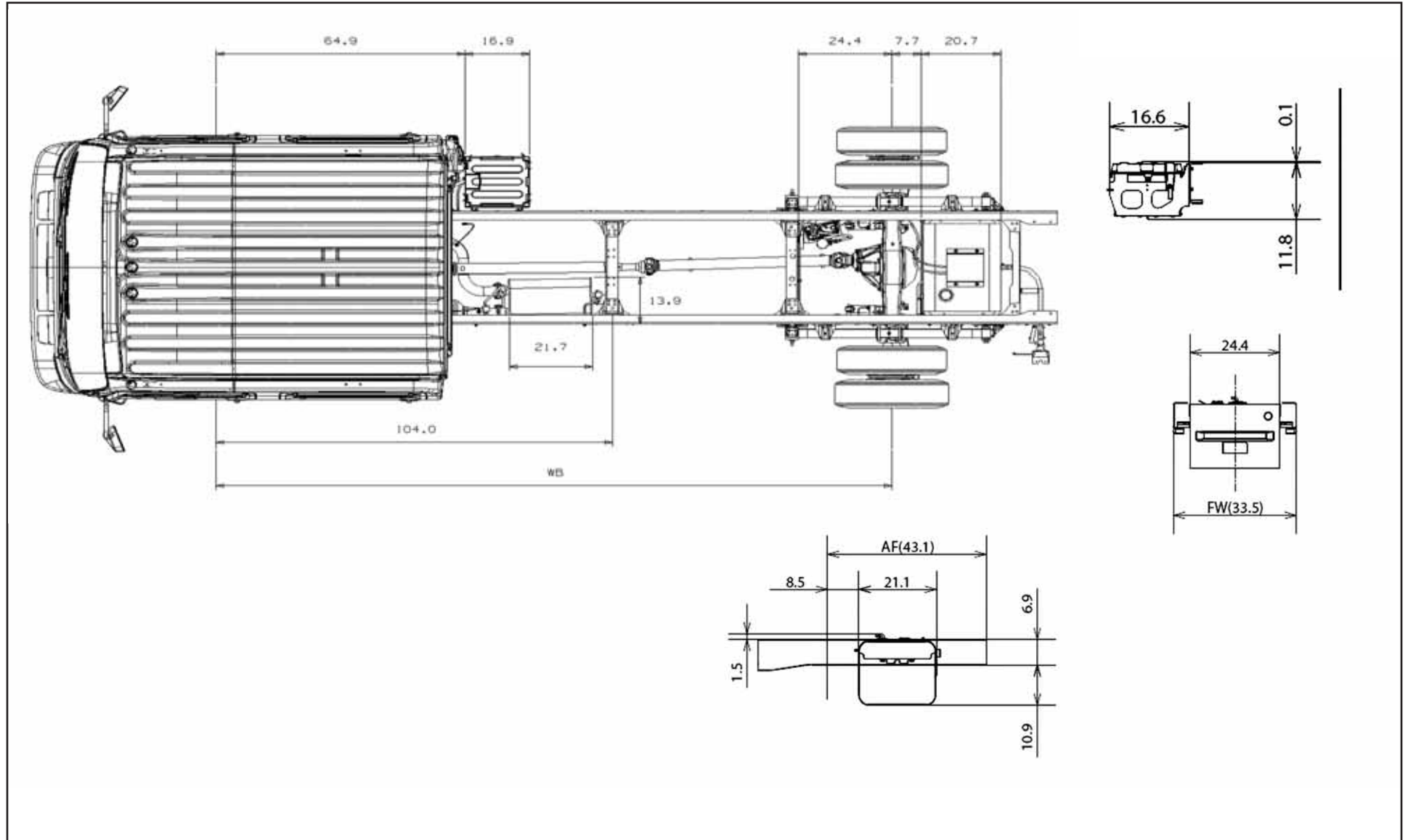
Auxiliary Views 150" wheelbase



2009 Isuzu Truck

(Vehicle Specifications Index Section – NPR, NPR HD Crew Cab Gas – continued from previous page)

Auxiliary Views 176" wheelbase



(Vehicle Specifications Index Section – NPR, NPR HD Crew Cab Gas – continued from previous page)

Body Builder Weight Information Chart

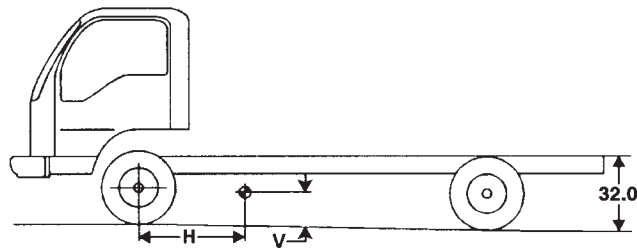
NPR GAS CREW CAB AUTOMATIC TRANSMISSION

GVWR	AXLE	Body Builder Weight Information Chart		UNSPRUNG WEIGHT
		Wheelbase		
		150	176	
		in frame tank	in frame tank	
12,000	FRONT	3876	3939	573
	REAR	1920	1912	871
	TOTAL	5796	5851	1444

Center of Gravity

NPR GAS CREW CAB

GVWR	WB	V	H Auto. Trans.
			IN FRAME TANK
12,000	150	25.9	50.9
	176	28.8	58.7



V = Vertical Center of Gravity
H = Horizontal Center of Gravity

The center of gravity of the completed vehicle with a full load should not exceed 63 inches above ground level for the 12,000 lb. GVWR, and must be located horizontally between the centerlines of the front and rear axles.

NOTE: The maximum dimensions for a body installed on the NPR / W3500 are 102 inches wide (outside)wide with 102" wide mirror brackets by 91 inches high (inside). Any larger body applications must be approved by Isuzu Commercial Trucks of America Application Engineering. In the West Coast call 1-714-935-9327 and in the East Coast call 1-770-740-1620 X262.

(Vehicle Specifications Index Section – NPR, NPR HD Crew Cab Gas – continued from previous page)

Body Builder Weight Information Chart

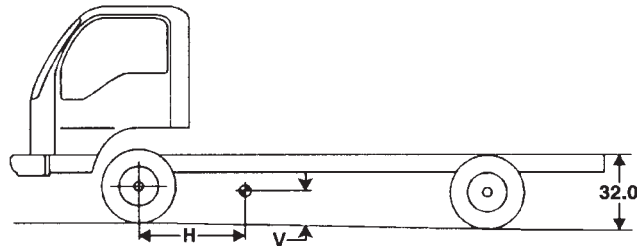
NPR-HD GAS CREW CAB AUTOMATIC TRANSMISSION

GVWR	AXLE	Body Builder Weight Information Chart		UNSPRUNG WEIGHT
		Wheelbase		
		150	176	
		in frame tank		
12,000	FRONT	3858	3927	705
	REAR	1962	1948	1135
	TOTAL	5820	5875	1840

Center of Gravity

NPR-HD GAS CREW CAB

GVWR	WB	V	H Auto. Trans.
			IN FRAME TANK
12,000	150	26.9	53.4
	176	26.9	61.8



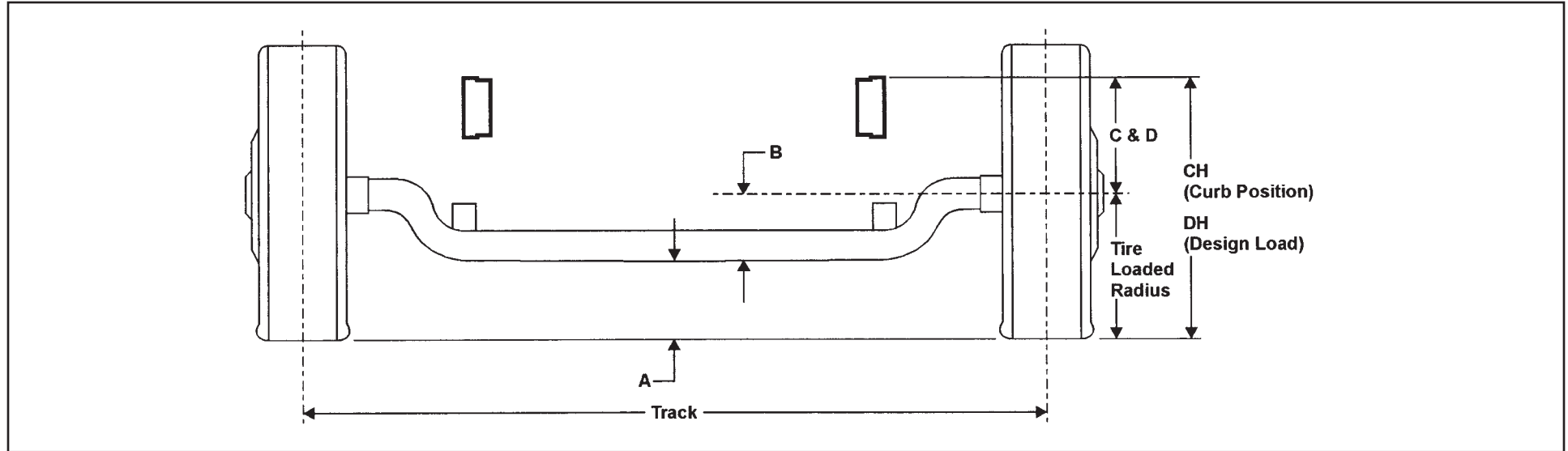
V = Vertical Center of Gravity
H = Horizontal Center of Gravity

The center of gravity of the completed vehicle with a full load should not exceed 63 inches above ground level for the 14,500 lb. GVWR, and must be located horizontally between the centerlines of the front and rear axles.

NOTE: The maximum dimensions for a body installed on the NPR-HD / W4500 are 102 inches wide (outside) with 102" wide mirror brackets by 91 inches high (inside). Any larger body applications must be approved by Isuzu Commercial Trucks of America Application Engineering. In the West Coast call 1-714-935-9327 and in the East Coast call 1-770-740-1620 X262.

(Vehicle Specifications Index Section – NPR, NPR HD Crew Cab Gas – continued from previous page)

Front Axle Chart NPR



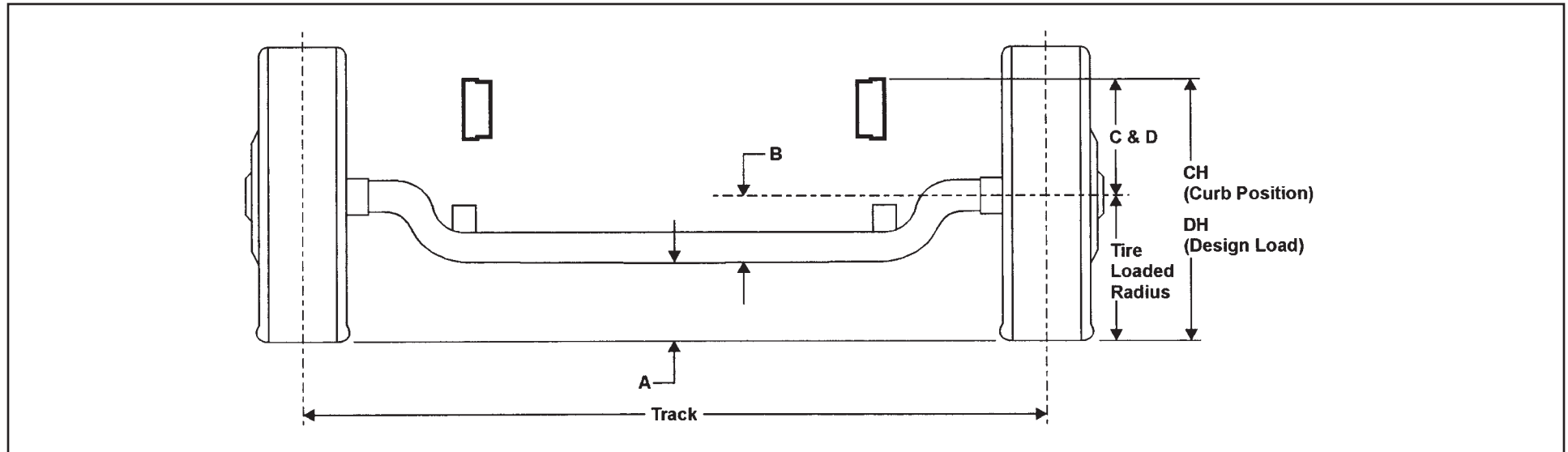
Formulas for calculating height dimensions:

- A = Tire Loaded Radius – B
- C = Centerline of Axle to Top of Frame Rail at Curb Position
- D = Centerline of Axle to Top of Frame Rail at Design Load
- CH = C + Tire Unloaded Radius
- DH = D + Tire Loaded Radius

Tire	GVWR	GAWR	A	B	C	D	CH	DH	Track	Tire Radius	
										Unload	Load
215/85R 16-E	12,000 lbs.	4,700 lbs.	7.5	6.6	12.9	12.2	27.5	26.3	65.5	14.6	14.1

(Vehicle Specifications Index Section – NPR, NPR HD Crew Cab Gas – continued from previous page)

Front Axle Chart NPR-HD



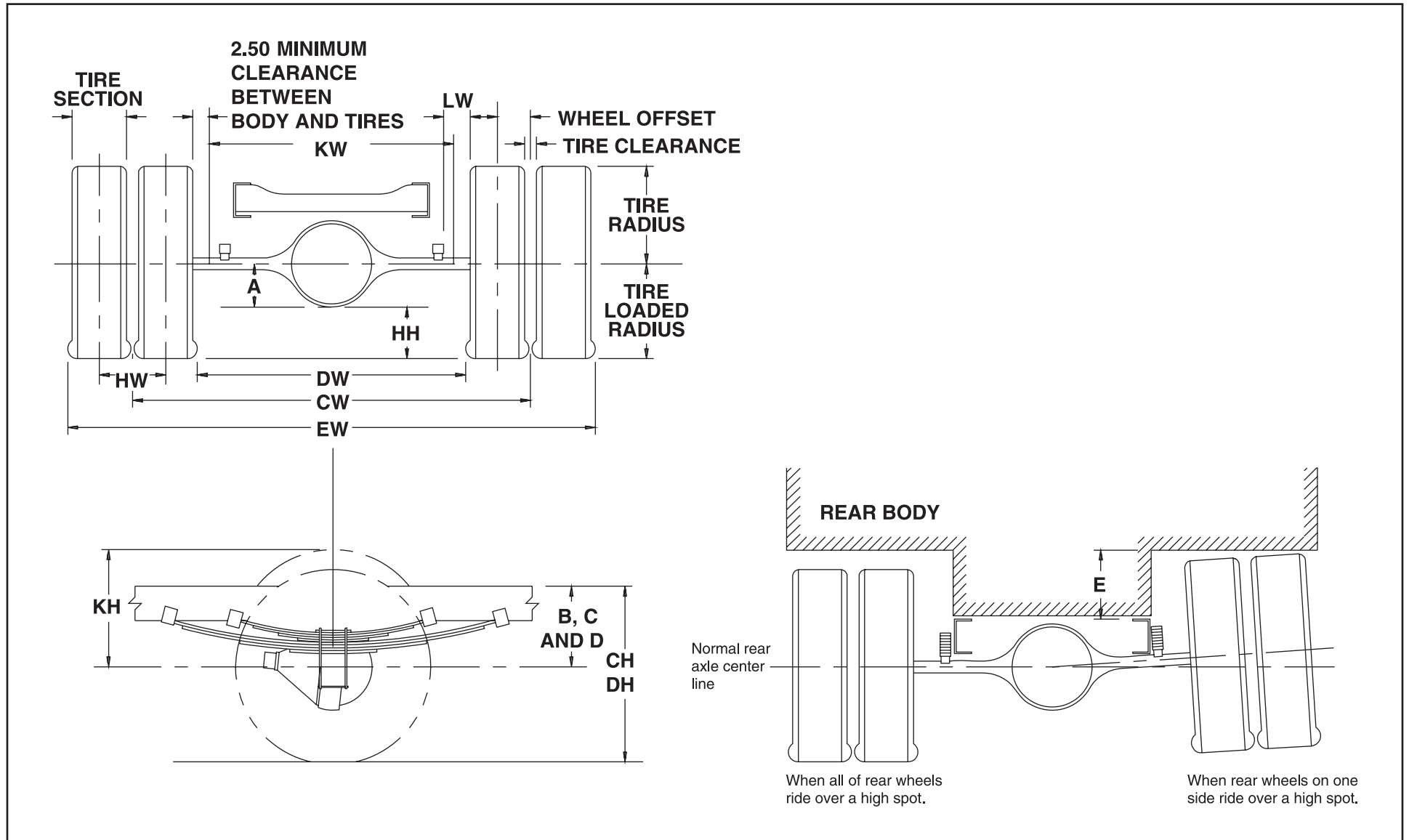
Formulas for calculating height dimensions:

- A = Tire Loaded Radius – B
- C = Centerline of Axle to Top of Frame Rail at Curb Position
- D = Centerline of Axle to Top of Frame Rail at Design Load
- CH = C + Tire Unloaded Radius
- DH = D + Tire Loaded Radius

Tire	GVWR	GAWR	A	B	C	D	CH	DH	Track	Tire Radius	
										Unload	Load
215/85R 16-E	14,500 lbs.	5,360 lbs.	8.3	6.6	13.0	11.5	29.0	26.4	65.5	16.0	14.93

(Vehicle Specifications Index Section – NPR, NPR HD Crew Cab Gas – continued from previous page)

Rear Axle Chart NPR



2009 Isuzu Truck

(Vehicle Specifications Index Section – NPR, NPR HD Crew Cab Gas – continued from previous page)

Definitions			
A	Centerline of axle to bottom of axle bowl.	DH	Rear Frame Height: Vertical distance between the normal top of frame rail and the ground-line through the centerline of the rear axle at design load.
B	Centerline of axle to top of frame rail at metal-to-metal position.	DW	Minimum distance between the inner surfaces of the rear tires.
C	Centerline of axle to top of frame rail at curb position.	EW	Maximum Rear Width: Overall width of the vehicle measured at the outermost surface of the rear tires.
D	Centerline of axle to top of frame rail at design load.	HH	Rear Tire Clearance: Minimum clearance between the rear axle and the ground-line.
E	Rear Tire Clearance: Minimum clearance required for tires and chain measured from the top of the frame at the vehicle centerline of the rear axle, when rear wheels on one side ride over a high spot.	HW	Dual Tire Spacing: Distance between the centerlines of the minimum distance required for tire bounce as measured from the centerline of the rear axle and the top of the rear tire when one wheel rides over a high spot.
CH	Rear Frame Height: Vertical distance between the normal top of frame rail and the ground-line through the centerline of the rear axle at curb position.	CW	Track Dual Rear Wheel Vehicle: Distance between the centerlines of the dual wheels measured at the ground-line.
Tire Section, Tire Radius, Tire Loaded Radius, Tire Clearance		See Chart for values.	

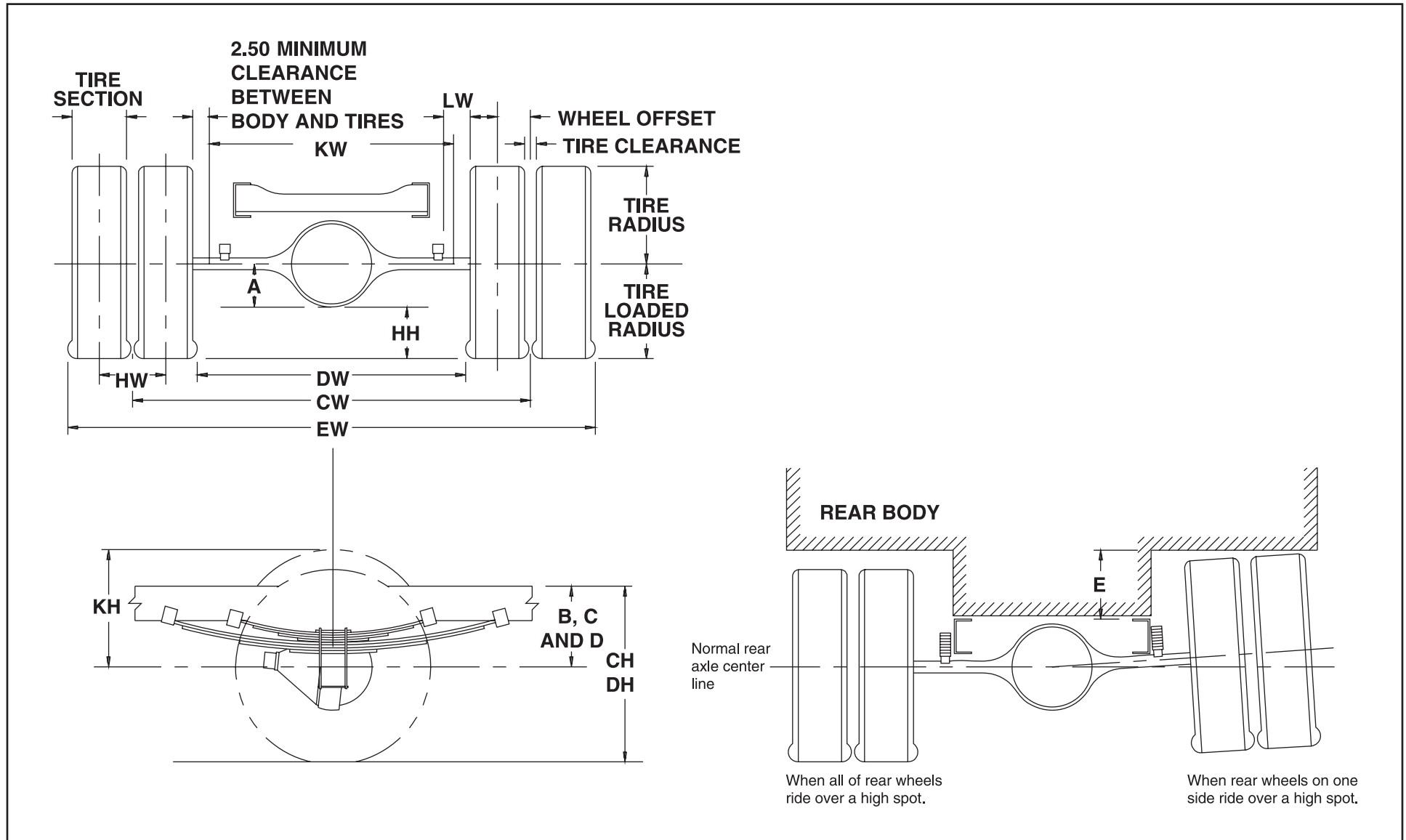
Formulas for Calculating Rear Width and Height Dimensions			
CW	= Track	HH	= Tire loaded radius – A
CH	= Tire loaded radius + C	JH	= KH – B
DH	= Tire loaded radius + D	KH	= Tire radius + 3.00 inches
DW	= Track + 2 tire sections – tire clearance	KW	= DW – 5.00 inches
EW	= Track + 2 tire sections + tire clearance	LW	= 1.00-inch minimum clearance between tires and springs

NOTE: Track and overall width may vary with optional equipment.

Tire	GAWR	Track CW	A	B	C	D	E
215/85R 16-E	7,950 lbs.	65.0	6.5	9.3	15.4	13.0	7.8

(Vehicle Specifications Index Section – NPR, NPR HD Crew Cab Gas – continued from previous page)

Rear Axle Chart NPR-HD



2009 Isuzu Truck

(Vehicle Specifications Index Section – NPR, NPR HD Crew Cab Gas – continued from previous page)

Definitions			
A	Centerline of axle to bottom of axle bowl.	DH	Rear Frame Height: Vertical distance between the normal top of frame rail and the ground-line through the centerline of the rear axle at design load.
B	Centerline of axle to top of frame rail at metal-to-metal position.	DW	Minimum distance between the inner surfaces of the rear tires.
C	Centerline of axle to top of frame rail at curb position.	EW	Maximum Rear Width: Overall width of the vehicle measured at the outermost surface of the rear tires.
D	Centerline of axle to top of frame rail at design load.	HH	Rear Tire Clearance: Minimum clearance between the rear axle and the ground-line.
E	Rear Tire Clearance: Minimum clearance required for tires and chain measured from the top of the frame at the vehicle centerline of the rear axle, when rear wheels on one side ride over a high spot.	HW	Dual Tire Spacing: Distance between the centerlines of the minimum distance required for tire bounce as measured from the centerline of the rear axle and the top of the rear tire when one wheel rides over a high spot.
CH	Rear Frame Height: Vertical distance between the normal top of frame rail and the ground-line through the centerline of the rear axle at curb position.	CW	Track Dual Rear Wheel Vehicle: Distance between the centerlines of the dual wheels measured at the ground-line.
Tire Section, Tire Radius, Tire Loaded Radius, Tire Clearance			See Chart for values.

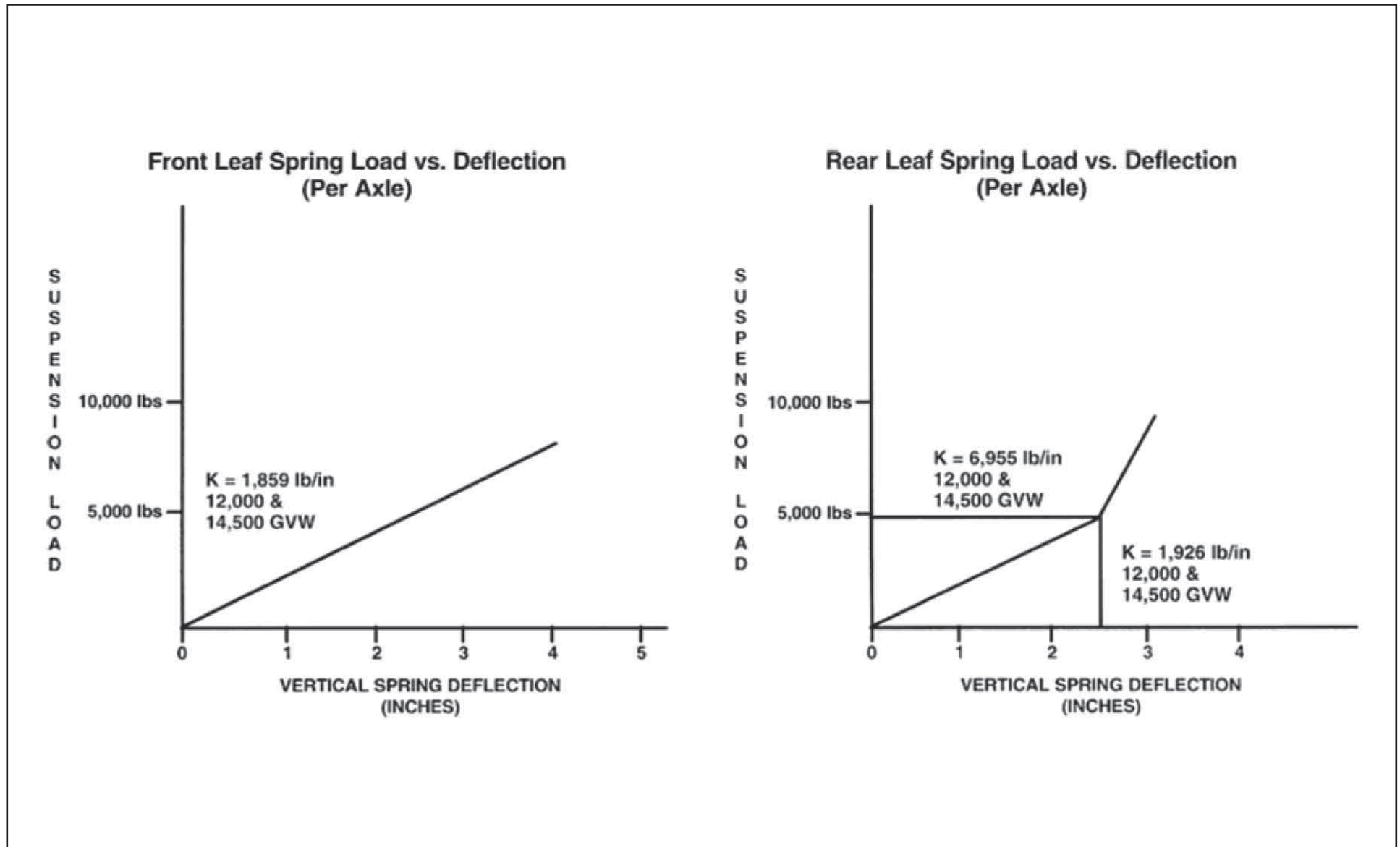
Formulas for Calculating Rear Width and Height Dimensions			
CW	= Track	HH	= Tire loaded radius – A
CH	= Tire loaded radius + C	JH	= KH – B
DH	= Tire loaded radius + D	KH	= Tire radius + 3.00 inches
DW	= Track + 2 tire sections – tire clearance	KW	= DW – 5.00 inches
EW	= Track + 2 tire sections + tire clearance	LW	= 1.00-inch minimum clearance between tires and springs

NOTE: Track and overall width may vary with optional equipment.

Tire	GAWR	Track CW	A	B	C	D	E
225/70R 19.5-F	9,880 lbs.	65.0	7.7	9.3	15.6	13.4	8.4

(Vehicle Specifications Index Section – NPR, NPR HD Crew Cab Gas – continued from previous page)

Suspension Deflection Charts – NPR, NPR-HD



(Vehicle Specifications Index Section – NPR, NPR HD Crew Cab Gas – continued from previous page)

Tire and Disc Wheel Chart – NPR

Tire

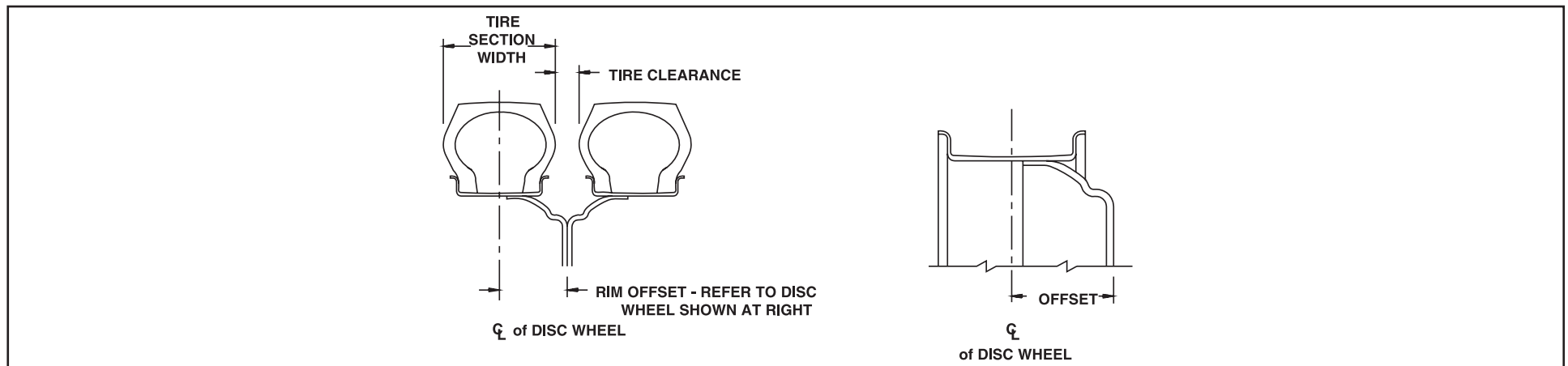
Tire Size	Tire Load Limit and Cold Inflation Pressures				Maximum Tire Load Limits		GVWR (Lb.)
	Single		Dual		Front	Rear	
	Lb.	PSI	Lb.	PSI	2 Single	4 Dual	
215/85R 16E	2,430	70	2,210	70	4,860	8,840	12,000

Tire Size	GVWR (Lb.)	Tire Radius				Tire Section Width	Tire Clearance	Design Rim Width
		Loaded		Unloaded				
		Front	Rear	Front	Rear			
215/85R 16E	12,000	14.05	14.05	14.6	14.6	8.54	1.46	6.0

Disc Wheel

Wheel Size	Bolt Holes	Bolt Circle Dia.	Ft./Rr. Nut Size*	Rear Stud Size*	Nut/Stud Torque Specs.	Inner Circle	Outside Offset	Disc Thickness	Rim Type	Material Mfg.
16.6 x 6 K	6 JIS	8.75	1.6142 (41 mm) BUD HEX	0.8268 (21 mm) SQUARE	325 ft-lb. (440 N•m)	6.46	5.0	0.35	5° DC	Steel TOPY

*O.D. Wrench Sizes



2009 Isuzu Truck

(Vehicle Specifications Index Section – NPR, NPR HD Crew Cab Gas – continued from previous page)

Tire and Disc Wheel Chart – NPR HD

Tire

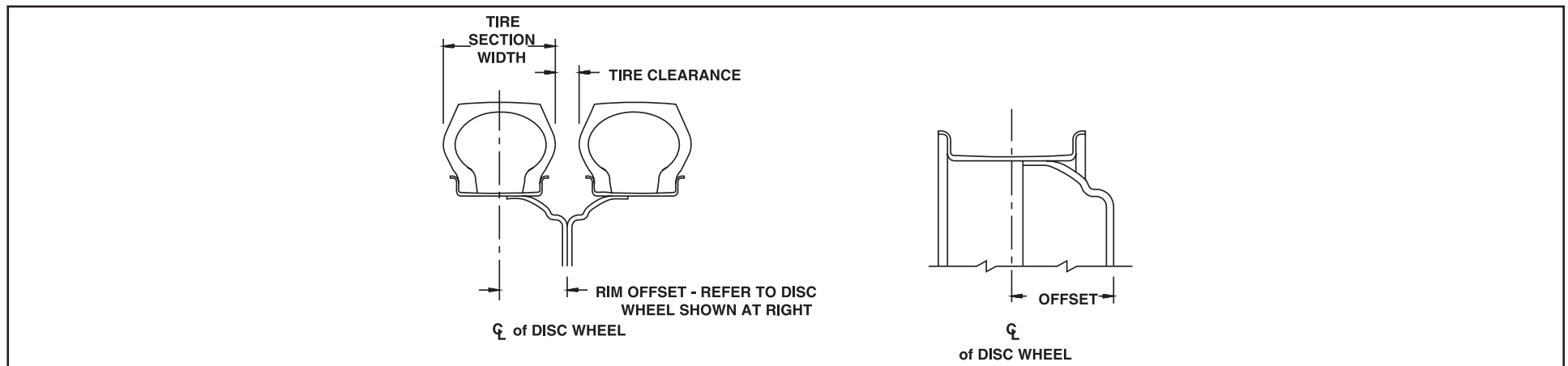
Tire Size	Tire Load Limit and Cold Inflation Pressures				Maximum Tire Load Limits		GVWR (Lb.)
	Single		Dual		Front	Rear	
	Lb.	PSI	Lb.	PSI	2 Single	4 Dual	
225/70R 19.5F	3,315	85	3,115	85	6,630	12,460	14,500

Tire Size	GVWR (Lb.)	Tire Radius				Tire Section Width	Tire Clearance	Design Rim Width
		Loaded		Unloaded				
		Front	Rear	Front	Rear			
225/70R 19.5F	14,500	15.24	15.28	16.10	15.10	8.9	1.1	6.0

Disc Wheel

Wheel Size	Bolt Holes	Bolt Circle Dia.	Ft./Rr. Nut Size*	Rear Stud Size*	Nut/Stud Torque Specs.	Inner Circle	Outside Offset	Disc Thickness	Rim Type	Material Mfg.
19.5 x 6.00	6 JIS	8.75	1.6142 (41 mm) BUD HEX	0.8268 (21 mm) SQUARE	325 ft-lb. (440 N•m)	6.46	5.0	0.37	15° DC	Steel TOPY

*O.D. Wrench Sizes



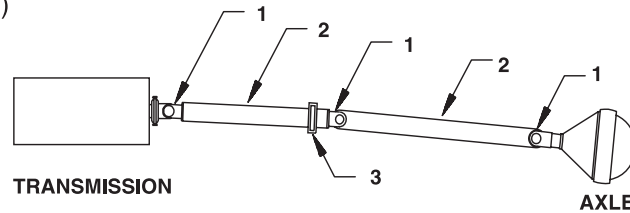
(Vehicle Specifications Index Section – NPR, NPR HD Crew Cab Gas – continued from previous page)

Propeller Shaft NPR

WB	PLANE VIEW	SIDE VIEW
150 in		
176 in		

TYPICAL INSTALLATIONS SHOWING YOKES "IN PHASE". "IN PHASE" MEANS THAT THE YOKES AT EITHER END OF A GIVEN PROPELLER SHAFT ASSEMBLY ARE IN THE SAME PLANE.

(150 and 176 in WB)



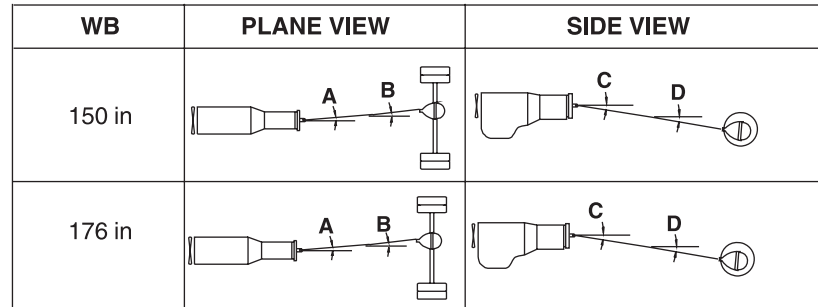
1. UNIVERSAL JOINT
2. PROPELLER SHAFT
3. CENTER CARRIER BEARING

Wheelbase	Plane View		Side View	
	A Auto. Trans.	B Auto. Trans.	C Auto. Trans.	D Auto. Trans.
150 in.	0°	3.3°	1.8°	1.7°
176 in.	0°	2.2°	0.4°	3.4°

NOTE: All driveline angles are at unloaded condition (curb position with typical cargo body).

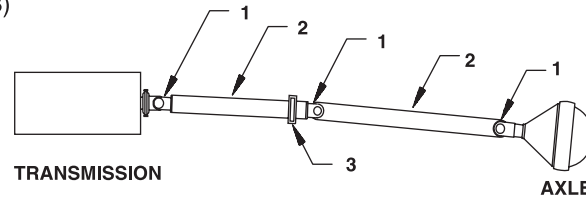
(Vehicle Specifications Index Section – NPR, NPR HD Crew Cab Gas – continued from previous page)

Propeller Shaft NPR HD



TYPICAL INSTALLATIONS SHOWING YOKES "IN PHASE". "IN PHASE" MEANS THAT THE YOKES AT EITHER END OF A GIVEN PROPELLER SHAFT ASSEMBLY ARE IN THE SAME PLANE.

(150 and 176 in WB)



1. UNIVERSAL JOINT
2. PROPELLER SHAFT
3. CENTER CARRIER BEARING

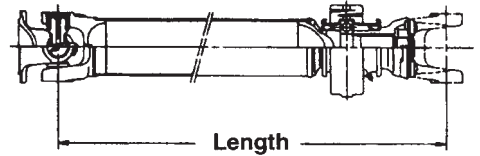
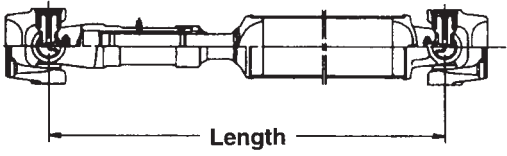
Wheelbase	Plane View		Side View	
	A Auto. Trans.	B Auto. Trans.	C Auto. Trans.	D Auto. Trans.
150 in.	0°	3.3°	1.8°	1.7°
176 in.	0°	2.2°	0.4°	3.4°

NOTE: All driveline angles are at unloaded condition (curb position with typical cargo body).

2009 Isuzu Truck

(Vehicle Specifications Index Section – NPR, NPR HD Crew Cab Gas – continued from previous page)

Wheelbase	150	176
No. of Shafts	2	2
Trans. Type	4 A/T	4 A/T
Shaft #1 O.D.	3.0	3.0
Thickness	0.083	0.083
Length	41.85	52.1
Type	A	A
Shaft #2 O.D.	3.0	3.0
Thickness	0.083	0.083
Length	33.46	49.2
Type	C	C

Type	Description	Illustration
Type A	1st shaft in 2-piece driveline	
Type C	2nd shaft in 2-piece driveline	

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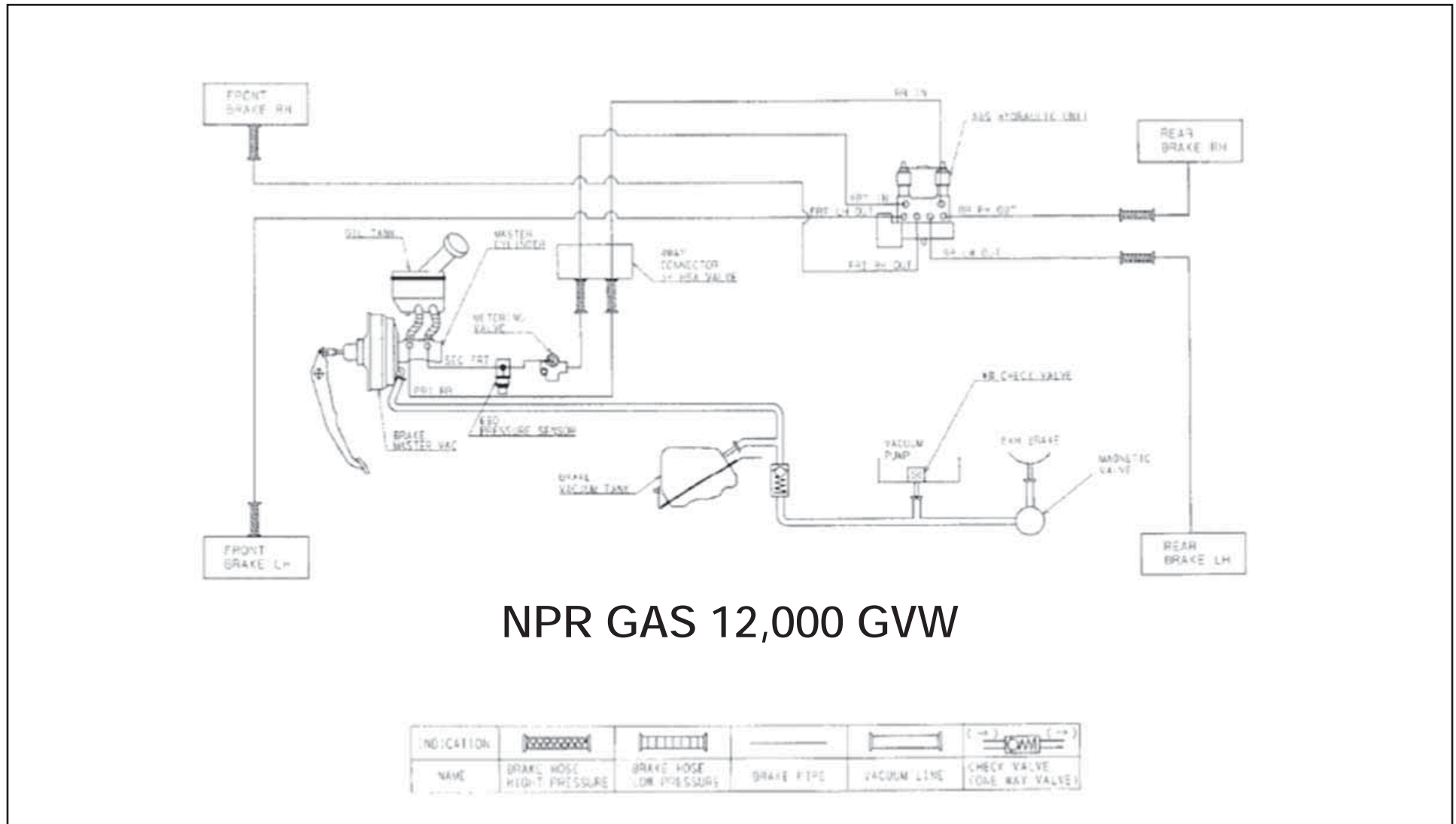
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Brake System Diagram 12,000 GVW

Vacuum Over Hydraulic

Please refer to introduction section of book for antilock system cautions and wheelbase modification requirements.

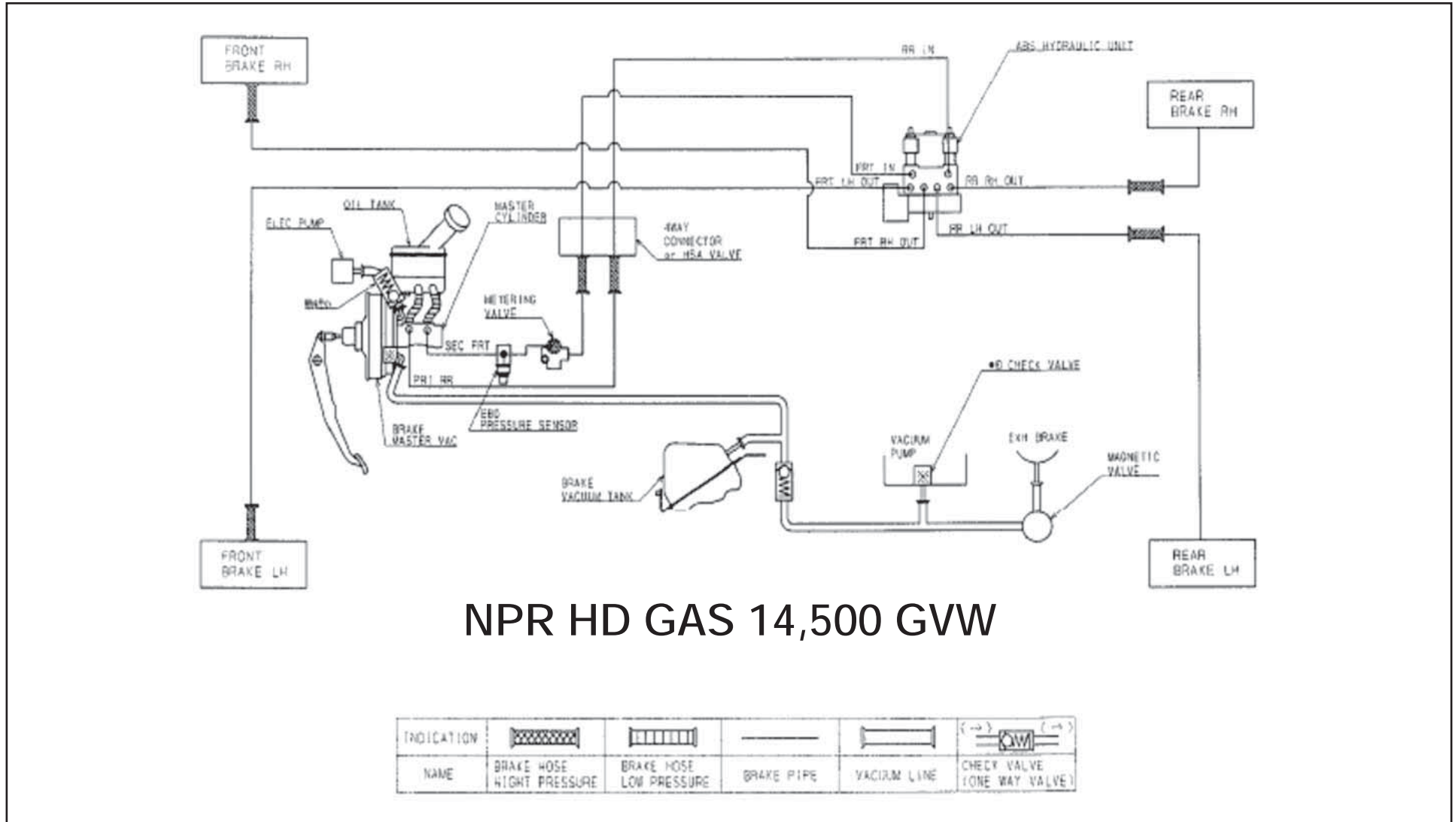


(Vehicle Specifications Index Section – NPR, NPR HD Crew Cab Gas – continued from previous page)

Brake System Diagram 14,500 GVW

Vacuum Over Hydraulic

Please refer to introduction section of book for antilock system cautions and wheelbase modification requirements.



(Vehicle Specifications Index Section – NPR, NPR HD Crew Cab Gas – continued from previous page)

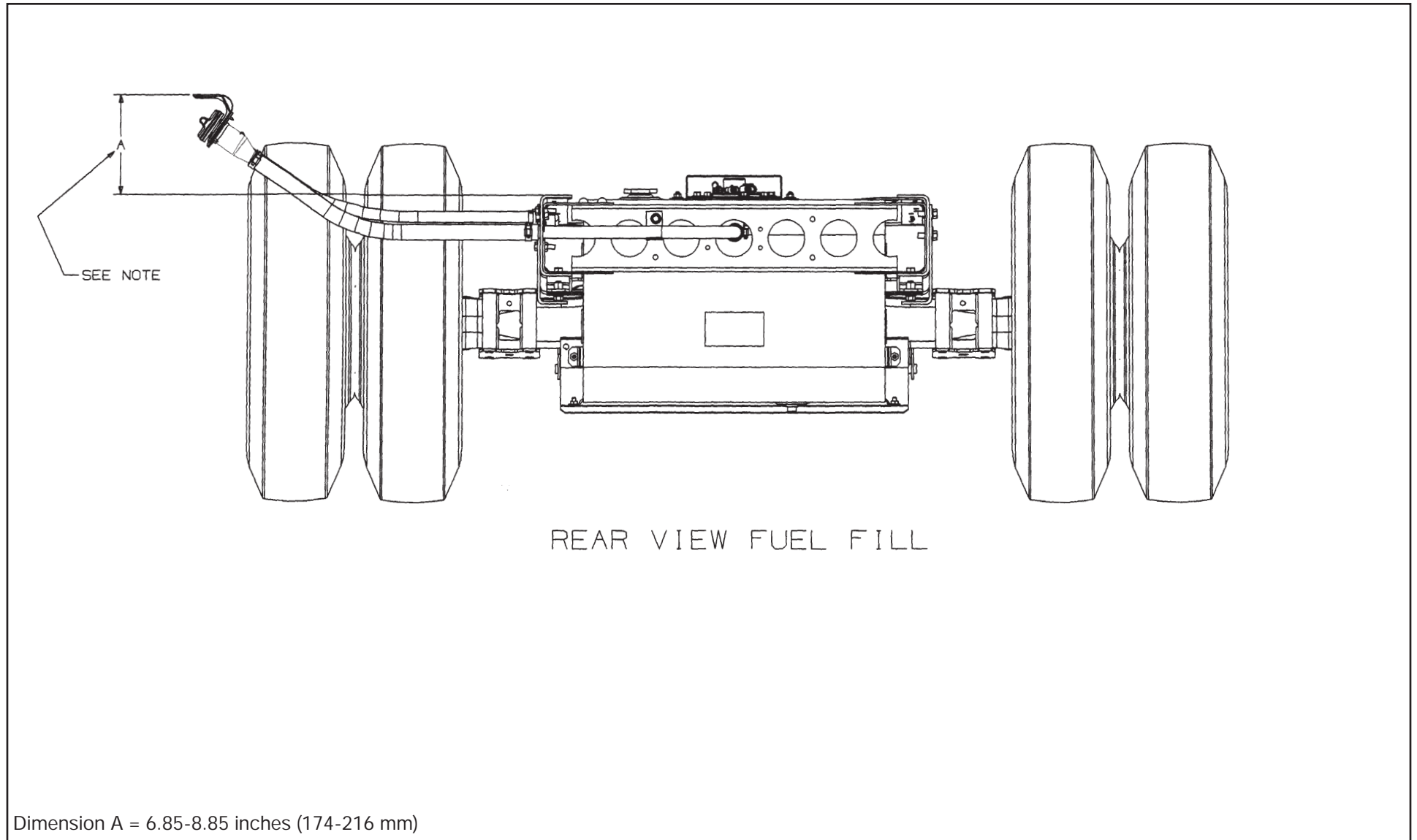
Through the Rail Fuel Fill

Installation Instructions

1. Disconnect battery.
2. Remove the short filler hose and the short breather hose from the breather and fuel filler pipes and the filler neck bracket assembly.
3. Filler kit hoses are designed for the 96 inch wide body width. Modify the hoses as required to fit dimension “E” of the desired body width (see page 104)
4. Install flexible filler hose (item 2) to fuel filler pipe and filler neck bracket assembly using existing screw clamps.
5. Install flexible breather hose (item 3) to fuel breather pipe and filler neck bracket assembly using new clamps (item 4)
6. The filler neck must be mounted to allow the filler neck bracket to be parallel to the frame horizontal.
7. Filler neck (Dimension A) must be between 6.85 inches and 8.85 inches above frame.
8. Secure the filler plate to the bottom of the body and check for leaks.
9. Ensure that fill hose does not sag, creating an area where the fuel could pool in the fill hose.
10. Reconnect battery.

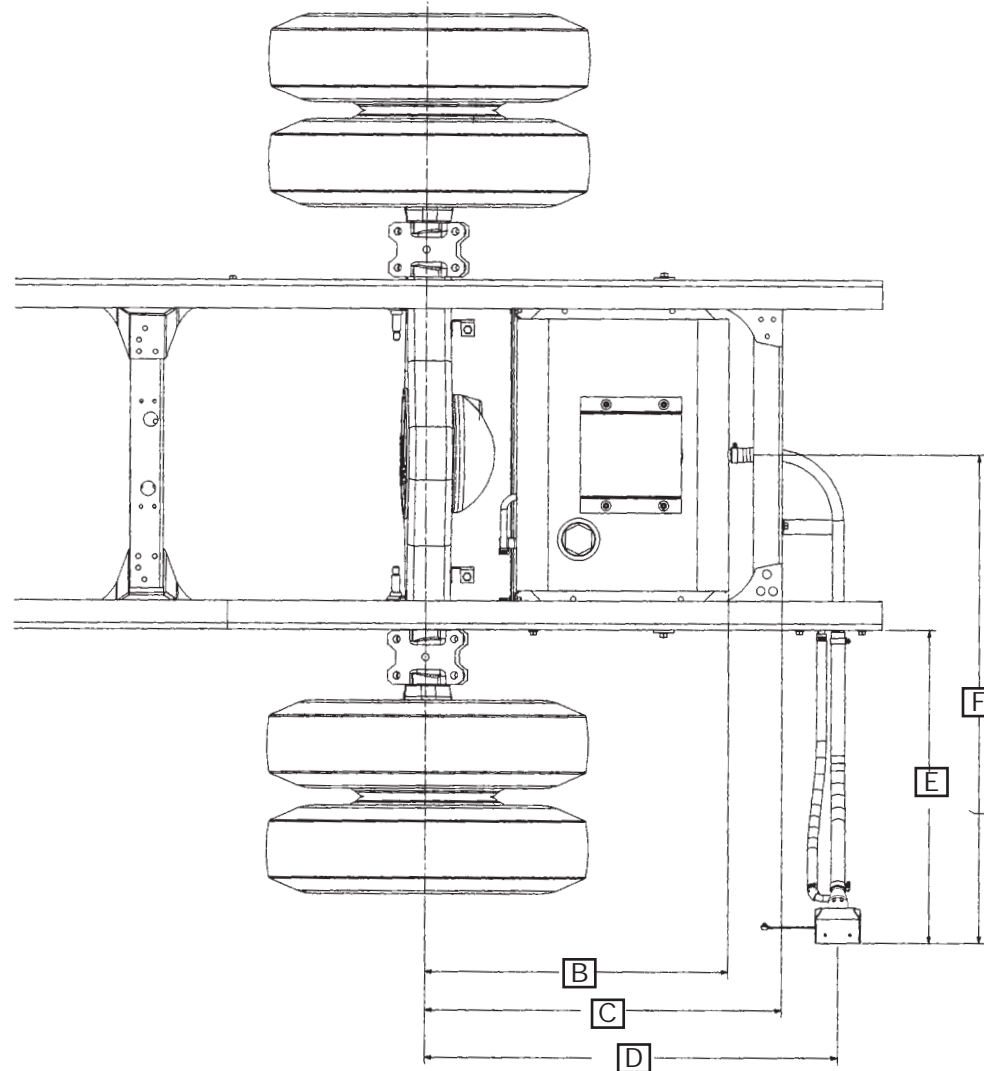
(Vehicle Specifications Index Section – NPR, NPR HD Crew Cab Gas – continued from previous page)

Rear View Fuel Fill



(Vehicle Specifications Index Section – NPR, NPR HD Crew Cab Gas – continued from previous page)

Top View Fuel Fill

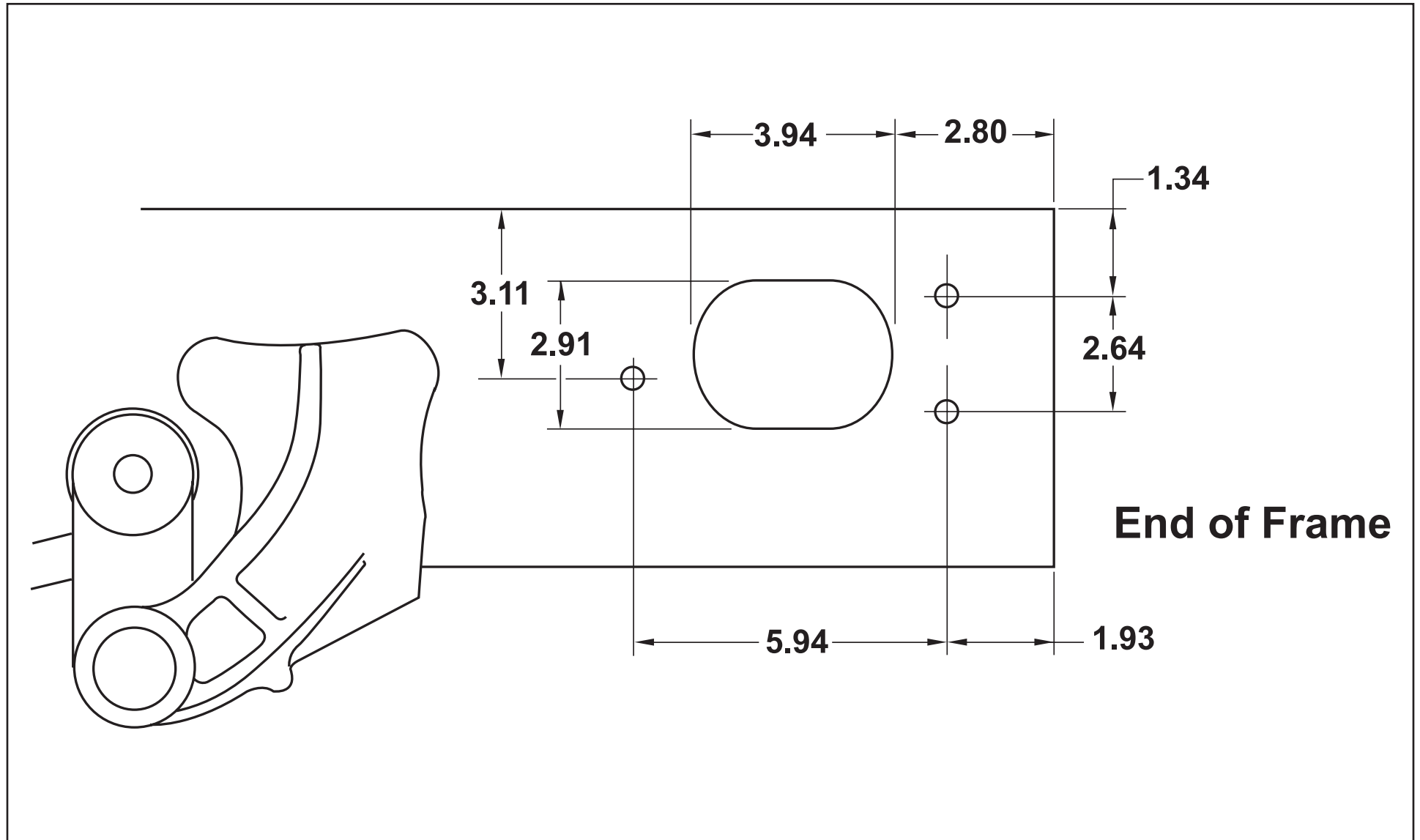


Dimensions:

- B = 29.75 inches (756 mm)
- C = 34.00 inches (863 mm)
- D = 39.29 inches (998 mm)
- E = 33.86 inches (860 mm)
- F = 59.60 inches (1,514 mm)

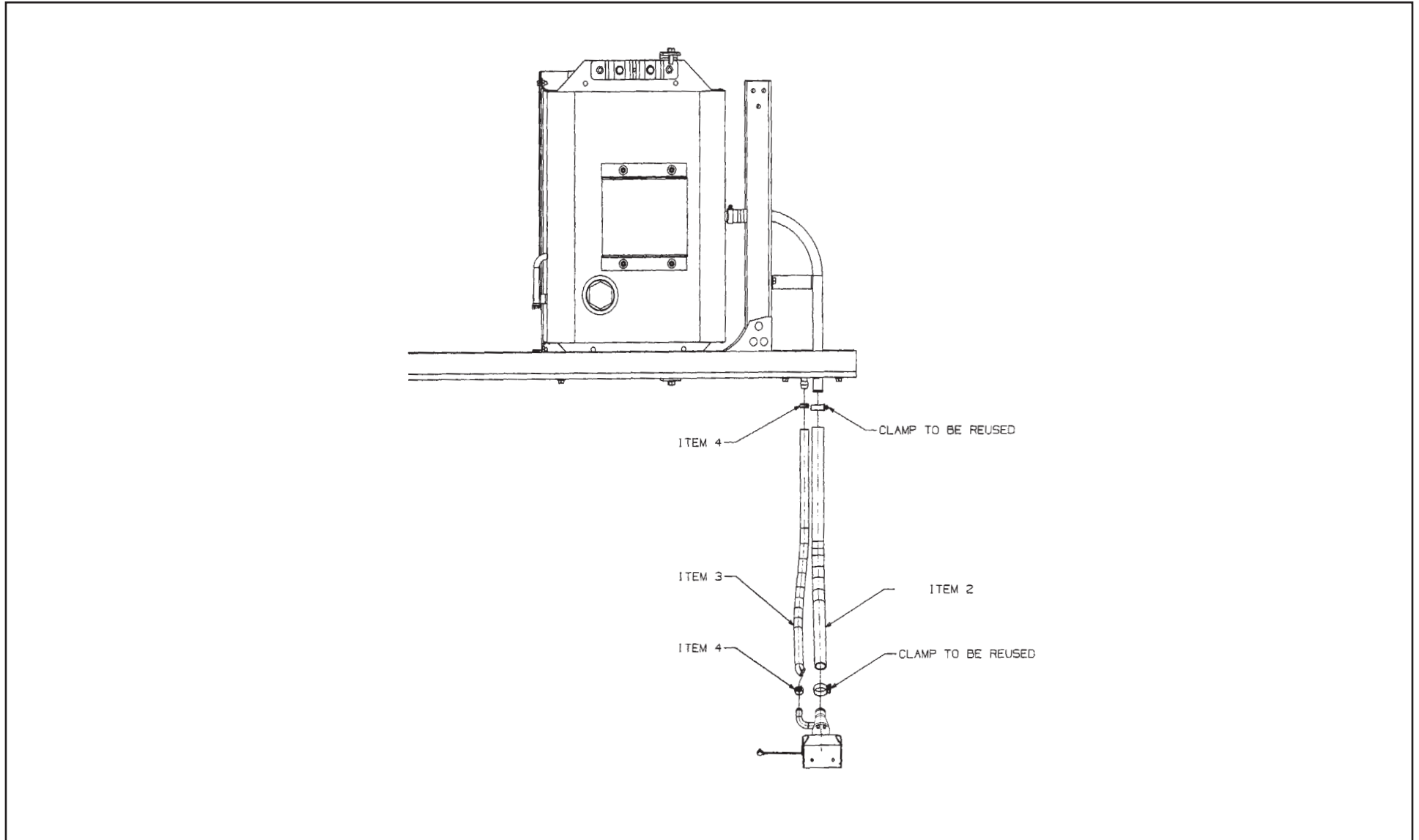
(Vehicle Specifications Index Section – NPR, NPR HD Crew Cab Gas – continued from previous page)

Through the Rail Fuel Fill Frame Hole



(Vehicle Specifications Index Section – NPR, NPR HD Crew Cab Gas – continued from previous page)

Fuel Fill Parts Illustration



2009 Isuzu Truck

(Vehicle Specifications Index Section – NPR, NPR HD Crew Cab Gas – continued from previous page)

Fuel Fill Parts List

Number	Description	Part Number – Isuzu	Part Number – GM	Quantity
		PARTS		
2	Hose, Fuel Filler	897378-5370	97378537	1
3	Hose, Breather	897378-5360	97378536	1
4	Clamp, Rubber Hose	815699-8250	15699825	2

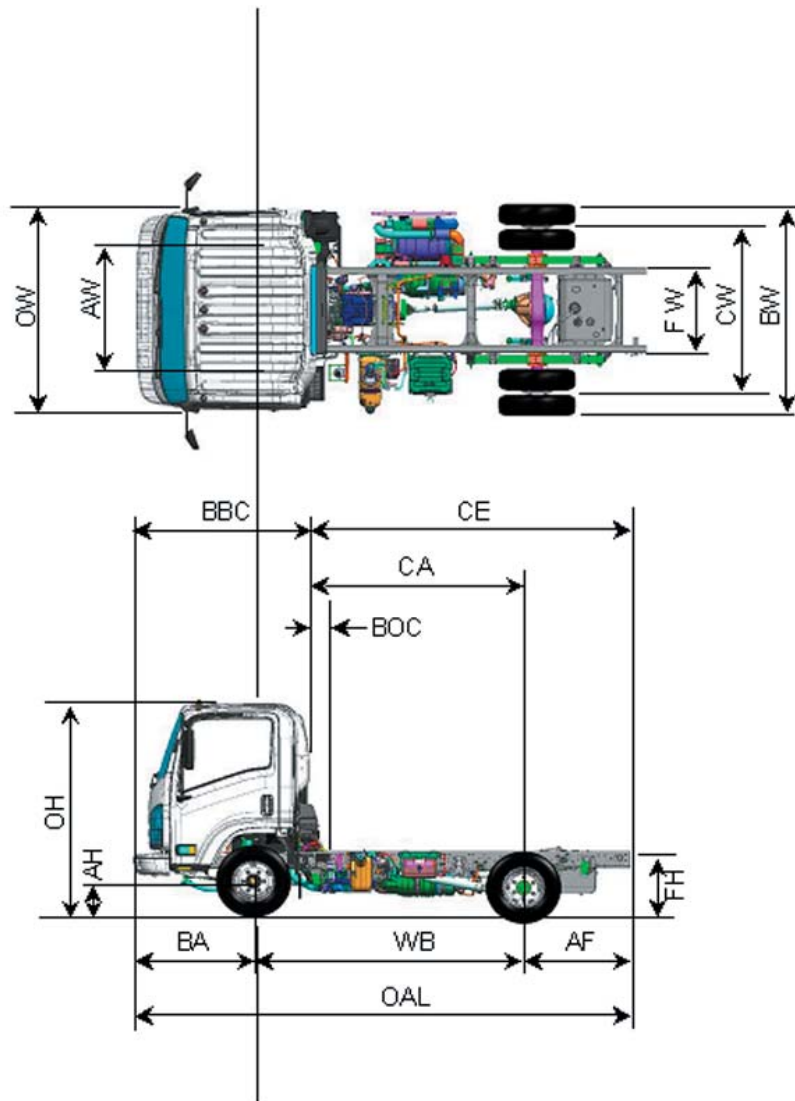
NPR Diesel Specifications

MODEL	2011 MY NPR ECO-MAX
GVWR	12,000 lb
WB	110 in, 133.7 in, 151.4 in
ENGINE	Isuzu 4-cylinder, in-line 4-cycle, turbocharged, intercooled, direct injection diesel.
Model/Displacement	4JJ1-TC /183 CID /(3.0 liters)
HP (Gross)	150 HP @ 2800 RPM w Automatic Transmission
Torque (Gross)	282 lb./ft. torque @ 1600-2800 RPM
Equipment	Dry element air cleaner with vertical intake; 431 square inch radiator; 10 blade 17.7 inch diameter fan with viscous drive. Cold weather starting device and an oil cooler. Engine oil level check switch and light. Engine warning system with audible warning for low oil pressure, and high coolant temperature, and engine horsepower derate protection system based on coolant temperature. Engine cruise control and engine idle up function.
TRANSMISSION	Aisin A460 6 speed automatic transmission with fifth and sixth gear overdrive with lock up in 2nd, 3rd, 4th, 5th and 6th.
STEERING	Integral power steering 18.8-20.9:1 ratio. Tilt and telescoping steering column.
FRONT AXLE	Reverse Elliot 1" -Beam rated at 6,830 lb.
Suspension	Semi-elliptical steel alloy tapered leaf springs with stabilizer bar and shock absorbers.
GAWR	5,360 lb
REAR AXLE	Full floating single speed with hypoid gearing rated at 11,020 lb.
Suspension	Semi-elliptical steel alloy multi-leaf springs and shock absorbers.
GAWR	8,840 lb
WHEELS	16x6.0-K 6 hole disc wheels, painted white.
TIRES	215/85R-16E (10 pr) tubeless steel belted radials, all season front and rear.

BRAKES	Dual circuit vacuum assisted hydraulic service brakes with EBD (Electronic Brake Distribution) system for load proportioning of the brake system front disc and self-adjust outboard mounted drum rear. The parking brake is a mechanical, cable actuated, internal expanding drum type, transmission mounted. The exhaust brake is standard and is vacuum operated. 4 channel anti-lock brake system.
FUEL TANK	25 gal. rectangular steel fuel tank mounted in frame rail behind rear axle. Fuel water separator with Dual fuel filters, one mounted on the frame, and the other mounted on the engine with dash mounted indicator light.
FRAME	Ladder type channel section flair frame rail 29.5 in. wide at the platform load area. Yield strength 44,000 psi, section modulus 6.07 in3. RBM 267,080
CAB	All steel low cab forward, BBC 70.7 in, 45° mechanical tilt with torsion assist.
Equipment	TRICOT and JERSEY KNIT combination cloth covered high back driver's seat with two occupant passenger seat. Dual cab mounted exterior mirrors with integral convex mirror. Tilt and telescoping steering column. Power windows and door locks, floor mats, tinted glass, AM/FM CD radio.
ELECTRICAL	12 Volt, negative ground, dual maintenance free batteries, 750 CCA each, 110 Amp alternator with integral regulator.
OPTIONS	Air deflector roof mounted, Fire extinguisher and triangle kit mounted in rear organizer, Wheel simulators, Delete Standard AM/FM/CD Radio Delete, Heated mirrors, Seat covers standard - cab, Rear Body Dome Lamp Switch, Back up alarm, Engine Idle shutdown, and Chrome Grille.
	NOTE: These selected specifications are subject to change without notice.

(Vehicle Specifications Index Section – NPR Eco-Max Diesel – continued from previous page)

Vehicle Weights, Dimensions and Ratings



Variable Chassis Dimensions:

Unit	WB	CA*	CE*	OAL	AF
Inch	110.0	87.6	129.8	200.6	42.3
Inch	133.7	111.2	153.5	224.3	42.3
Inch	151.4	128.9	171.2	242.0	42.3

*Effective CA & CE are CA or CE less BOC

Dimension Constants:

Code	Inches	Code	Inches
AH	7.5	BW	78.6
AW	65.6	CW	60
BA	48.3	FW	29.5
BBC	70.7	OH	90.8
BOC	4.5	OW	81.3
FH	31.1		

In-Frame Tank

12,000 lb GVWR Automatic Transmission Model

Chassis Curb and Maximum Payload Weights

Model	WB	Unit	Front	Rear	Total	Payload
NJ1	110.0 in	lb	3642	1905	5547	6453
NJ2	133.7 in	lb	3724	1916	5640	6360
NJ3	151.4 in	lb	3763	1922	5685	6315

2011 Isuzu Truck

(Vehicle Specifications Index Section – NPR Eco-Max Diesel – continued from previous page)

Vehicle Weight Limits:

GVWR

Designed Maximum 12,000 lbs.

GAWR, Front 5,360 lbs.

GAWR, Rear 8,440 lbs.

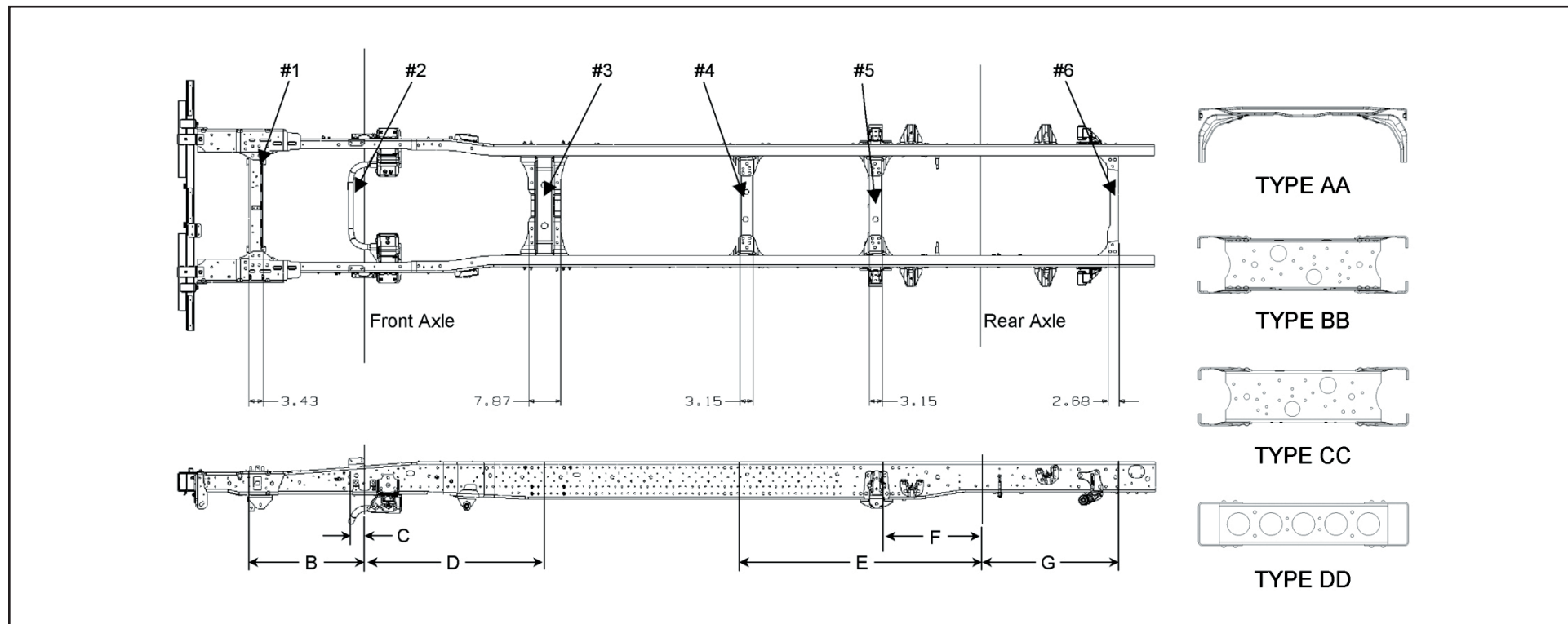
Technical Notes:

Chassis Curb Weight reflects standard equipment and fuel but no driver or payload.

Maximum Payload Weight is the allowed maximum for equipment, body, payload and driver and is calculated by subtracting chassis curb weight from the GVWR.

(Vehicle Specifications Index Section – NPR Eco-Max Diesel – continued from previous page)

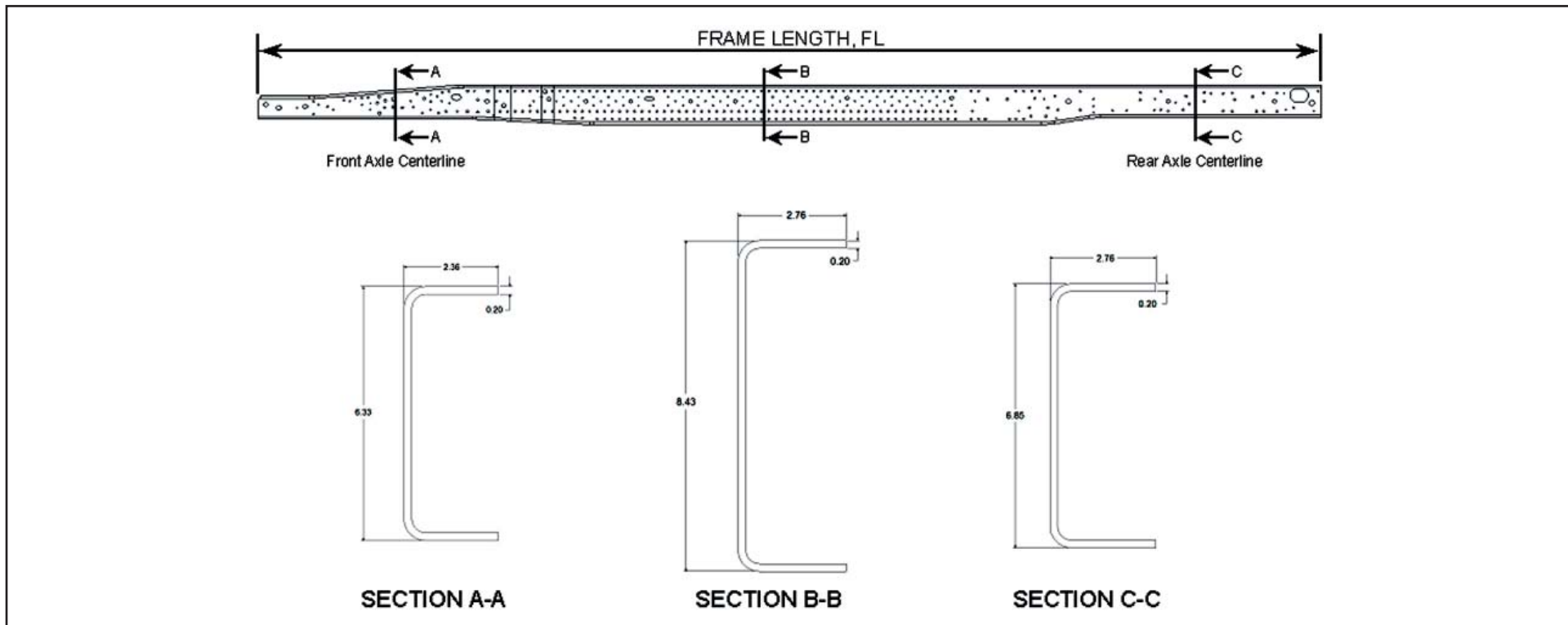
Frame and Crossmember Specifications



Wheelbase	Frame Thickness	Crossmember Type/Location									
		#1	#2	#3		#4		#5		#6	
		B	C	D	Type	E	Type	F	Type	G	Type
110	0.20	28.2	3.23	44.3	AA	N/A	N/A	24.2	CC	33.8	DD
134	0.20	28.2	3.23	44.3	AA	58.7	BB	24.2	CC	33.8	DD
151	0.20	28.2	3.23	44.3	AA	59.1	BB	24.2	CC	33.8	DD

(Vehicle Specifications Index Section – NPR Eco-Max Diesel – continued from previous page)

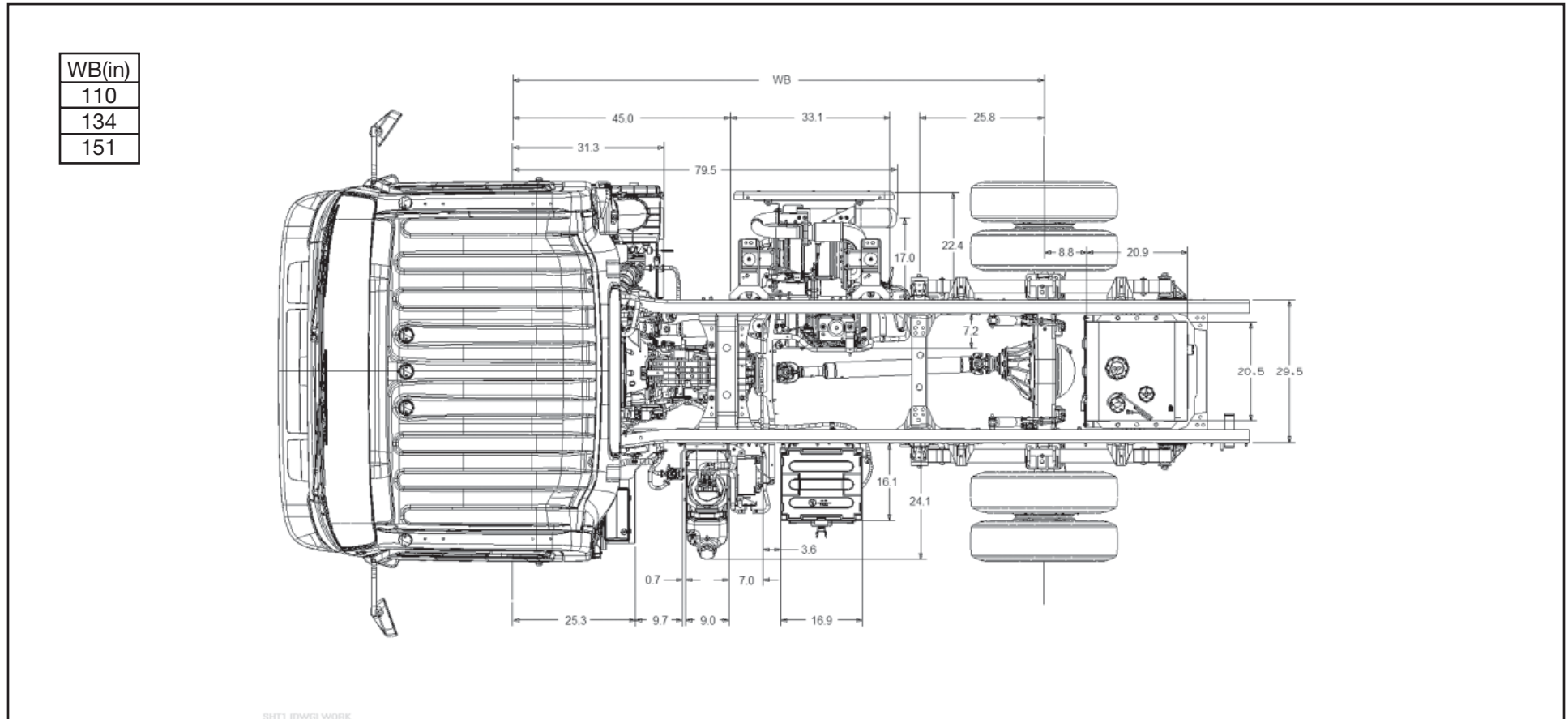
Frame Chart



Wheelbase, inches	Frame FL, inches	Frame Thickness, inches
110	182.9	0.20
134	206.5	0.20
151	224.2	0.20

(Vehicle Specifications Index Section – NPR Eco-Max Diesel – continued from previous page)

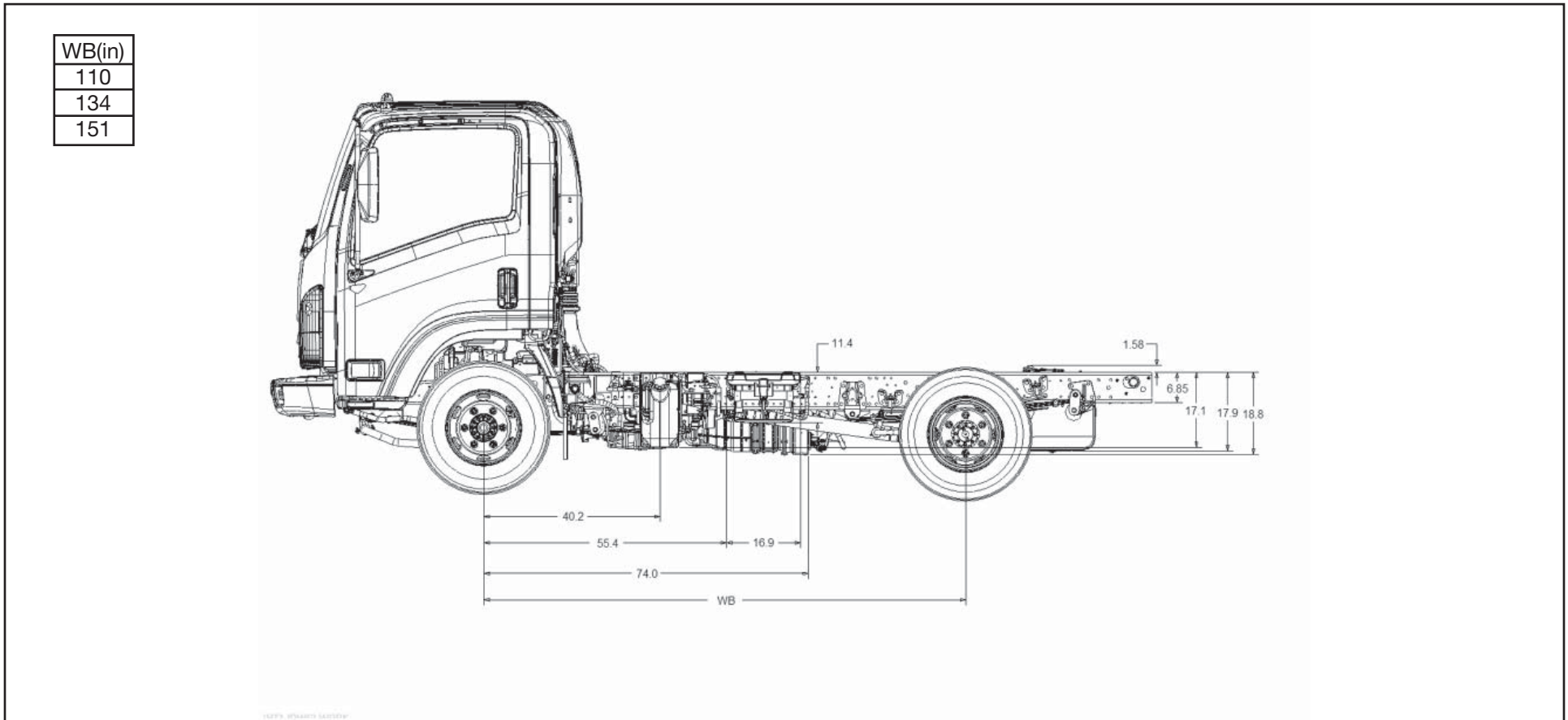
2011 Model Year NPR (12k GVWR) Diesel Standard Cab - Top View



2011 Isuzu Truck

(Vehicle Specifications Index Section – NPR Eco-Max Diesel – continued from previous page)

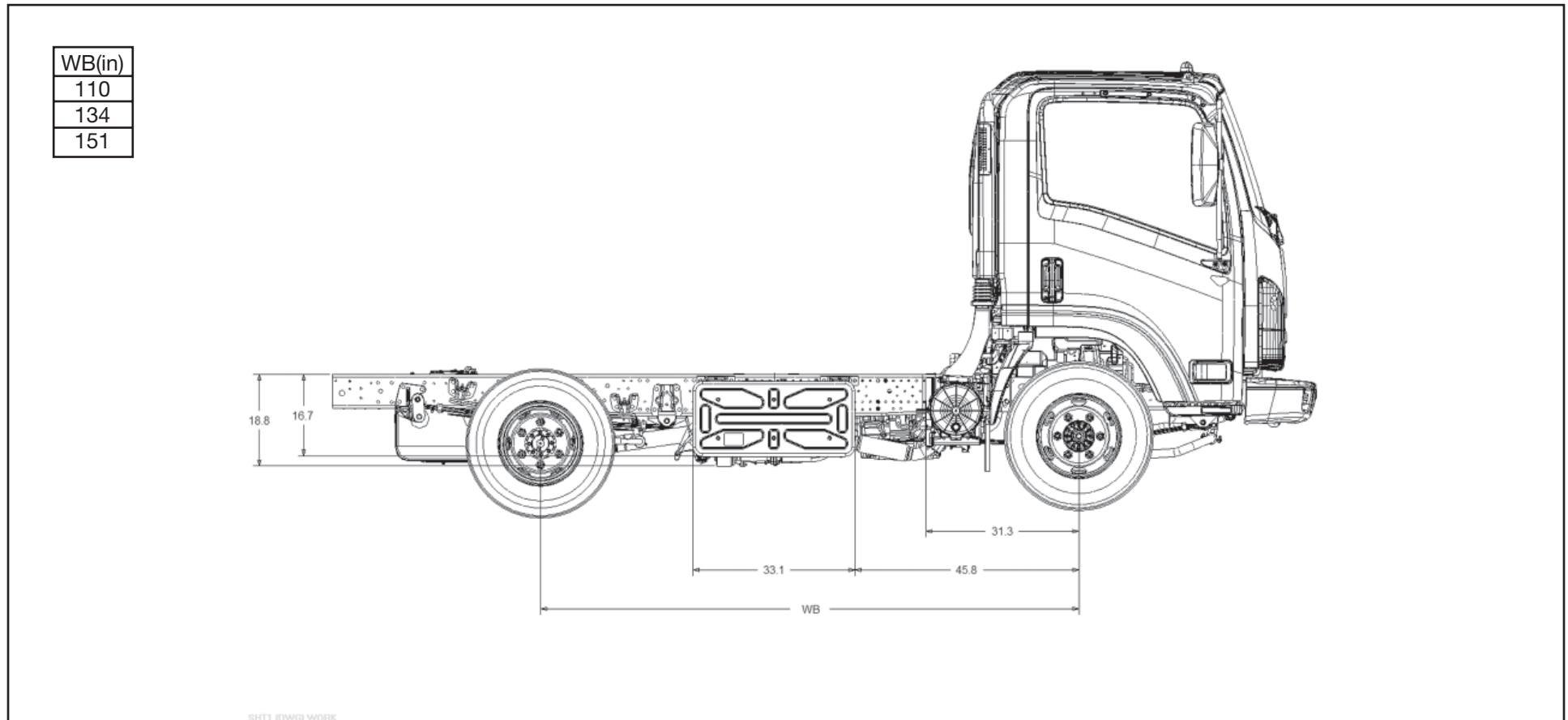
2011 Model Year NPR (12k GVWR) Diesel Standard Cab - Left Side View



2011 Isuzu Truck

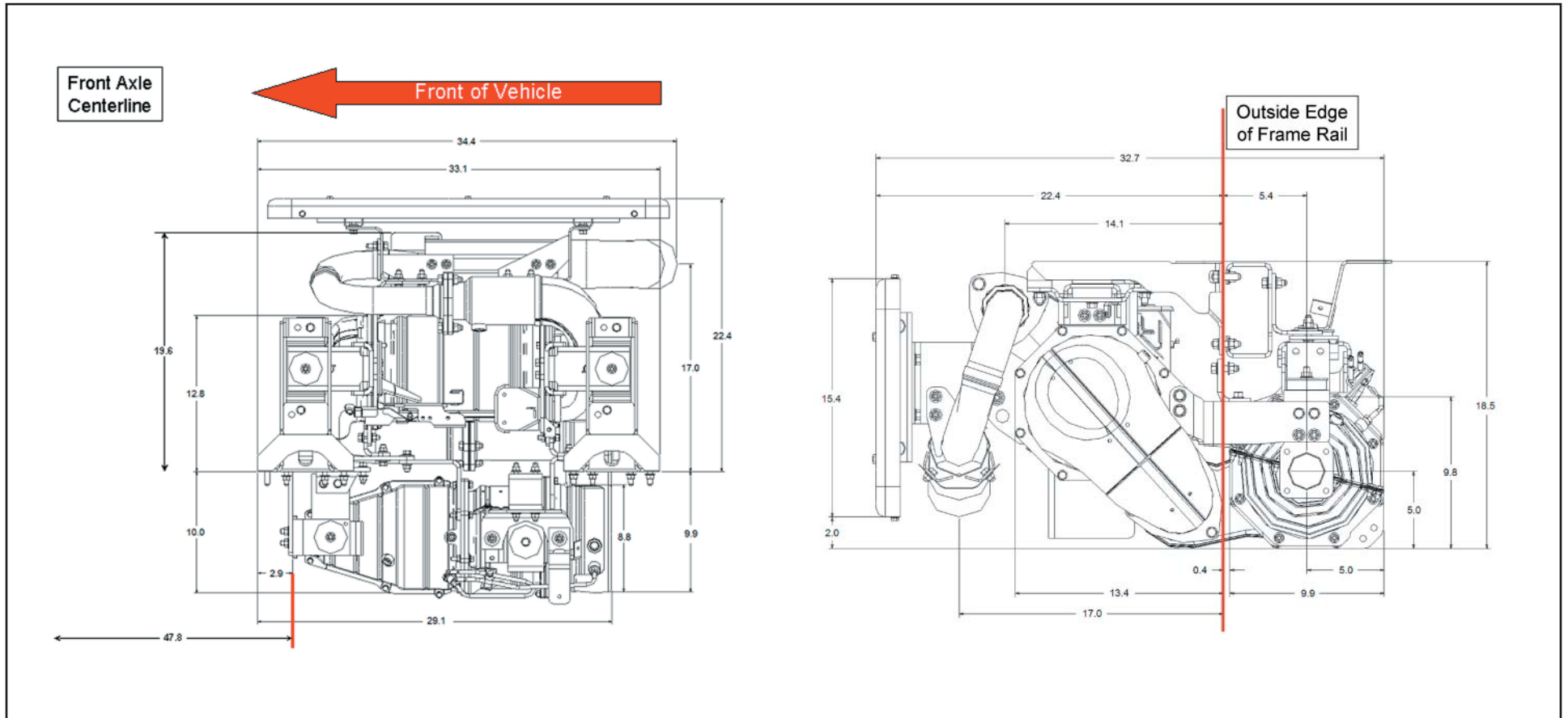
(Vehicle Specifications Index Section – NPR Eco-Max Diesel – continued from previous page)

2011 Model Year NPR (12k GVWR) Diesel Standard Cab - Right Side View



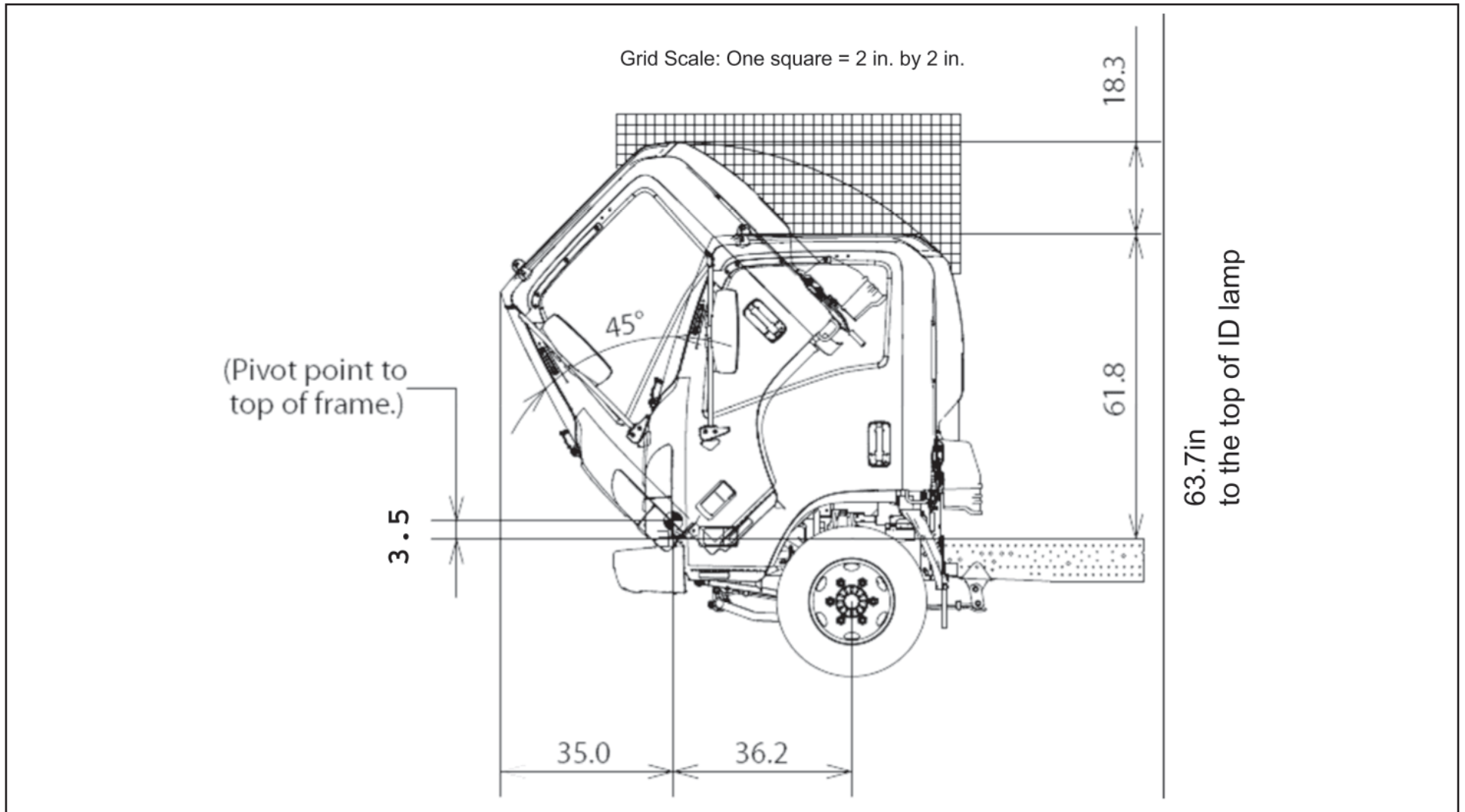
(Vehicle Specifications Index Section – NPR Eco-Max Diesel – continued from previous page)

Auxiliary Views 4JJ1-TC



(Vehicle Specifications Index Section – NPR Eco-Max Diesel – continued from previous page)

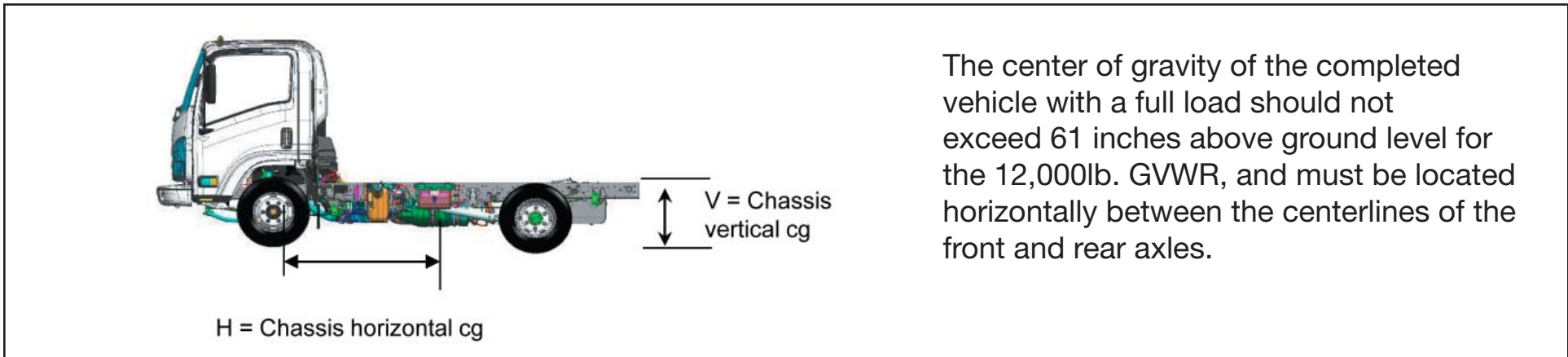
Cab Tilt



2011 Isuzu Truck

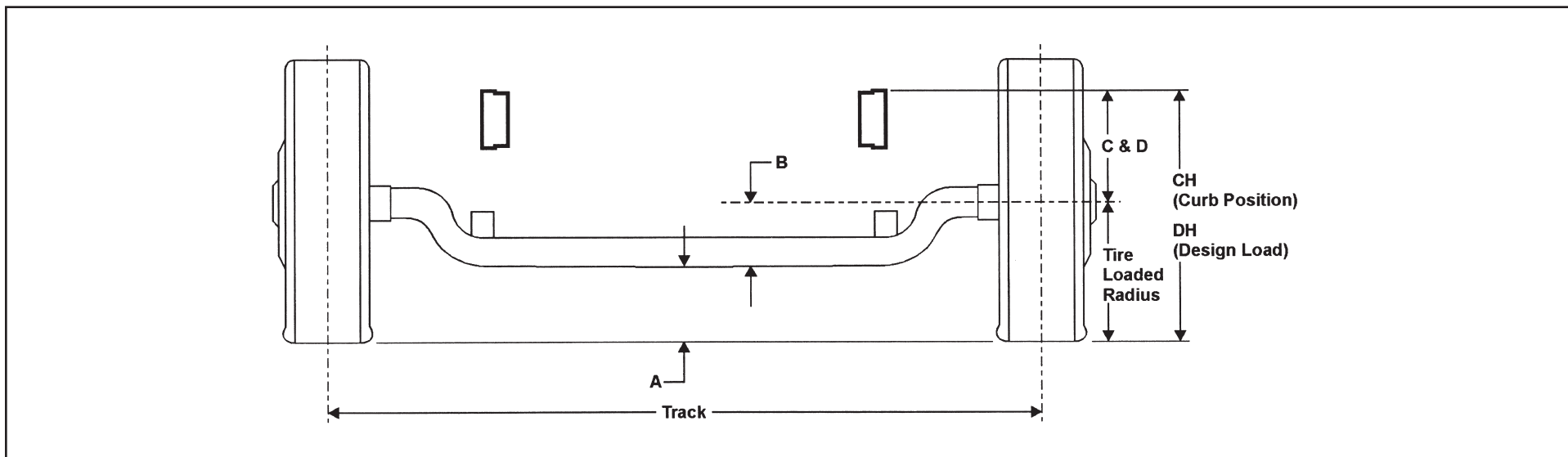
(Vehicle Specifications Index Section – NPR Eco-Max Diesel – continued from previous page)

Horizontal and Vertical CG of Chassis		
WB	V	H
110	24.4	37.9
133.7	24.4	45.2
151.4	24.4	50.6



(Vehicle Specifications Index Section – NPR Eco-Max Diesel – continued from previous page)

Front Axle Chart



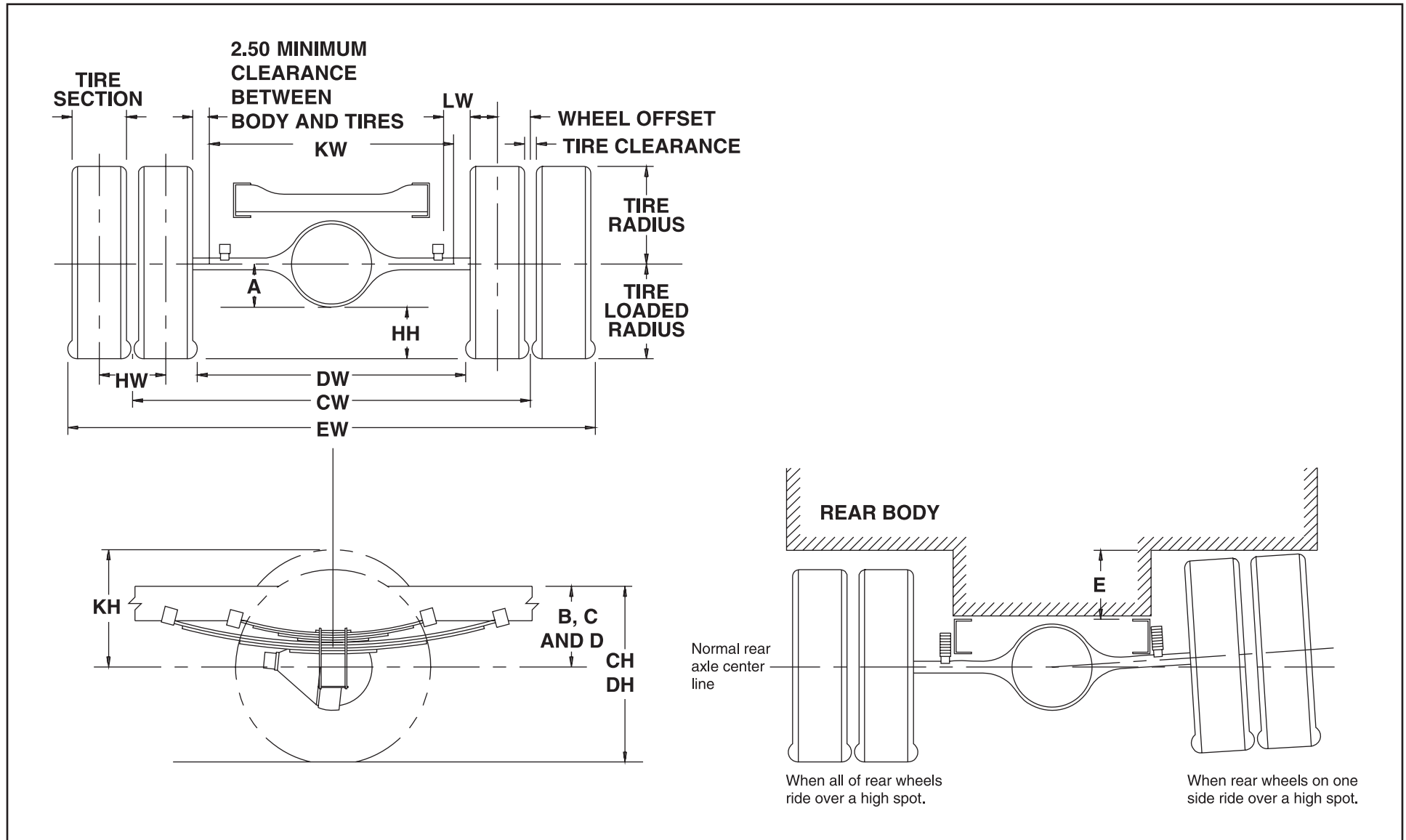
Formulas for calculating height dimensions:

- A = Tire Loaded Radius – B
- C = Centerline of Axle to Top of Frame Rail at Curb Position
- D = Centerline of Axle to Top of Frame Rail at Design Load
- CH = C + Tire Unloaded Radius
- DH = D + Tire Loaded Radius

Tire	GVWR	GAWR	A	B	C	D	CH	DH	Track	Tire Radius	
										Unload	Load
215/85R 16-E	14,500 lbs.	5,360 lbs.	7.5	6.6	12.8	11.7	27.4	25.8	65.5	14.6	14.1

(Vehicle Specifications Index Section – NPR Eco-Max Diesel – continued from previous page)

Rear Axle Chart



2011 Isuzu Truck

(Vehicle Specifications Index Section – NPR Eco-Max Diesel – continued from previous page)

Definitions			
A	Centerline of axle to bottom of axle bowl.	DW	Minimum distance between the inner surfaces of the rear tires.
B	Centerline of axle to top of frame rail at metal-to-metal position.	EW	Maximum Rear Width: Overall width of the vehicle measured at the outermost surface of the rear tires.
C	Centerline of axle to top of frame rail at curb position.		
D	Centerline of axle to top of frame rail at design load.	HH	Rear Tire Clearance: Minimum clearance between the rear axle and the ground-line.
E	Rear Tire Clearance: Minimum clearance required for tires and chain measured from the top of the frame at the vertical centerline of the rear axle, when rear wheels on one side ride over a high spot.	HW	Dual Tire Spacing: Distance between the centerlines of the minimum distance required for tire bounce as measured from the centerline of the rear axle and the top of the rear tire when one wheel rides over a high spot.
CH	Rear Frame Height: Vertical distance between the normal top of frame rail and the ground-line through the centerline of the rear axle at curb position.	CW	Track Dual Rear Wheel Vehicles: Distance between the centerlines of the dual wheels measured at the ground-line.
DH	Rear Frame Height: Vertical distance between the normal top of frame rail and the ground-line through the centerline of the rear axle at design load.		
Tire Section, Tire Radius, Tire Loaded Radius, Tire Clearance			See Tire Chart for Values

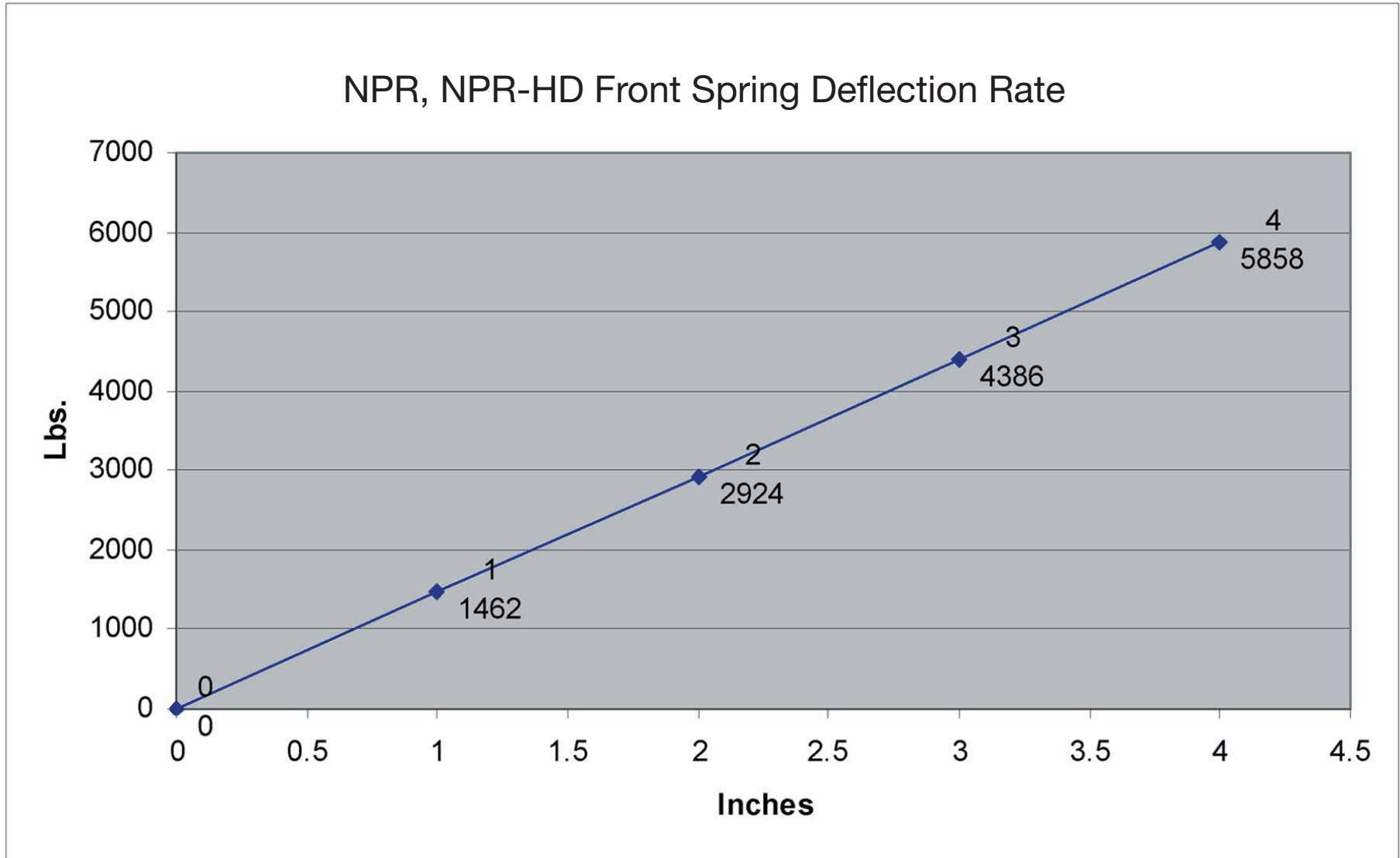
Formulas for Calculating Rear Width and Height Dimensions			
CW	= Track	HH	= Tire loaded radius – A
CH	= Tire loaded radius + C	JH	= KH – B
DH	= Tire loaded radius + D	KH	= Tire radius + 3.00 inches
DW	= Track + 2 tire sections – tire clearance	KW	= DW – 5.00 inches
EW	= Track + 2 tire sections + tire clearance	LW	= 1.00-inch minimum clearance between tires and springs

NOTE: Track and overall width may vary with optional equipment.

Tire	GAWR	Track CW	A	B	C	D	E
215/85R 16-E	8,840 lbs.	65.0	6.5	9.3	15.4	13.3	7.8

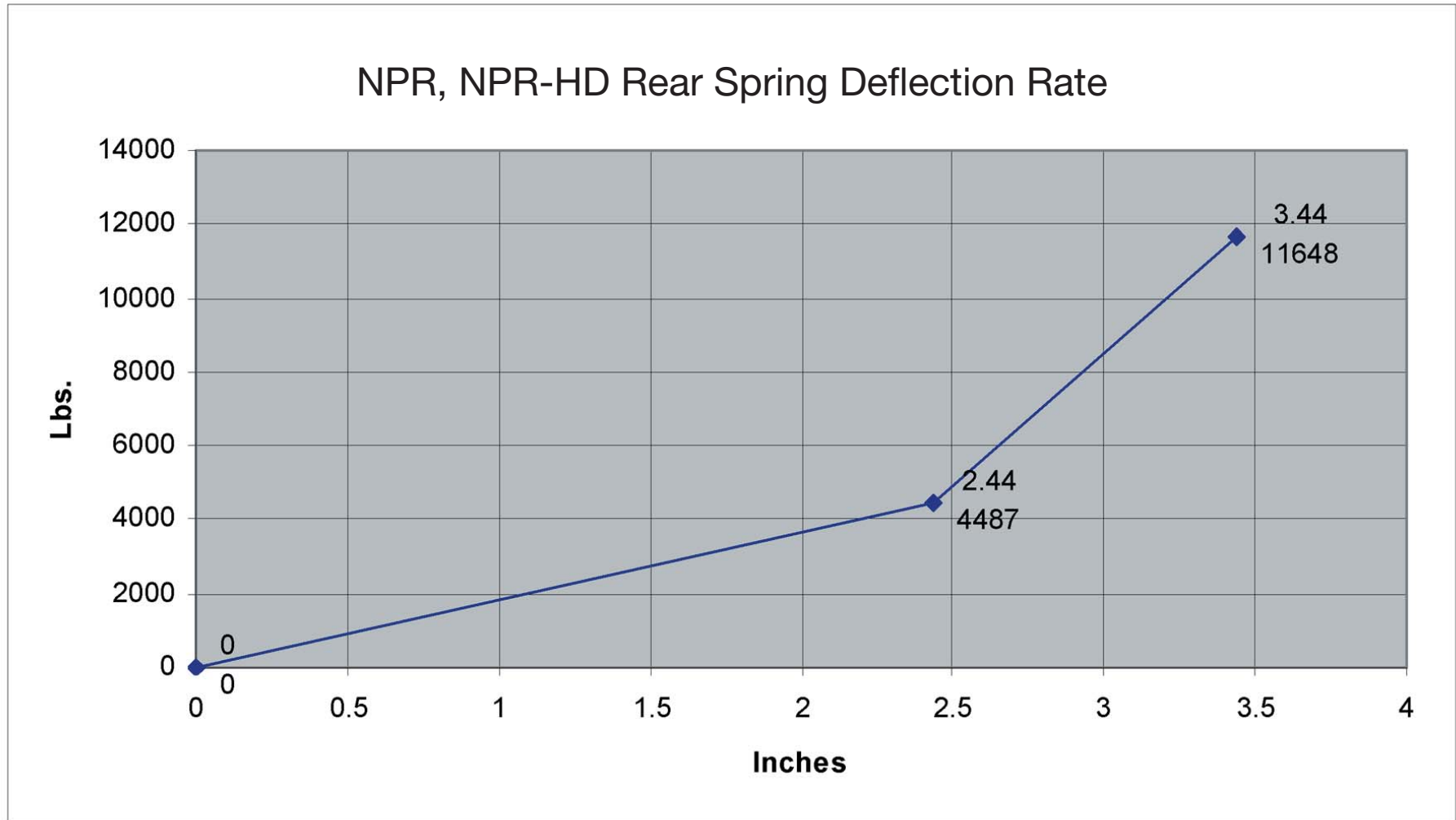
(Vehicle Specifications Index Section – NPR Eco-Max Diesel – continued from previous page)

Suspension Deflection Charts



(Vehicle Specifications Index Section – NPR Eco-Max Diesel – continued from previous page)

Suspension Deflection Charts



2011 Isuzu Truck

(Vehicle Specifications Index Section – NPR Eco-Max Diesel – continued from previous page)

Tire and Disc Wheel Chart – NPR ECO-MAX Diesel

Tire

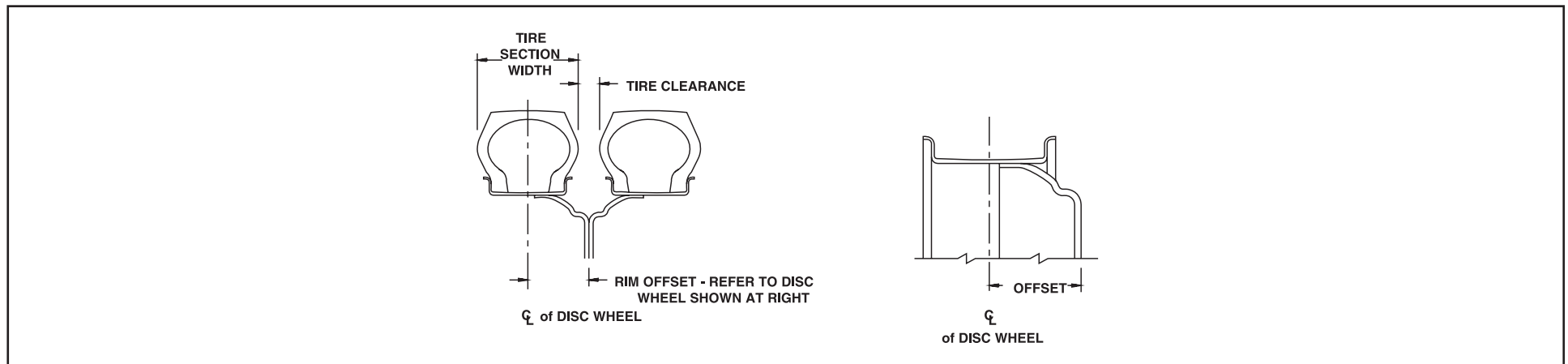
Tire Size	Tire Load Limit and Cold Inflation Pressures				Maximum Tire Load Limits		GVWR (Lb.)
	Single		Dual		Front	Rear	
	Lb.	PSI	Lb.	PSI	2 Single	4 Dual	
215/85R 16E	3,315	85	3,115	85	6,630	12,460	12,000

Tire Size	GVWR (Lb.)	Tire Radius				Tire Section Width	Tire Clearance	Design Rim Width
		Loaded		Unloaded				
		Front	Rear	Front	Rear			
215/85R 16-E	12,000	14.1	14.1	14.6	14.6	8.2	1.8	6.0

Disc Wheel

Wheel Size	Bolt Holes	Bolt Circle Dia.	Ft./Rr. Nut Size*	Rear Stud Size*	Nut/Stud Torque Specs.	Inner Circle	Outside Offset	Disc Thickness	Rim Type	Material Mfg.
16 x 6 K	6 JIS	8.75	1.6142 (41 mm) BUD HEX	0.8268 (21 mm) SQUARE	325 ft-lb. (440 N•m)	6.46	5.0	0.37	5° DC	Steel TOPY

*O.D. Wrench Sizes



(Vehicle Specifications Index Section – NPR Eco-Max Diesel – continued from previous page)

Propeller Shaft

WB	PLANE VIEW	SIDE VIEW
110		
133.7		
133.7		



Wheelbase	A	B	C	D
	Auto. Trans.	Auto. Trans.	Auto. Trans.	Auto. Trans.
110 in.	—	2.6	—	5.4
133.7 in.	0.9	2.4	1.9	3.6
151.4 in.	0.5	2.4	0.1	3.6

NOTE: All driveline angles are at unloaded condition (curb position with typical cargo body).

2011 Isuzu Truck

(Vehicle Specifications Index Section – NPR Eco-Max Diesel – continued from previous page)

Wheelbase	110	133.7	151.4
No. of Shafts	1	2	2
Trans. Type	6A/T	6A/T	6A/T
Shaft #1 O.D.	3.18"	3.18"	3.18"
Thickness	0.0906"	0.0906"	0.0906"
Length	42.17	30.20	47.52
Type	D	B	B
Shaft #2 O.D.	N/A	3.18"	3.18"
Thickness	N/A	0.0906"	0.0906"
Length	N/A	43.82"	44.21"
Type	N/A	D	D

Type	Description	Model	Illustration
Type B	1 st shaft in 2 piece driveline	P26	
Type D	1 st shaft 1 piece driveline 2 nd shaft 2 piece driveline	P26	

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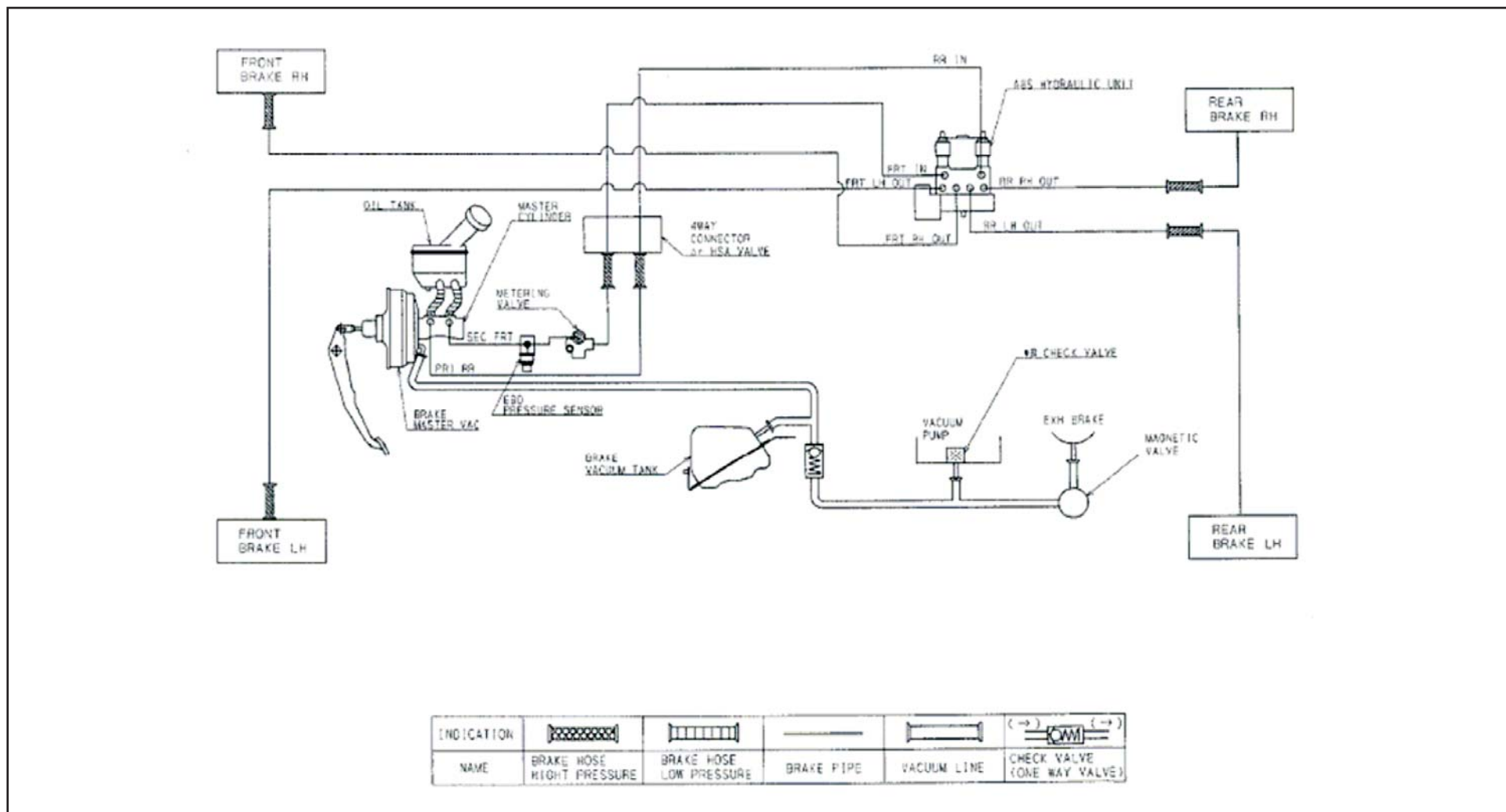
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(Vehicle Specifications Index Section – NPR Eco-Max Diesel – continued from previous page)

Brake System Diagram, 12,000 GVW

Vacuum Over Hydraulic

Please refer to Introduction Section of book for antilock system cautions and wheelbase modification requirements.



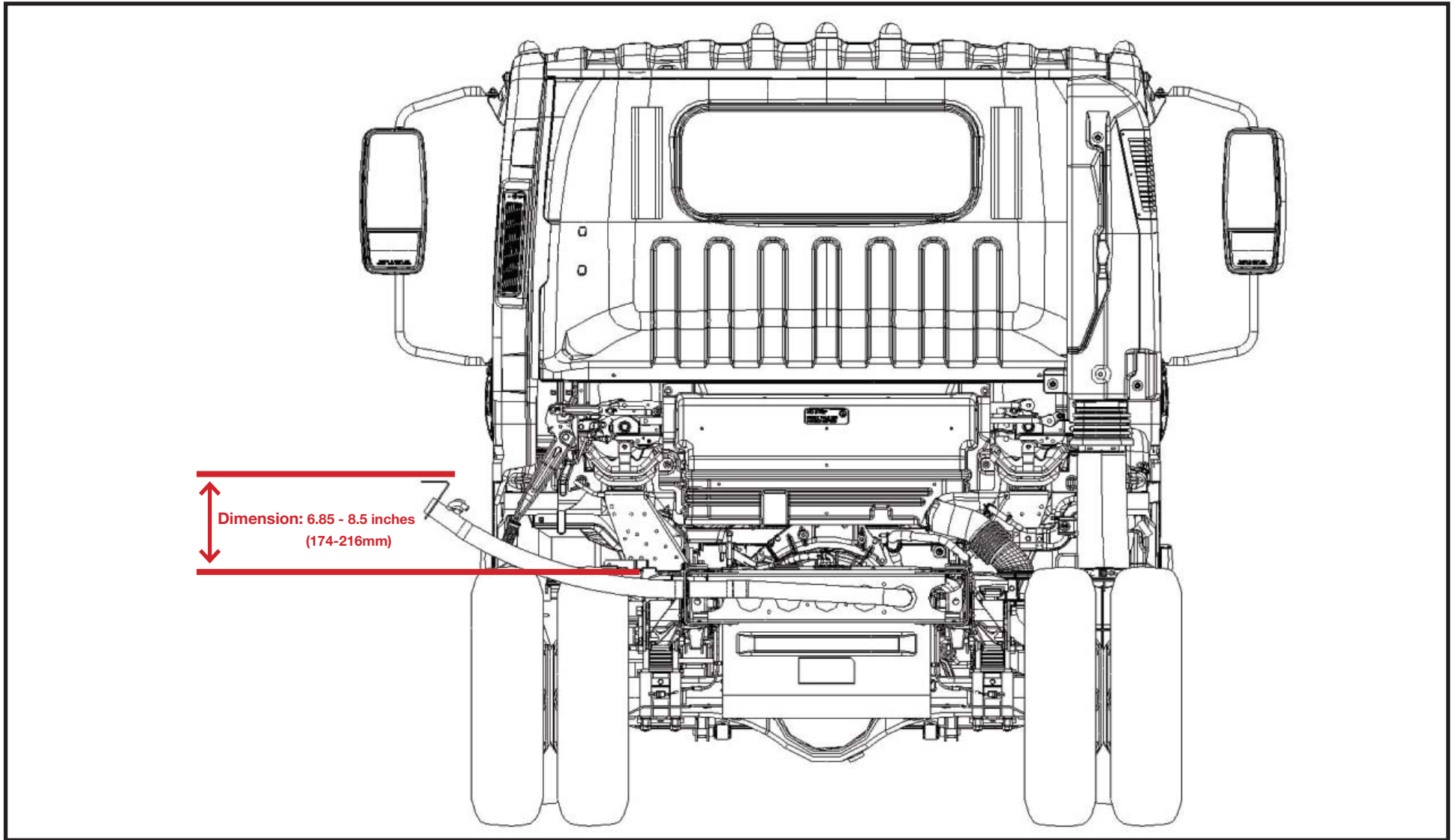
In-Frame Diesel Fuel Fill

Installation Instructions

1. Disconnect battery.
2. Loosen hose from the tie downs. Remove caps from plate on rail.
3. Install hoses onto the plate.
4. Extend hose out from the driver side of the rail to body rail.
5. The filler neck must be mounted to allow the fill plate bracket to be parallel to the frame horizontal (see figure 4).
6. Cover with protector wrap and secure with tie wraps.
7. Filler hose is set for 96 inches outside width body.
8. Filler neck (dimension A) must be between 6.85 inches and 8.5 inches above frame.
9. Secure the filler plate to the bottom of the body and check for leaks.
10. Ensure that fill hose does not sag, creating an area where the fuel could pool in the fill hose.
11. Reconnect battery.

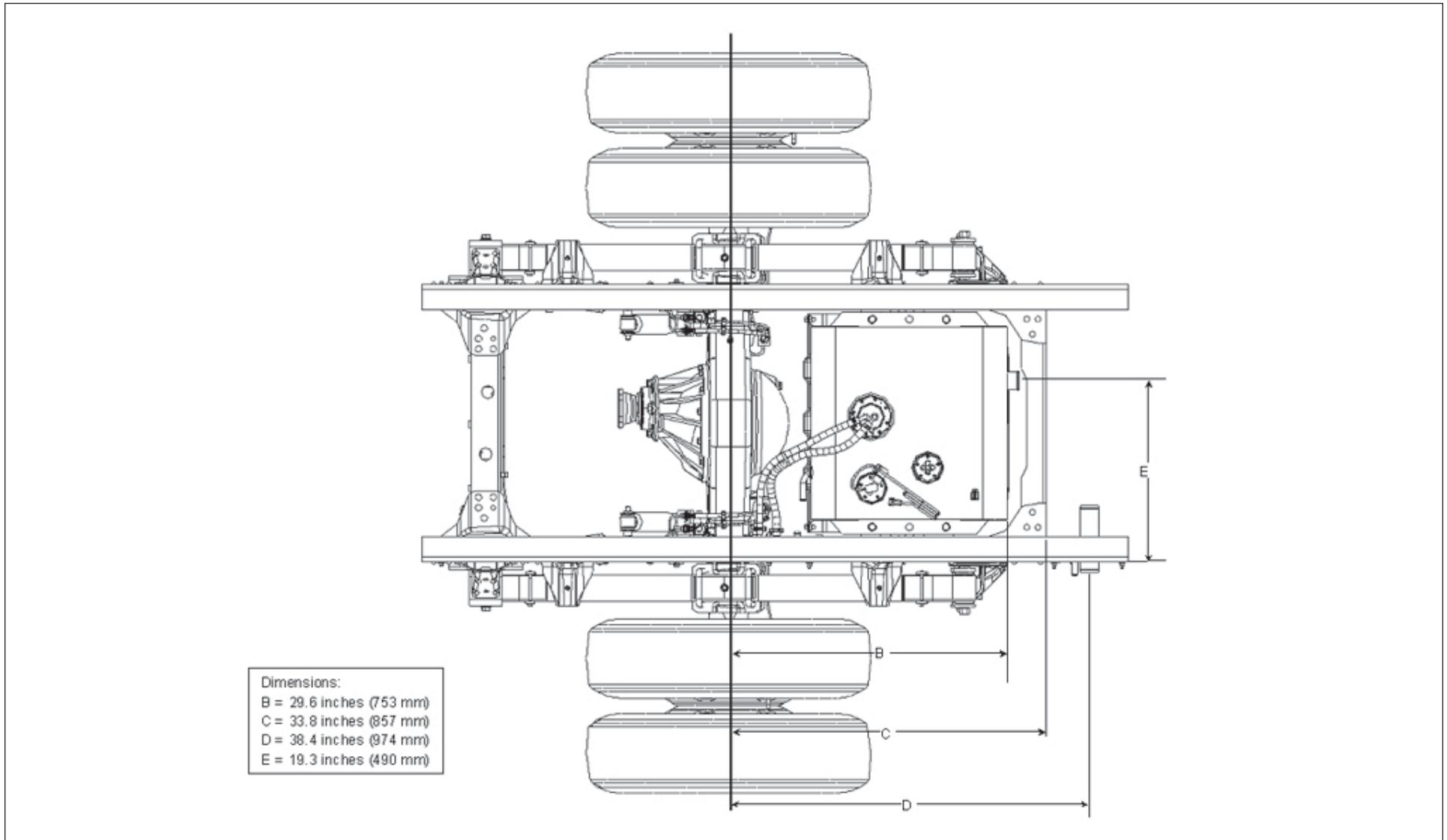
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Rear View Fuel Fill



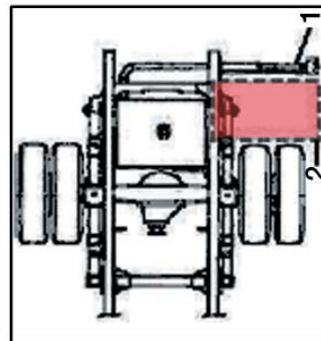
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Top View Fuel Fill



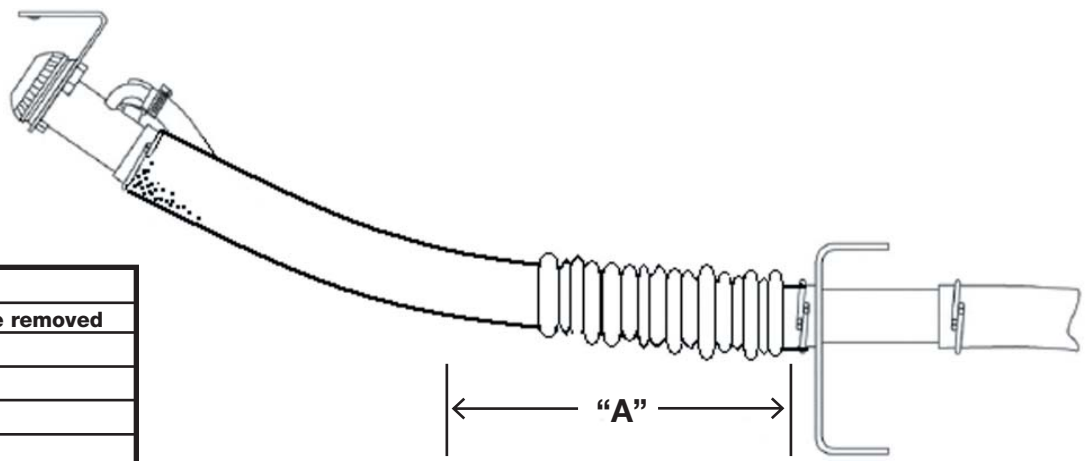
(Vehicle Specifications Index Section – NPR Eco-Max Diesel – continued from previous page)

Hose Modification for Various Width Bodies and fuel fill vent Protection



Fuel fill vent and neck should be protected from road spray

- 1. FUEL FILLER NECK
- 2. RECOMMENDED MUD FLAP MOUNTING AREA (RED ZONE).



NPR	
Body Width	Hose to be removed
96 remove	1 inches
90 remove	4 inches
86 remove	6 inches
80 remove	9 inches

NOTE: Shorten hose by “A Dimension” based on chart at left.

(Vehicle Specifications Index Section – NPR Eco-Max Diesel – continued from previous page)

Ultra Low Sulfur Diesel Label

**Per EPA Title 40, Part 86, 86:007—35(c),
The decal illustrated below must be installed on the vehicle.
The decal is included in the fuel fill parts box.**

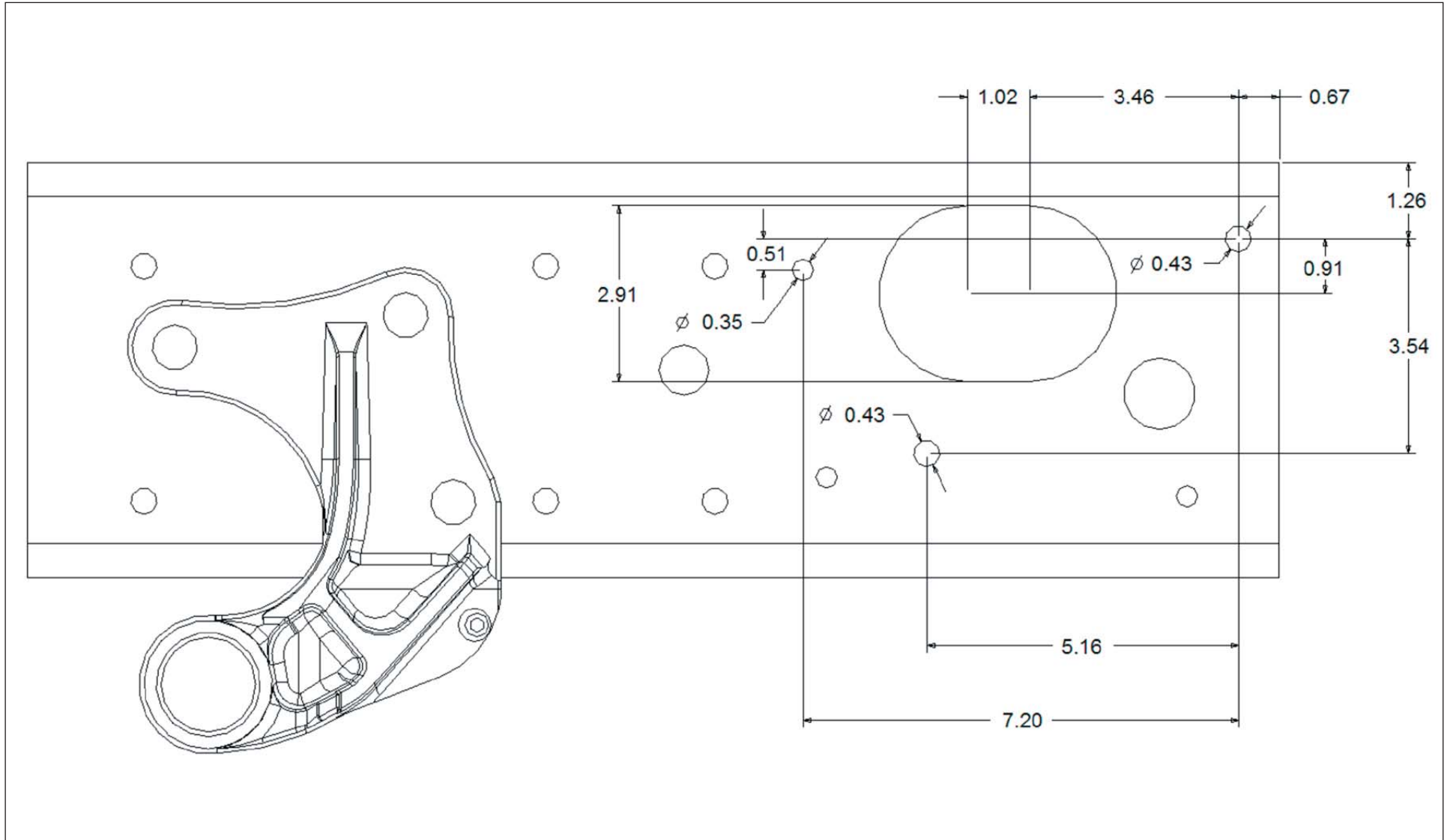


INSTRUCTIONS FOR DECAL PLACEMENT:

1. The decal must be placed as close as possible to the fuel inlet and be **clearly visible**.
 2. The decal should be placed above or to the side of the fuel cap to avoid corrosion by possible contact with fuel.
 3. The decal may be placed on aerodynamic fairings, bodies, etc. as long as the decal is clearly visible and in close proximity to the fuel inlet.
 4. For installed bodies that have a fuel door, the decal should be placed above or to the side of the fuel door.
- Thoroughly clean the area of all grease, dirt, etc. before application of the decal. Apply the decal at room temperature, 65° to 75° F.

(Vehicle Specifications Index Section – NPR Eco-Max Diesel – continued from previous page)

Through the Rail Fuel Fill Frame Hole



(Vehicle Specifications Index Section – NPR Eco-Max Diesel – continued from previous page)

2011 Model Year N-Diesel Fuel Filler Kit Instructions

Several important changes have been made to the fuel filler kit on Isuzu N-series diesel products for the 2011 model year. Please review these instructions prior to installation of the fuel filler kit.

Parts Kit: There are two separate parts kits used for the 2011 model year N-diesel products. Fuel filler kit part number 898171 9090 is used for 14,500 lb and higher GVWR chassis (NPR-HD, NQR, NRR), For reference kit part number 898171 9080 is used for 12,000 lb GVWR chassis (NPR models). Parts list is shown in **Tables 1**. Parts photos are shown in **Figure 1**.

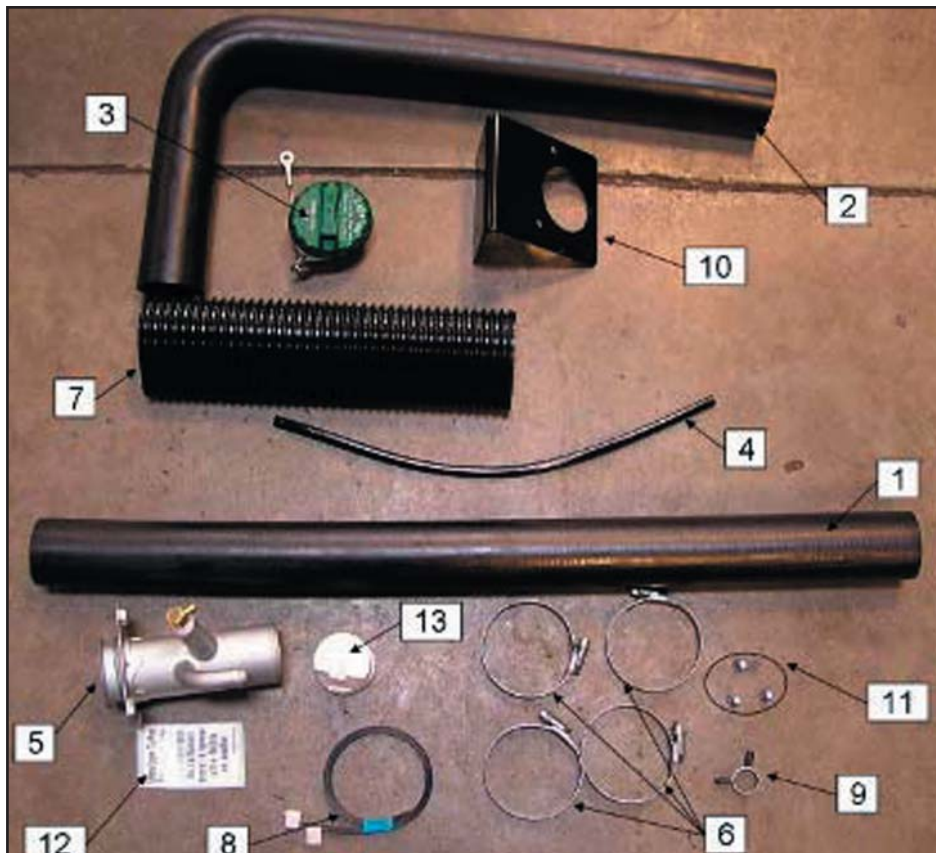


Figure 1

FUEL FILLER KIT, NPR		898171 9080	
ITEM #	PART NAME	PART #	QTY
1	HOSE: FUEL FILLER NECK	898171 212Y	1
2	HOSE: FUEL FILLER	898006 450Y	1
3	CAP: FILLER	897218 702Y	1
4	HOSE: ROLL-OVER VALVE	898164 876Y	1
5	NECK ASM: FUEL FILLER	898164 877Y	1
6	CLIP: JOINT	898133 349Y	4
7	PROTECTOR: FILLER HOSE	897114 063Y	1
8	CLIP: BAND, HOSE FIXING	109707 107Y	2
9	CLIP: RUBBER, HOSE	894242 034Y	1
10	BRACKET: FILLER NECK	897116 621Y	1
11	SCREW: FILLER NECK	897581 217Y	3
12	CAUTION PLATE	898070 422Y	1
13	SHUTTER: FUEL TANK	898164 404Y	1

Table 1

(Vehicle Specifications Index Section – NPR Eco-Max Diesel – continued from previous page)

Installation Instructions and Considerations:

The fuel tank shutter valve (13) is a new component for 2011 model year. This component is meant to improve fuel splash-back performance of the fuel system, and must be installed in the tank for all 2011 model year N-diesel vehicles. This plastic valve snaps into place in the inlet of the fuel tank. The valve should be installed so that the plastic clip is at the top of the valve, so that the flap door opens up, as shown in **Figures 2 and 3** below.

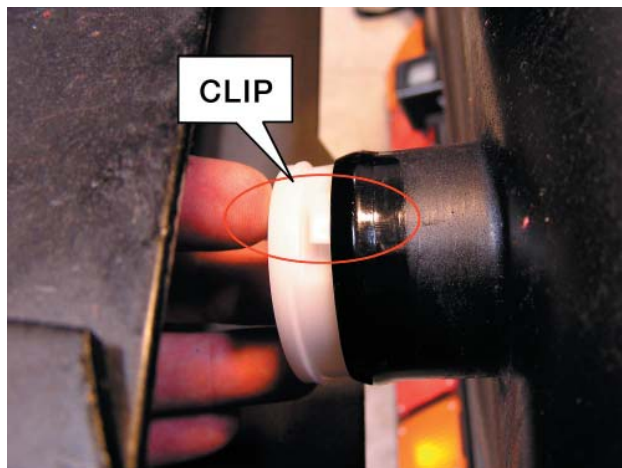


Figure 2



Figure 3

The fuel filler hose should be installed flush against the tank. The clamp should be installed between 1/16" and 3/8" from the tank. This is shown in **Figure 4** below.

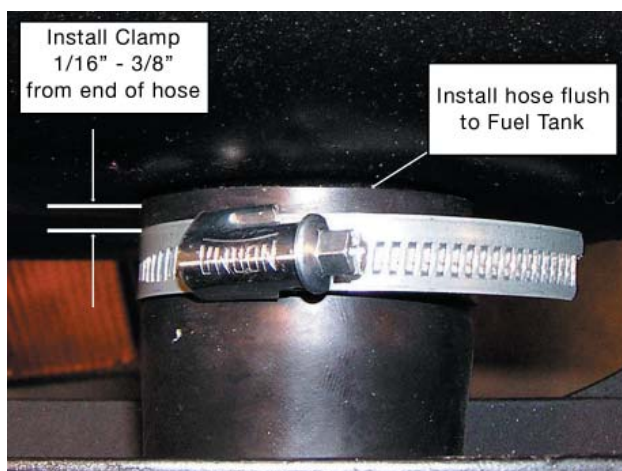
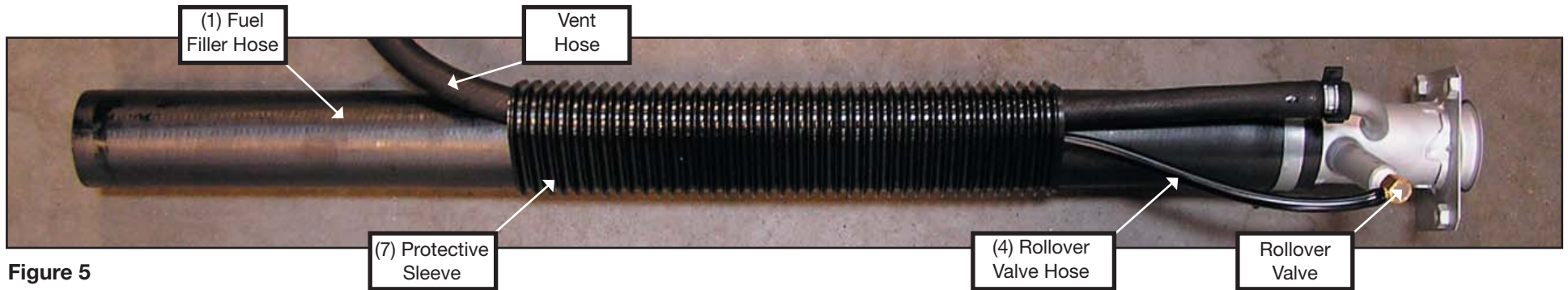


Figure 4

(Vehicle Specifications Index Section – NPR Eco-Max Diesel – continued from previous page)

Roll-Over Valve Tubing

New for 2011 model year, the roll-over valve has a hose attachment that will make this valve less sensitive to water intrusion. In order for the valve to work properly, it is critical that the hose be installed to the rollover valve. The proper assembly of the outer hose is shown in **Figure 5**.



Filler Neck Installation:

The fuel filler neck (5) must be installed with the proper orientation on the body. The neck should be installed with the roll-over valve pointing upward, with the bottom edge of the neck oriented parallel to the ground, plus or minus 33, minus 7 degrees. See **Figure 6** for the proper orientation.

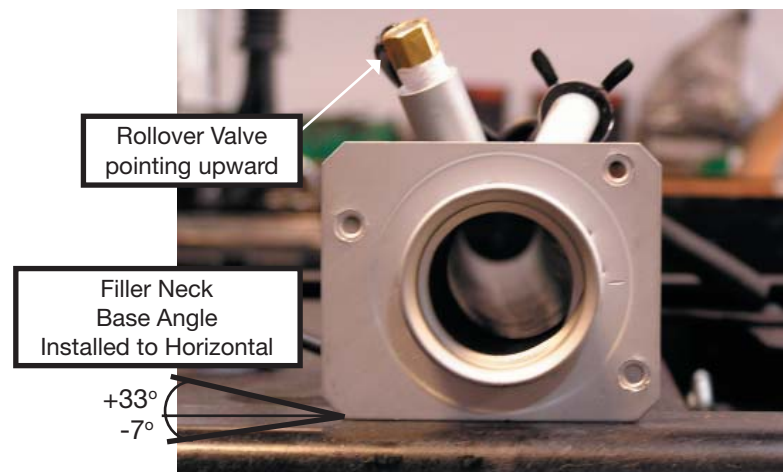


Figure 6

NPR HD Diesel Specifications

MODEL	2011 MY NPR HD Diesel
GVWR	14,500 lb
WB	109 in, 132.5 in, 150 in. 176 in.
ENGINE	Isuzu 4-cylinder, in-line 4-cycle, turbocharged, intercooled, direct injection diesel.
Model/Displacement	4HK1-TC/317 CID (5.19 liters)
HP (Gross)	14,500 GVWR 210 HP @ 2550 RPM w Automatic Transmission 14,500 GVWR 190 HP @ 2650 RPM w Manual Transmission
Torque (Gross)	14,500 GVWR 441 lb/ft torque @ 1850 RPM w/ Automatic Trans 14,500 GVWR 376 lb/ft torque @ 1600 RPM w/ Manual Trans
Equipment	Dry element air cleaner with vertical intake; 2 rows 564 in ² . radiator; 7 blade 20.1in diameter fan with viscous drive. Cold weather starting device and an oil cooler. Engine oil level check. Engine warning system with audible warning for low oil pressure, high coolant temperature, and low coolant level. Engine cruise control and engine idle up function. Rear engine cover.
TRANSMISSION	Aisin A465 6 speed automatic transmission with fifth and sixth gear overdrive with lock up in 2nd, 3rd, 4th, 5th and 6th. PTO capability with automatic torque converter lockup in stationary PTO mode. Optional MZZ 6 speed manual transmission.
STEERING	Integral power steering 18.8-20.9:1 ratio. Tilt and telescoping steering column.
FRONT AXLE	Reverse Elliot 1" -Beam rated at 6,830 lb.
Suspension	Semi-elliptical steel alloy tapered leaf springs with stabilizer bar and shock absorbers.
GAWR	5,360 lb.
REAR AXLE	Full floating single speed with hypoid gearing rated at 14,550 lb.
Suspension	Semi-elliptical steel alloy multi-leaf springs and shock absorbers.
GAWR	9,880 lb
WHEELS	16x6.0-K 6 hole disc wheels, painted white.
TIRES	215/85R-16E (10 pr) tubeless steel belted radials, all season front and rear.

BRAKES	Dual circuit vacuum assisted hydraulic service brakes with EBD (Electronic Brake Distribution) system for load proportioning of the brake system front disc and self-ad just outboard mounted drum rear. The parking brake is a mechanical, cable actuated, internal expanding drum type, transmission mounted. The exhaust brake is standard and is vacuum operated. 4 channel anti-lock brake system.
FUEL TANK	30 gal. rectangular steel fuel tank mounted in frame rail behind rear axle. Fuel water separator with indicator light on instrument cluster.
FRAME	Ladder type channel section straight frame rail 33.5 in wide through the total length of the frame. Yield strength 44,000 psi, section modulus 7.20 in ³ . RBM 316,800.
CAB	All steel low cab forward, BBC 70.7 in, 45° mechanical tilt with torsion assist.
Equipment	TRICOT and JERSEY KNIT combination cloth covered high back driver's seat with two occupant passenger seat. Dual cab mounted exterior mirrors with integral convex mirror, AM/FM CD stereo radio. Tilt and telescoping steering column. Power windows and door locks, floor mats, tinted glass.
ELECTRICAL	12 Volt, negative ground, dual maintenance free batteries, 750 CCA each, 110 Amp alternator with integral regulator.
OPTIONS	Air deflector roof mounted, Fire extinguisher and triangle kit mounted in rear organizer, Engine Block Heater Engine oil pan heater (120v 300w), Engine shutdown system HWT, LWL, LOP, 33 Gallon fuel tank mounted on RH rail in place of in rail tank (176 wb only), Wheel simulators, AM/FM/CD Radio Delete, PTO Enable Switch and an Engine Idle Up Switch recommended for PTO applications only, Heated mirrors, Seat covers standard cab, Rear Body Dome Lamp Switch, Back up alarm, Engine Idle shut down, Mirror bracket for 102 inch wide body, and Chrome Grille.
	NOTE: These selected specifications are subject to change without notice.

2011 Isuzu Truck

(Vehicle Specifications Index Section – NPR HD Diesel – continued from previous page)

Vehicle Weights, Dimensions and Ratings

Variable Chassis Dimensions:

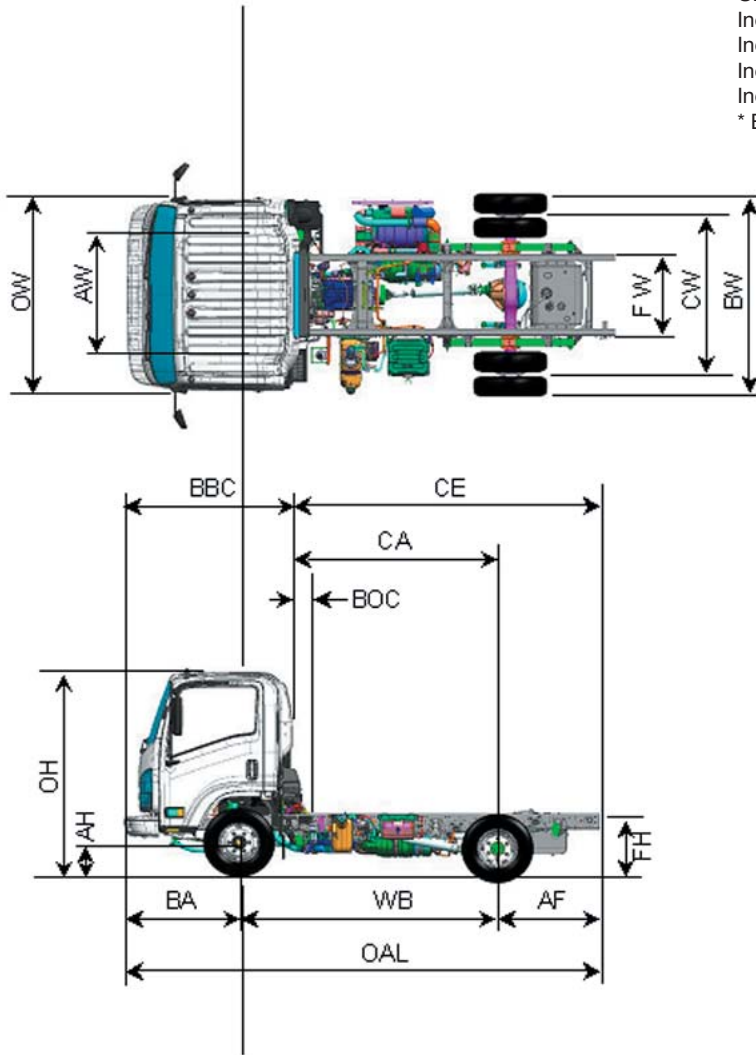
Unit	WB	CA*	CE*	OAL	AF
Inch	109.0	86.5	129.6	200.5	43.1
Inch	132.5	110.0	153.1	224.0	43.1
Inch	150.0	127.5	170.6	241.5	43.1
Inch	176.0	153.5	196.6	267.5	43.1

* Effective CA & CE are CA or CE less BOC.

Dimension Constants:

Code	Inches	Code	Inches
AH	7.5	BW	83.3
AW	65.6	CW	65.0
BA	48.3	FW	33.5
BBC	70.7	OH	90.8
BOC	7.7/10.2	OW	81.3
FH	31.1		

* BOC 7.7 in. w/ 109.0 and 132.5 wb
BOC 10.2 in. w/ 150.0 and 176.0 wb



In-Frame Tank

14,500 lb GVWR Manual Transmission Model

Chassis Curb and Maximum Payload Weights

Model	WB	Unit	Front	Rear	Total	Payload
NE1	109.0 in	lb	3973	2136	6109	8391
NE2	132.5 in	lb	4057	2147	6204	8296
NE3	150.0 in	lb	4123	2125	6248	8252
NE4	176.0 in	lb	4173	2134	6307	8193

In-Frame Tank

14,500 lb GVWR Automatic Transmission Model

Chassis Curb and Maximum Payload Weights

Model	WB	Unit	Front	Rear	Total	Payload
NF1	109.0 in	lb	4012	2152	6164	8336
NF2	132.5 in	lb	4098	2161	6259	8241
NF3	150.0 in	lb	4165	2138	6303	8197
NF4	176.0 in	lb	4215	2147	6362	8138

Side Mounted Tank

14,500 lb GVWR Automatic Transmission Model

Chassis Curb and Maximum Payload Weights

Model	WB	Unit	Front	Rear	Total	Payload
NF4	176.0 in	lb	4358	2002	6360	8140

Side Mounted Tank

14,500 lb GVWR Manual Transmission Model

Chassis Curb and Maximum Payload Weights

Model	WB	Unit	Front	Rear	Total	Payload
NE4	176.0 in	lb	4316	1989	6305	8195

2011 Isuzu Truck

(Vehicle Specifications Index Section – NPR HD Diesel – continued from previous page)

Vehicle Weight Limits:

GVWR

Designed Maximum 14,500 lbs.

GAWR, Front 5,360 lbs.

GAWR, Rear 9,880 lbs.

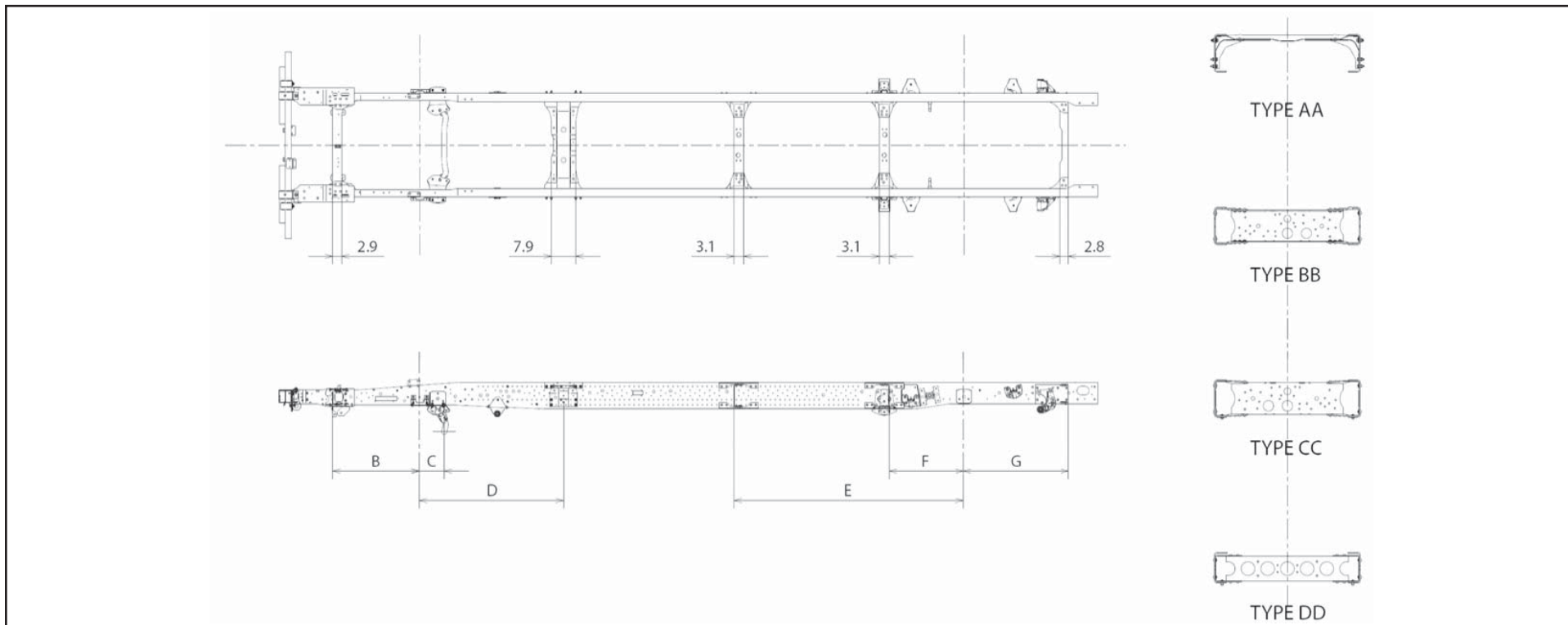
Technical Notes:

Chassis Curb Weight reflects standard equipment and fuel but no driver or payload.

Maximum Payload Weight is the allowed maximum for equipment, body, payload and driver and is calculated by subtracting chassis curb weight from the GVWR.

(Vehicle Specifications Index Section – NPR HD Diesel – continued from previous page)

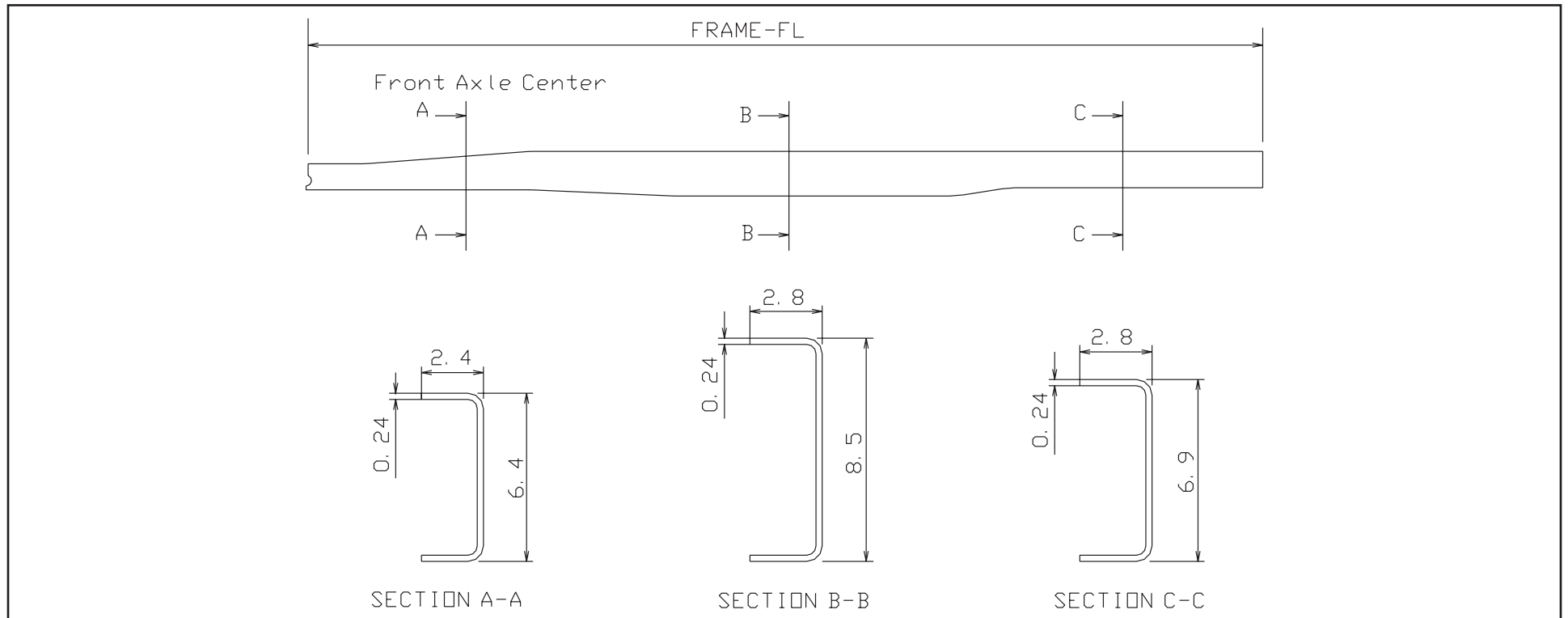
Frame and Crossmember Specifications



Wheelbase	Frame Thickness	Crossmember Type/Location									
		B	C	D		E		F		G	
109	0.24	28.3	7.9	AA	46.5	-		CC	24.2	DD	33.8
132.5	0.24	28.3	7.9	AA	46.5	BB	57.5	CC	24.2	DD	33.8
150	0.24	28.3	7.9	AA	46.5	BB	57.9	CC	24.2	DD	33.8
176	0.24	28.3	7.9	AA	46.5	BB	74.4	CC	24.2	DD	33.8

(Vehicle Specifications Index Section – NPR HD Diesel – continued from previous page)

Frame Chart



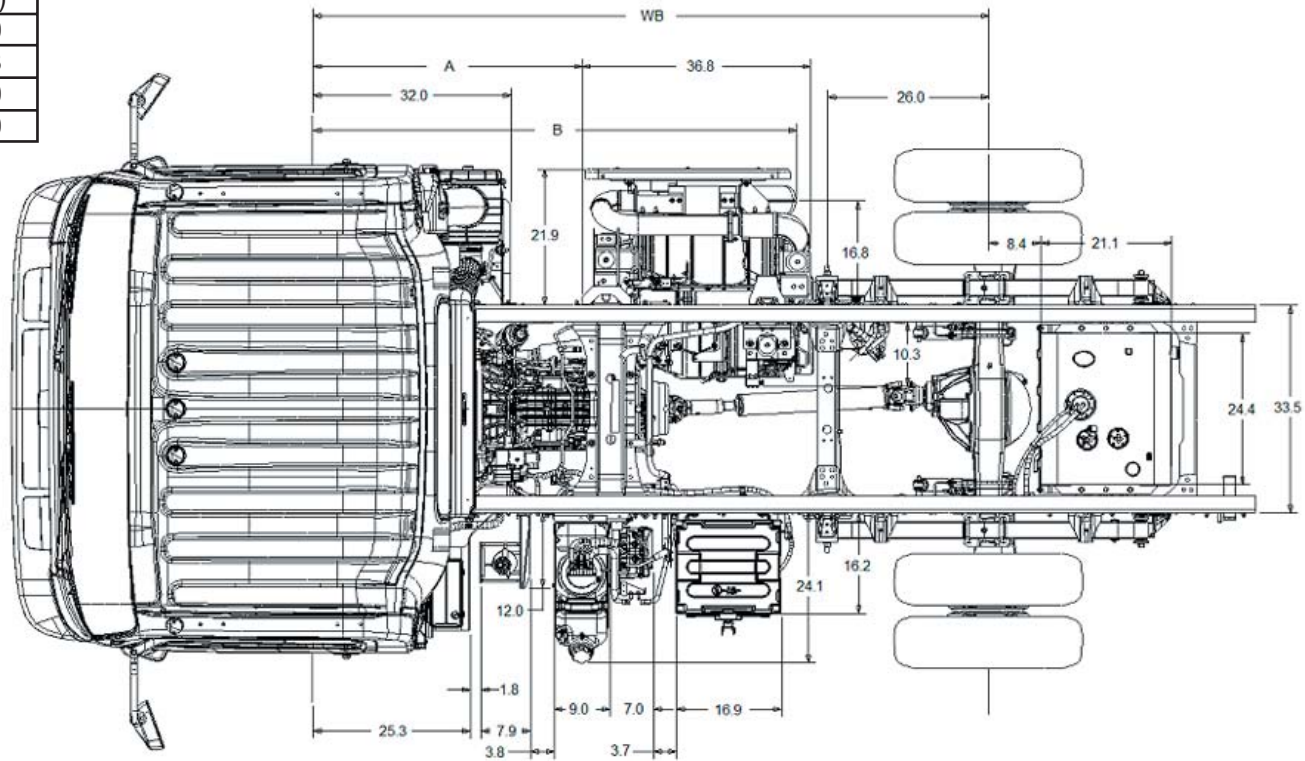
Wheelbase	Frame FL	Frame Thickness
109.0	182.5	0.24
132.5	206.1	0.24
150.0	223.8	0.24
176.0	249.8	0.24

2011 Isuzu Truck

(Vehicle Specifications Index Section – NPR HD Diesel – continued from previous page)

2011 Model Year NPR-HD Diesel Standard Cab - Top View

WB(in)	A (in)	B (in)
110	43.4	78.0
132.5	49.7	84.3
150	4.34	78.0
176	43.4	78.0

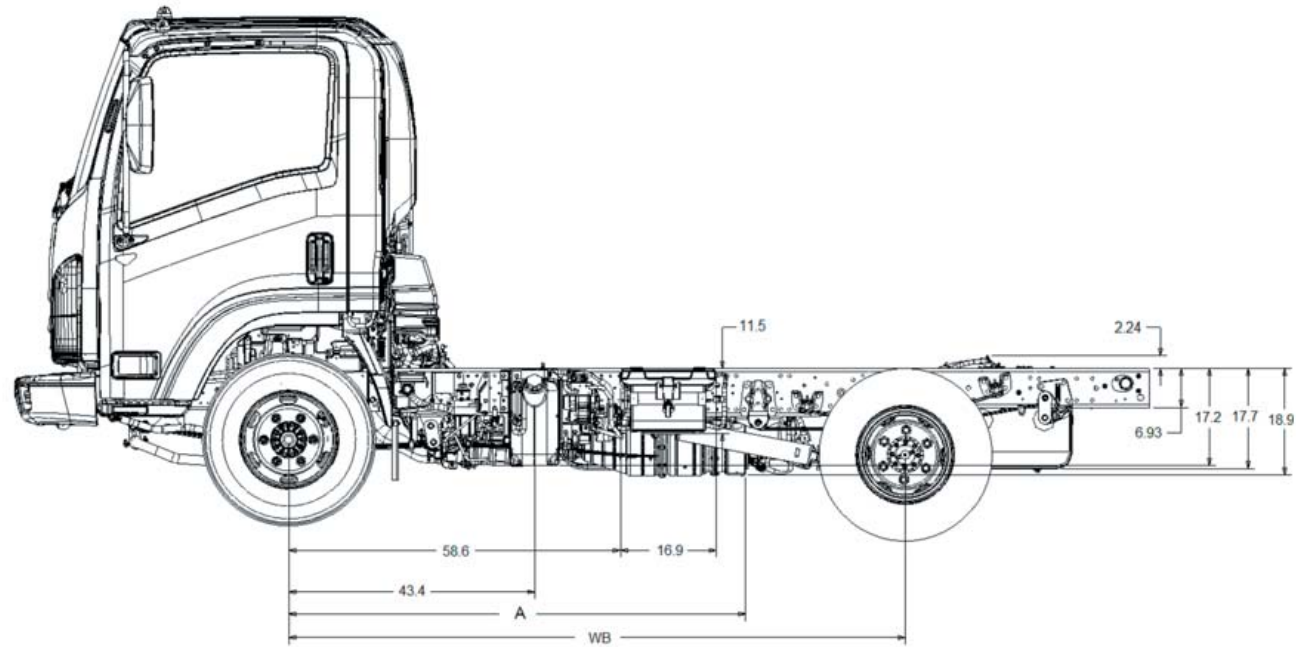


2011 Isuzu Truck

(Vehicle Specifications Index Section – NPR HD Diesel – continued from previous page)

2011 Model Year NPR-HD Diesel Standard Cab - Left Side View

WB(in)	A (in)
109	80.7
132.5	87.0
150	80.7
176	80.7

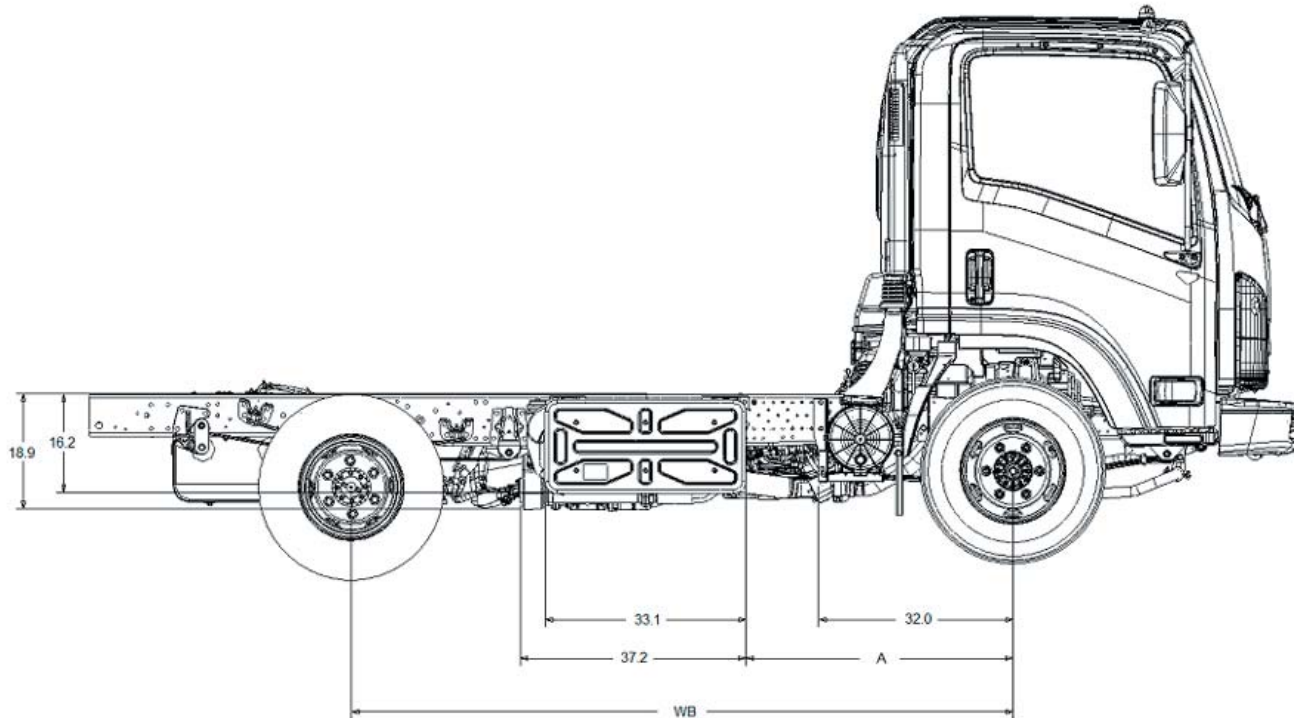


2011 Isuzu Truck

(Vehicle Specifications Index Section – NPR HD Diesel – continued from previous page)

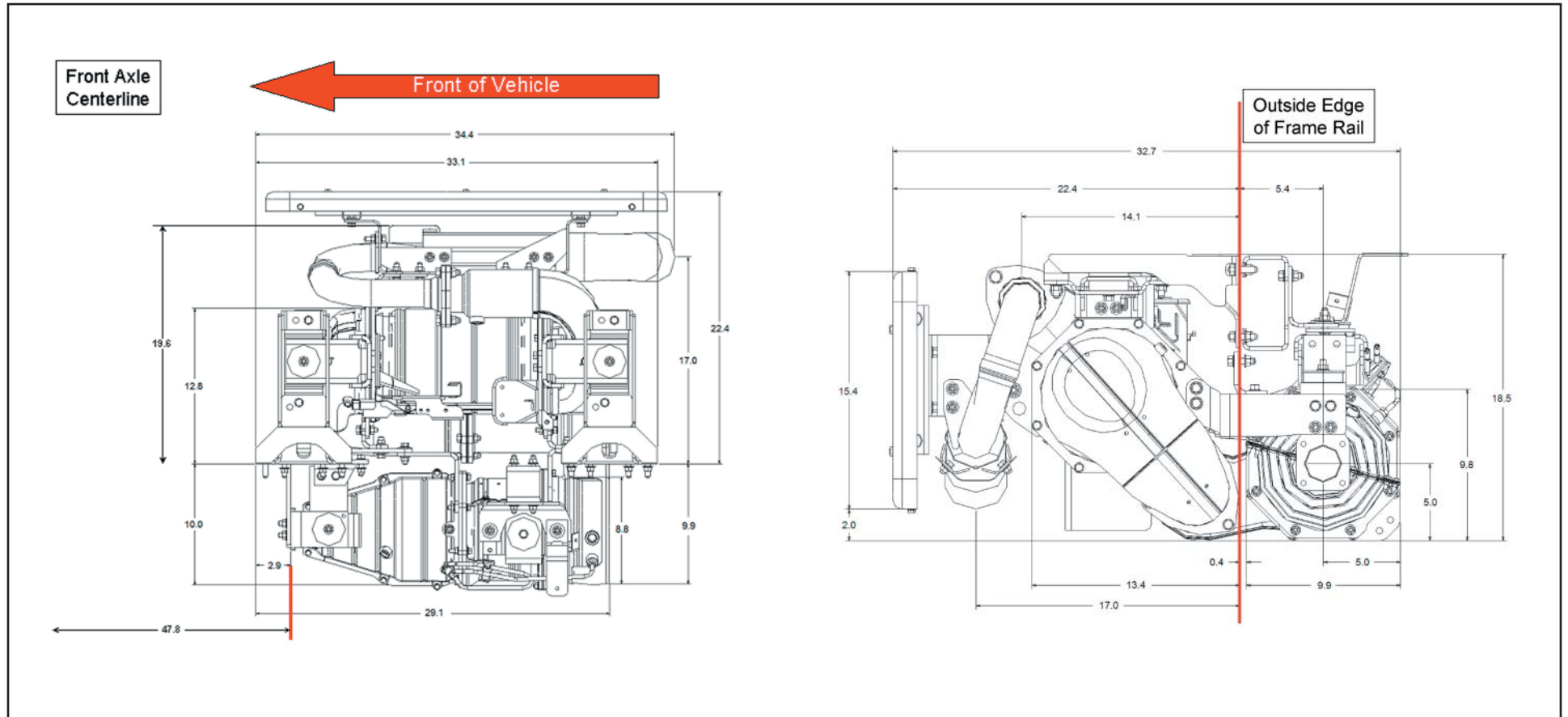
2011 Model Year NPR-HD Diesel Standard Cab - Right Side View

WB(in)	A (in)
109	44.0
132.5	50.3
150	44.0
176	44.0



(Vehicle Specifications Index Section – NPR HD Diesel – continued from previous page)

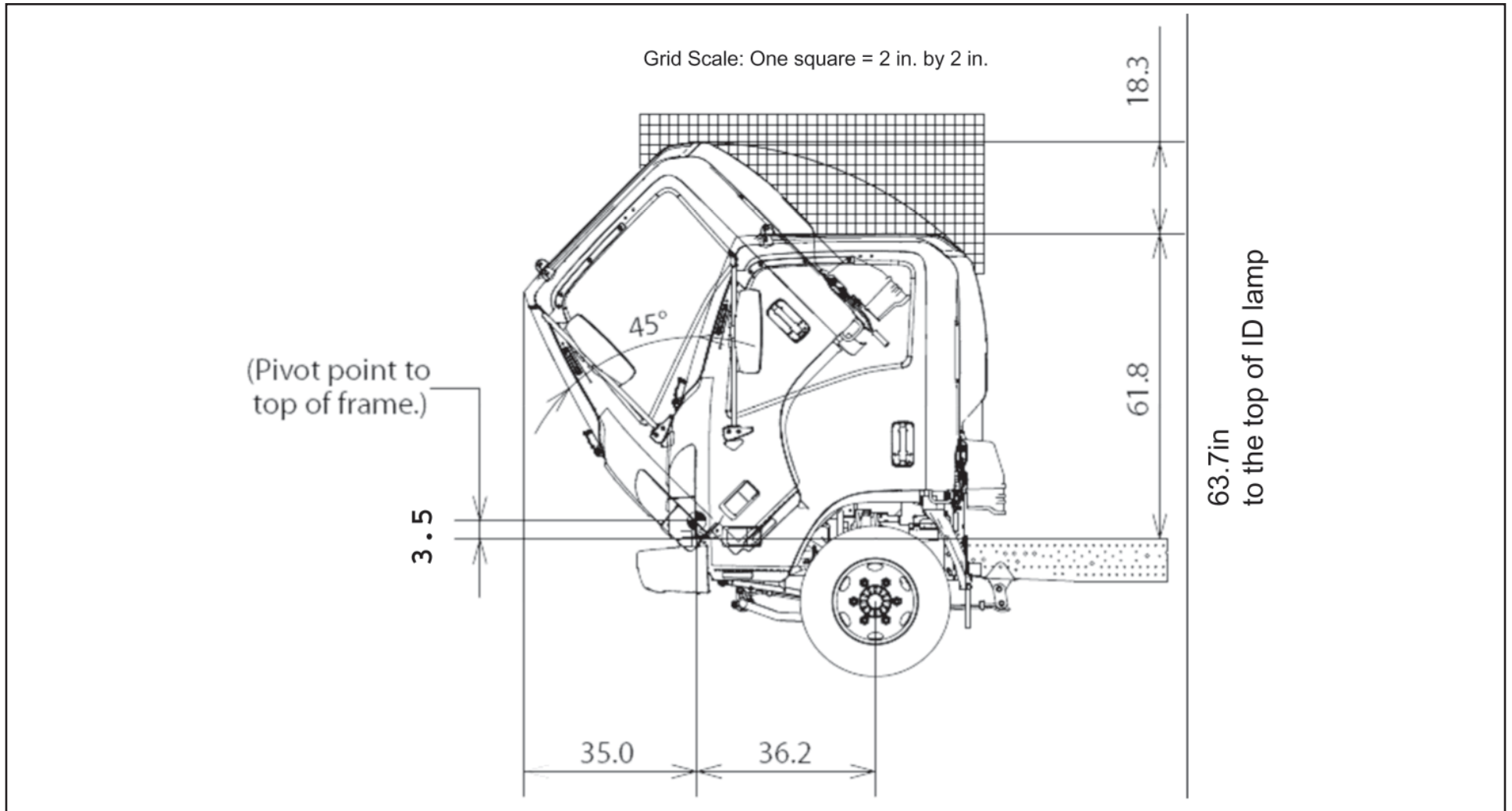
Auxiliary Views - SCR / DPF



2011 Isuzu Truck

(Vehicle Specifications Index Section – NPR HD Diesel – continued from previous page)

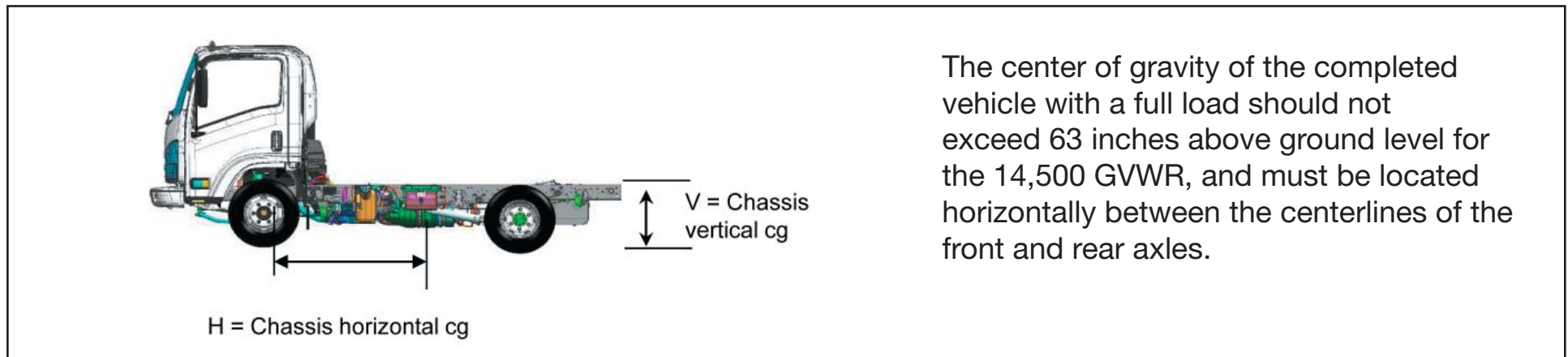
Cab Tilt



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(Vehicle Specifications Index Section – NPR HD Diesel – continued from previous page)

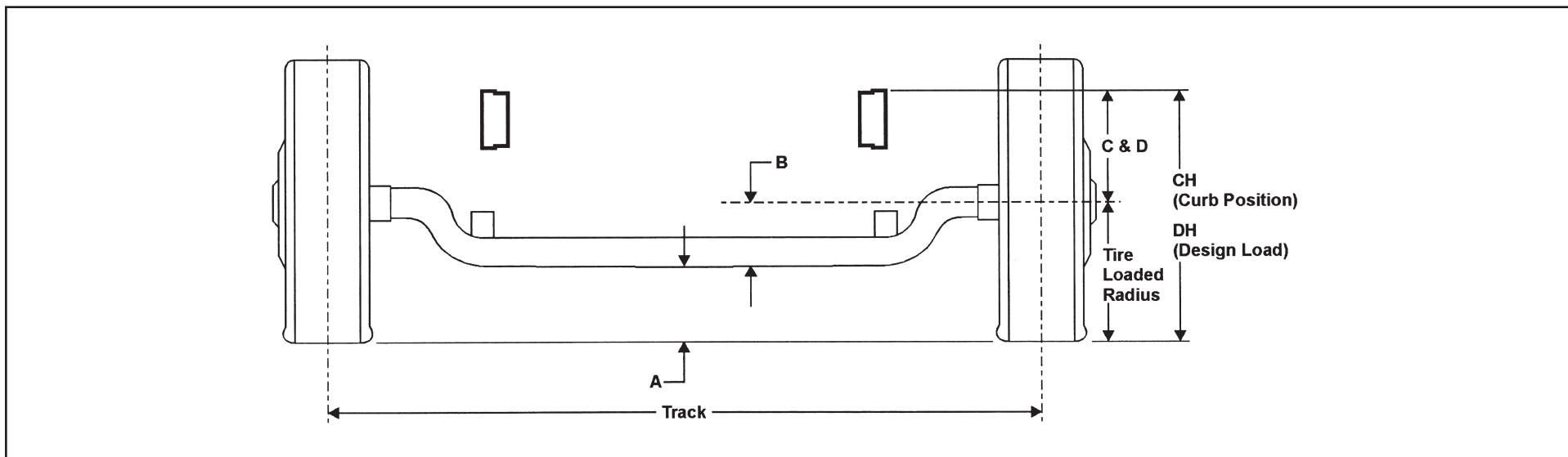
Horizontal and Vertical CG of Chassis			
WB	V	H	H
		in frame tank	side tank
110	22.2	36.2	N/A
132.5	22.1	42.7	N/A
150	22.0	47.7	N/A
176	22.0	55.0	50.3



NOTE: The maximum dimensions for a body installed on the N/W Series are 102 inches wide (outside*) by 91 inches high (inside). Any larger body applications must be approved by Isuzu Commercial Trucks of America (ICTA) Application Engineering. In the West Coast call 1-562-229-5240 and in the East Coast call 1-770-740-1620 x262. (* with 102 inches wide mirror brackets installed)

(Vehicle Specifications Index Section – NPR HD Diesel – continued from previous page)

Front Axle Chart



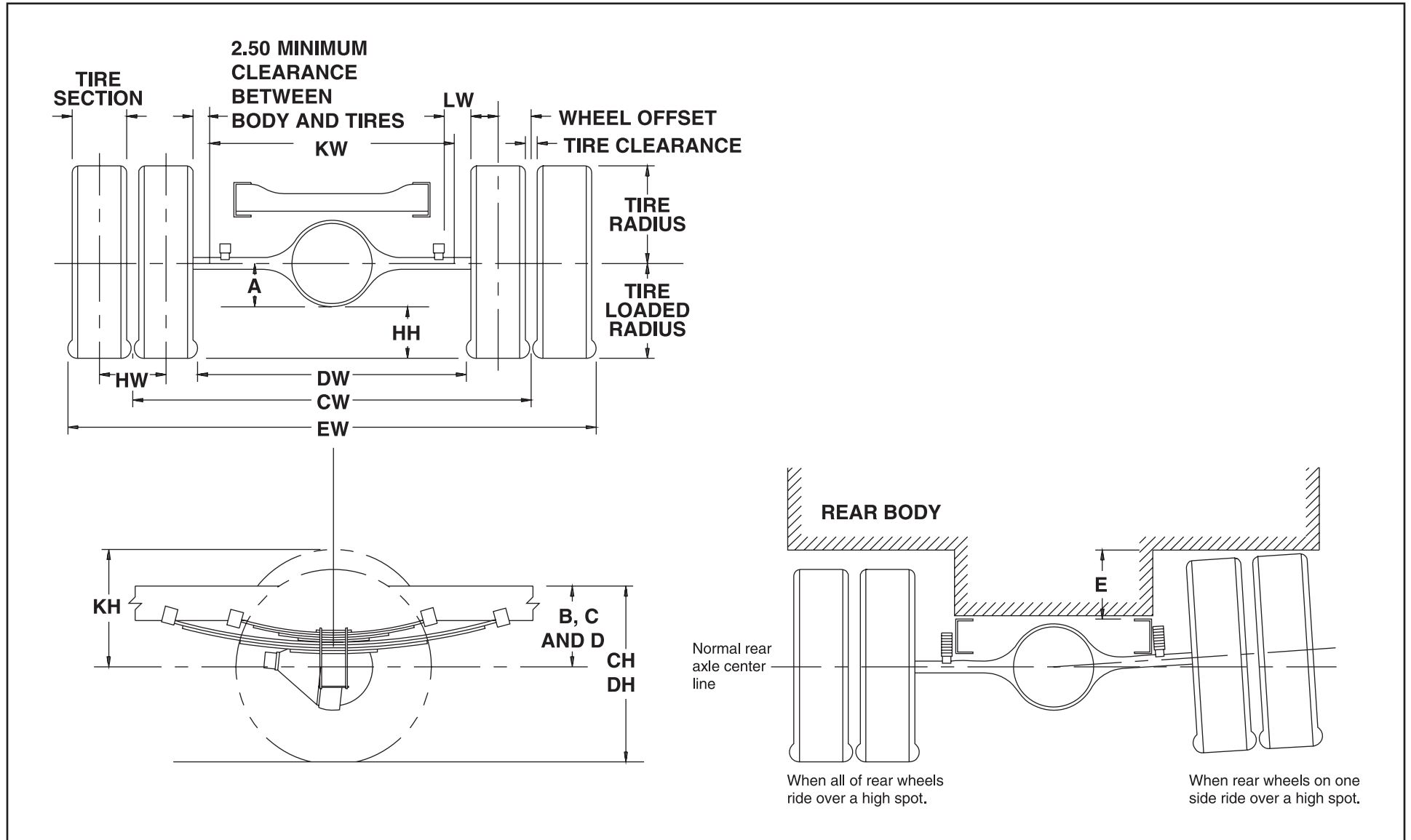
Formulas for calculating height dimensions:

- A = Tire Loaded Radius – B
- C = Centerline of Axle to Top of Frame Rail at Curb Position
- D = Centerline of Axle to Top of Frame Rail at Design Load
- CH = C + Tire Unloaded Radius
- DH = D + Tire Loaded Radius

Tire	GVWR	GAWR	A	B	C	D	CH	DH	Track	Tire Radius	
										Unload	Load
215/85R 16-E	14,500 lbs.	5,360 lbs.	7.5	6.6	12.8	11.7	27.4	25.8	65.5	14.6	14.1

(Vehicle Specifications Index Section – NPR HD Diesel – continued from previous page)

Rear Axle Chart



2011 Isuzu Truck

(Vehicle Specifications Index Section – NPR HD Diesel – continued from previous page)

Definitions			
A	Centerline of axle to bottom of axle bowl.	DW	Minimum distance between the inner surfaces of the rear tires.
B	Centerline of axle to top of frame rail at metal-to-metal position.	EW	Maximum Rear Width: Overall width of the vehicle measured at the outermost surface of the rear tires.
C	Centerline of axle to top of frame rail at curb position.		
D	Centerline of axle to top of frame rail at design load.	HH	Rear Tire Clearance: Minimum clearance between the rear axle and the ground-line.
E	Rear Tire Clearance: Minimum clearance required for tires and chain measured from the top of the frame at the vertical centerline of the rear axle, when rear wheels on one side ride over a high spot.	HW	Dual Tire Spacing: Distance between the centerlines of the minimum distance required for tire bounce as measured from the centerline of the rear axle and the top of the rear tire when one wheel rides over a high spot.
CH	Rear Frame Height: Vertical distance between the normal top of frame rail and the ground-line through the centerline of the rear axle at curb position.	CW	Track Dual Rear Wheel Vehicles: Distance between the centerlines of the dual wheels measured at the ground-line.
DH	Rear Frame Height: Vertical distance between the normal top of frame rail and the ground-line through the centerline of the rear axle at design load.		
Tire Section, Tire Radius, Tire Loaded Radius, Tire Clearance			See Tire Chart for Values

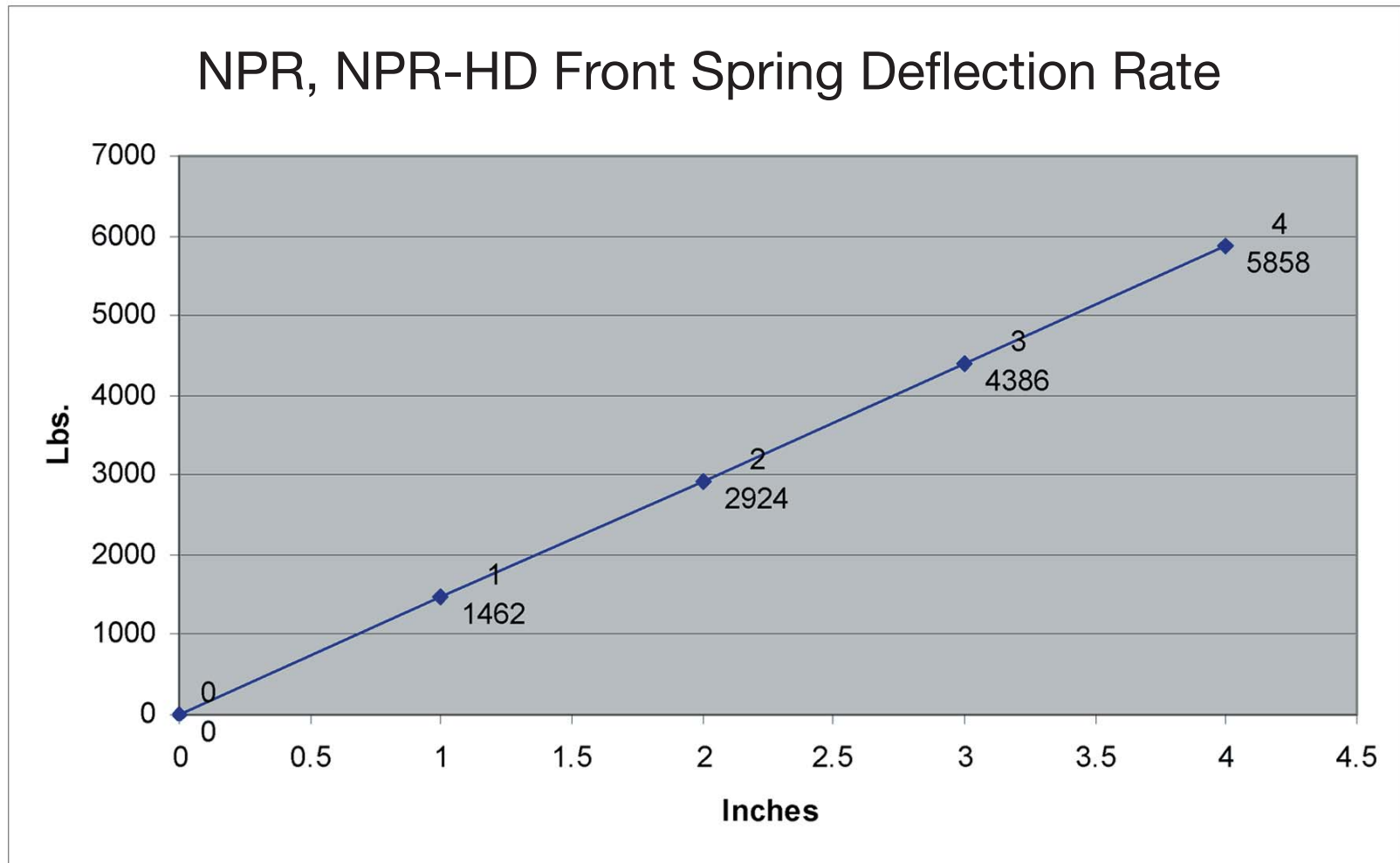
Formulas for Calculating Rear Width and Height Dimensions			
CW	= Track	HH	= Tire loaded radius – A
CH	= Tire loaded radius + C	JH	= KH – B
DH	= Tire loaded radius + D	KH	= Tire radius + 3.00 inches
DW	= Track + 2 tire sections – tire clearance	KW	= DW – 5.00 inches
EW	= Track + 2 tire sections + tire clearance	LW	= 1.00-inch minimum clearance between tires and springs

NOTE: Track and overall width may vary with optional equipment.

Tire	GAWR	Track CW	A	B	C	D	E
215/85R 16-E	9,880 lbs.	65.0	6.5(A/T)	9.3(A/T)	15.4	13.0	7.8

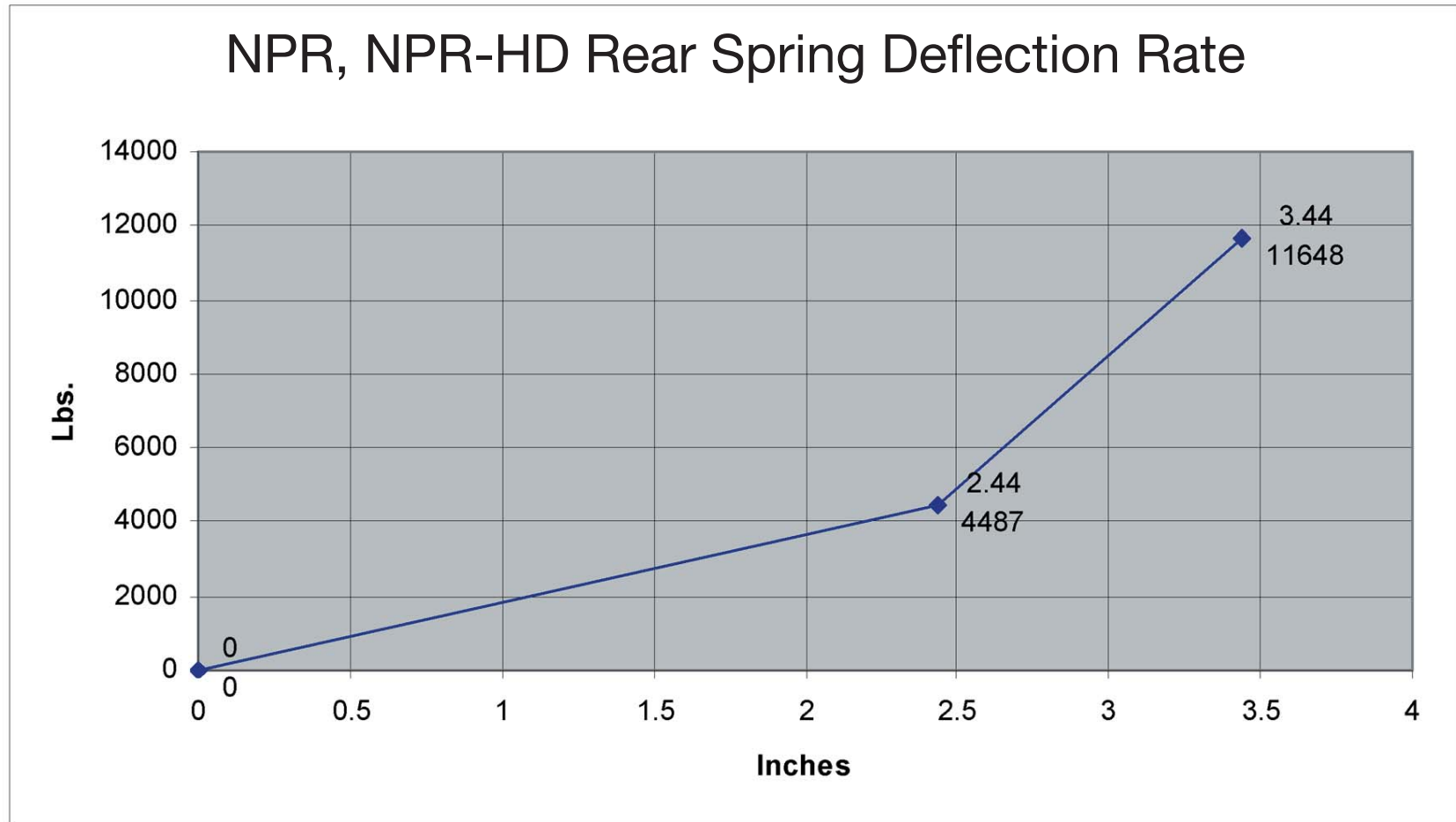
(Vehicle Specifications Index Section – NPR HD Diesel – continued from previous page)

Suspension Deflection Charts



(Vehicle Specifications Index Section – NPR HD Diesel – continued from previous page)

Suspension Deflection Charts



2011 Isuzu Truck

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Tire and Disc Wheel Chart – NPR HD/W4500

Tire

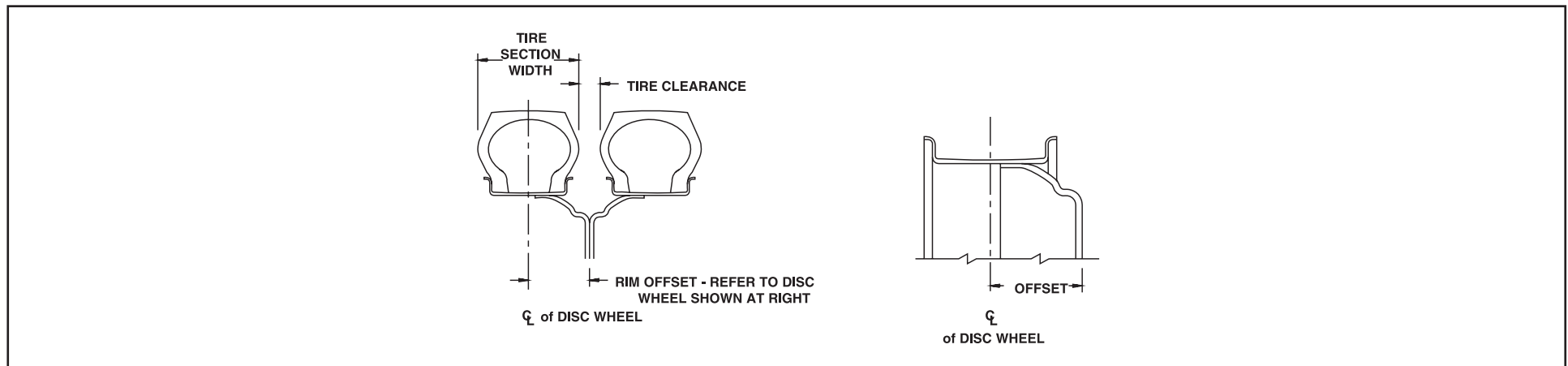
Tire Size	Tire Load Limit and Cold Inflation Pressures				Maximum Tire Load Limits		GVWR (Lb.)
	Single		Dual		Front	Rear	
	Lb.	PSI	Lb.	PSI	2 Single	4 Dual	
215/85R-16E	3,315	85	3,115	85	6,630	12,460	14,500

Tire Size	GVWR (Lb.)	Tire Radius				Tire Section Width	Tire Clearance	Design Rim Width
		Loaded		Unloaded				
		Front	Rear	Front	Rear			
215/85R 16-E	14,500	14.1	14.1	14.6	14.6	8.2	1.8	6.0

Disc Wheel

Wheel Size	Bolt Holes	Bolt Circle Dia.	Ft./Rr. Nut Size*	Rear Stud Size*	Nut/Stud Torque Specs.	Inner Circle	Outside Offset	Disc Thickness	Rim Type	Material Mfg.
16 x 6 K	6 JIS	8.75	1.6142 (41 mm) BUD HEX	0.8268 (21 mm) SQUARE	325 ft-lb. (440 N•m)	6.46	5.0	0.37	5° DC	Steel TOPY

*O.D. Wrench Sizes



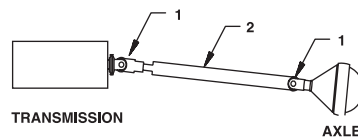
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Propeller Shaft

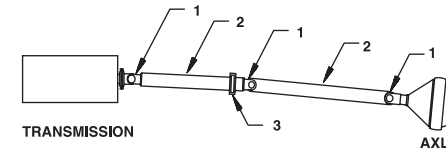
WB	PLANE VIEW	SIDE VIEW
109 in		
132.5 in		
150 in		
176 in		

TYPICAL INSTALLATIONS SHOWING YOKES "IN PHASE". "IN PHASE" MEANS THAT THE YOKES AT EITHER END OF A GIVEN PROPELLER SHAFT ASSEMBLY ARE IN THE SAME PLANE.

(109 in WB)



(132.5 in, 150 and 176 in WB)



- 1. UNIVERSAL JOINT
- 2. PROPELLER SHAFT
- 3. CENTER CARRIER BEARING

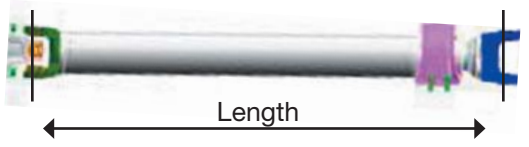
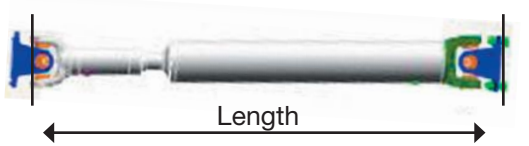
Wheelbase	Plane View		Side View	
	A Auto. Trans.	B Auto. Trans.	C Auto. Trans.	D Auto. Trans.
109 in.	—	3.4°	—	8.6°
132.5 in.	0°	2.8°	2.7°	4.8°
150 in.	0°	2.8°	0.1°	4.6°
176 in.	0°	2°	0.5°	2.6°

NOTE: All driveline angles are at unloaded condition (curb position with typical cargo body).

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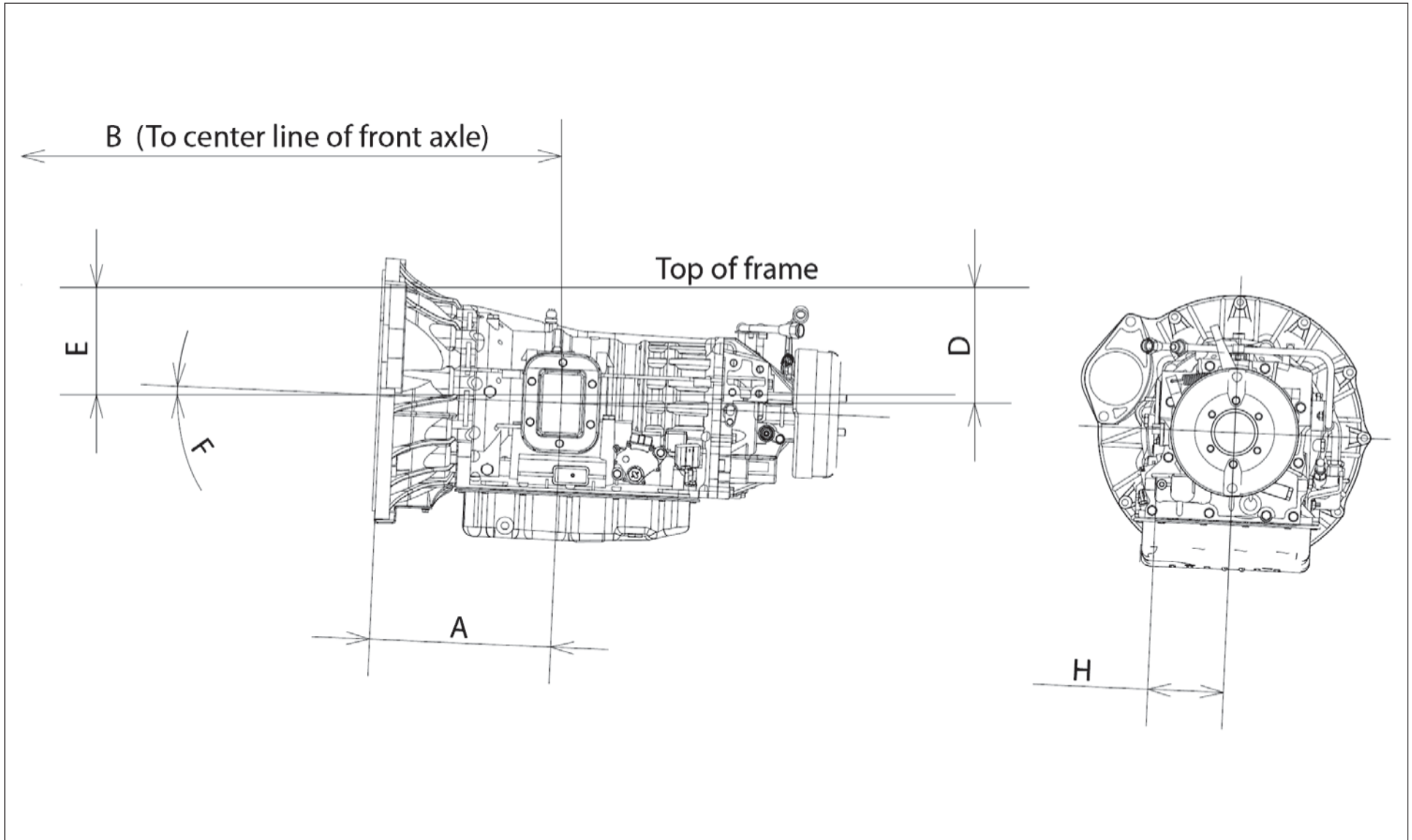
(Vehicle Specifications Index Section – NPR HD Diesel – continued from previous page)

Wheelbase	110	132.5	151.4	176
No. of Shafts	1	2	2	2
Trans. Type	6A/T	6A/T	6A/T	6A/T
Shaft #1 O.D.	3.54"	3.54"	3.54"	3.54"
Thickness	0.126"	0.126"	0.126"	0.126"
Length	35.6	22.91	40.24	49.69
Type	B	A	A	A
Shaft #2 O.D.	N/A	3.54"	3.54"	3.54"
Thickness	N/A	0.126"	0.126"	0.126"
Length	N/A	36.02"	36.34"	52.95
Type	N/A	B	B	B

Type	Description	Model	Illustration
Type B	1 st shaft in 2 piece driveline	P30	
Type D	1 st shaft 1 piece driveline 2 nd shaft 2 piece driveline	P30	

(Vehicle Specifications Index Section – NPR HD Diesel – continued from previous page)

PTO Location, Drive Gear and Opening Information

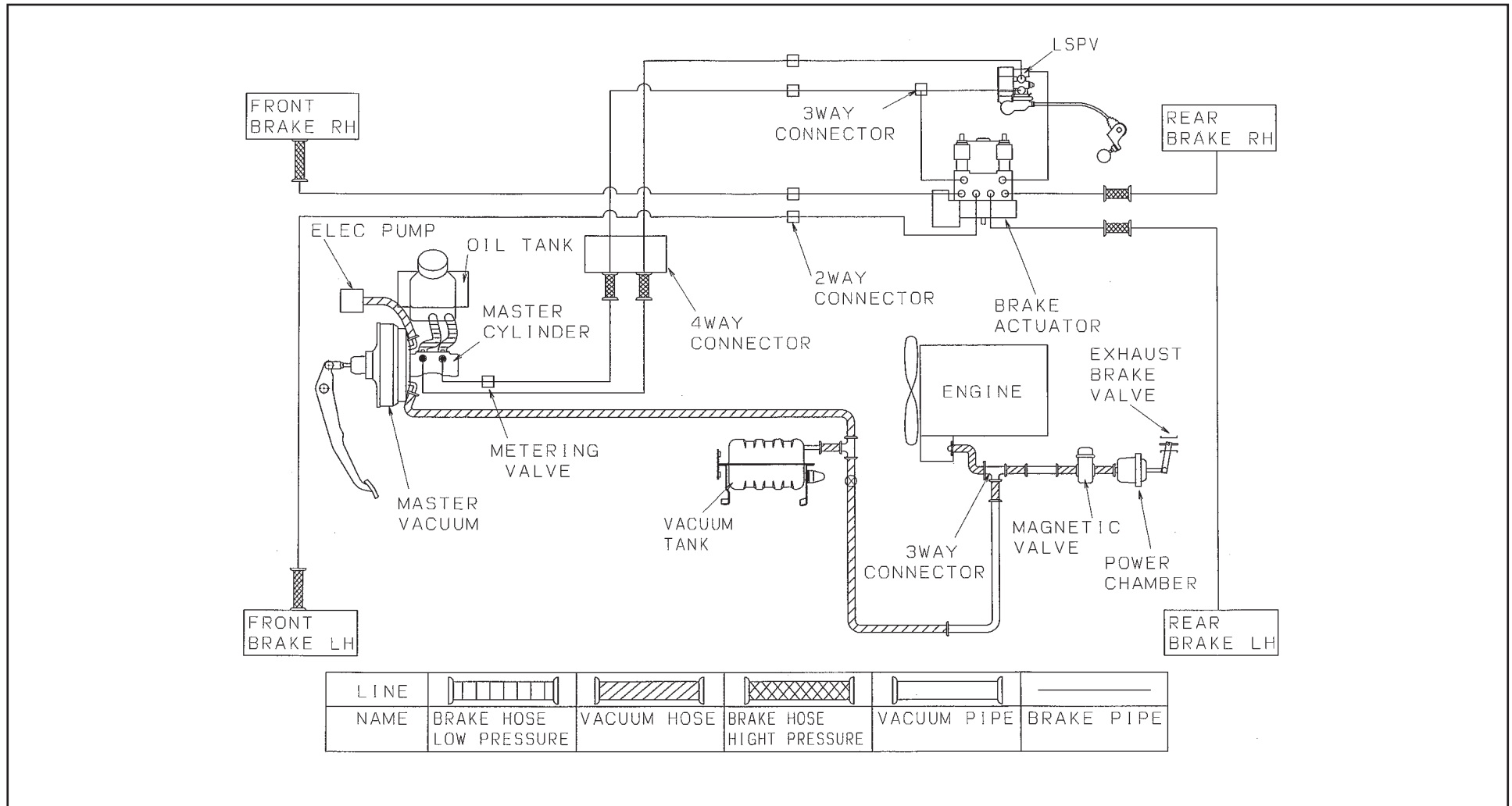


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Brake System Diagram, 14,500 GVW

Vacuum Over Hydraulic

Please refer to Introduction Section of book for antilock system cautions and wheelbase modification requirements.



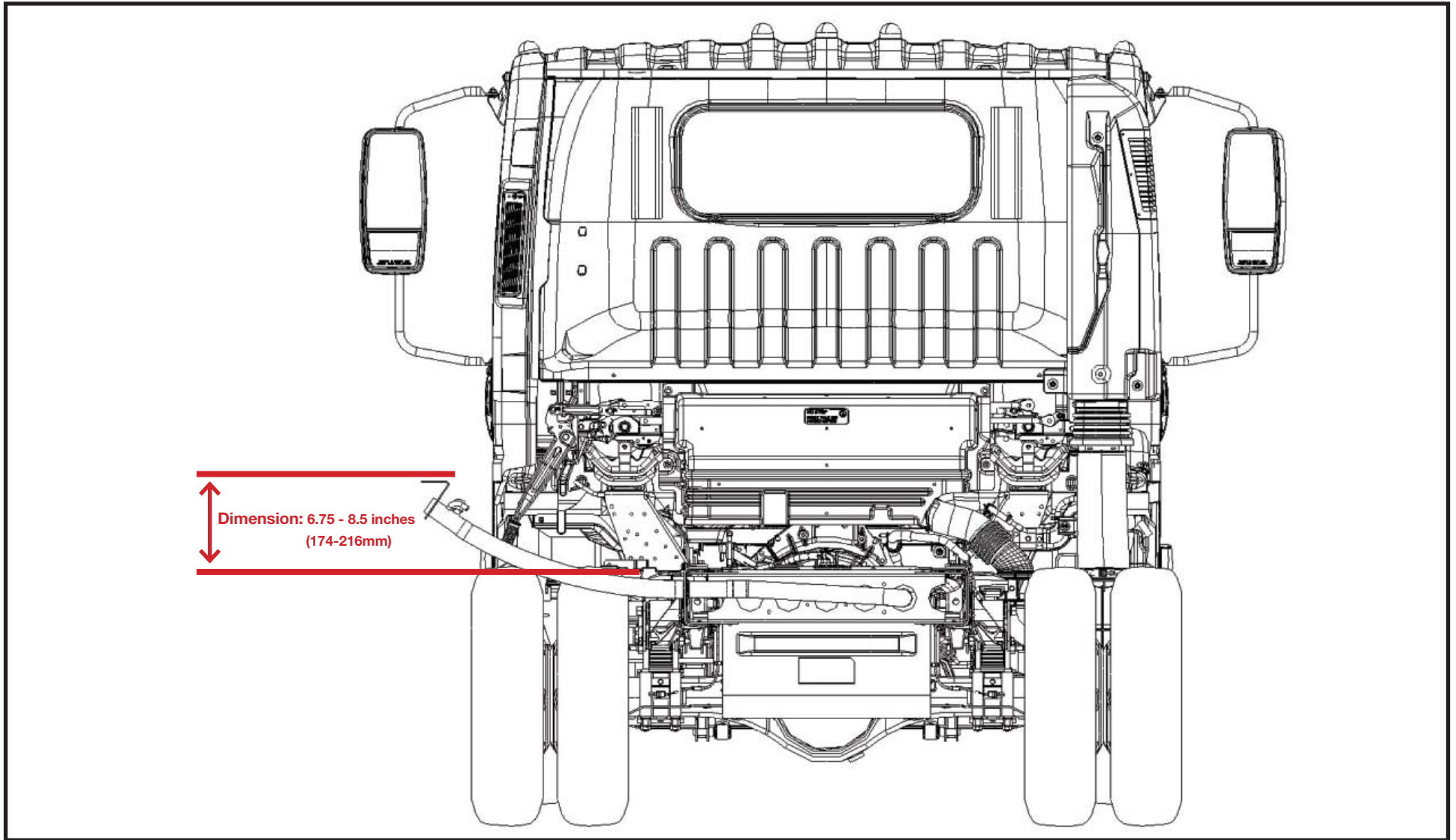
In-Frame Diesel Fuel Fill

Installation Instructions

1. Disconnect battery.
2. Loosen hose from the tie downs. Remove caps from plate on rail.
3. Install hoses onto the plate.
4. Extend hose out from the driver side of the rail to body rail.
5. The filler neck must be mounted to allow the fill plate bracket to be parallel to the frame horizontal (see figure 4).
6. Cover with protector wrap and secure with tie wraps.
7. Filler hose is set for 102 inches outside width body.
8. Filler neck (dimension A) must be between 6.85 inches and 8.5 inches above frame.
9. Secure the filler plate to the bottom of the body and check for leaks.
10. Ensure that fill hose does not sag, creating an area where the fuel could pool in the fill hose.
11. Reconnect battery.

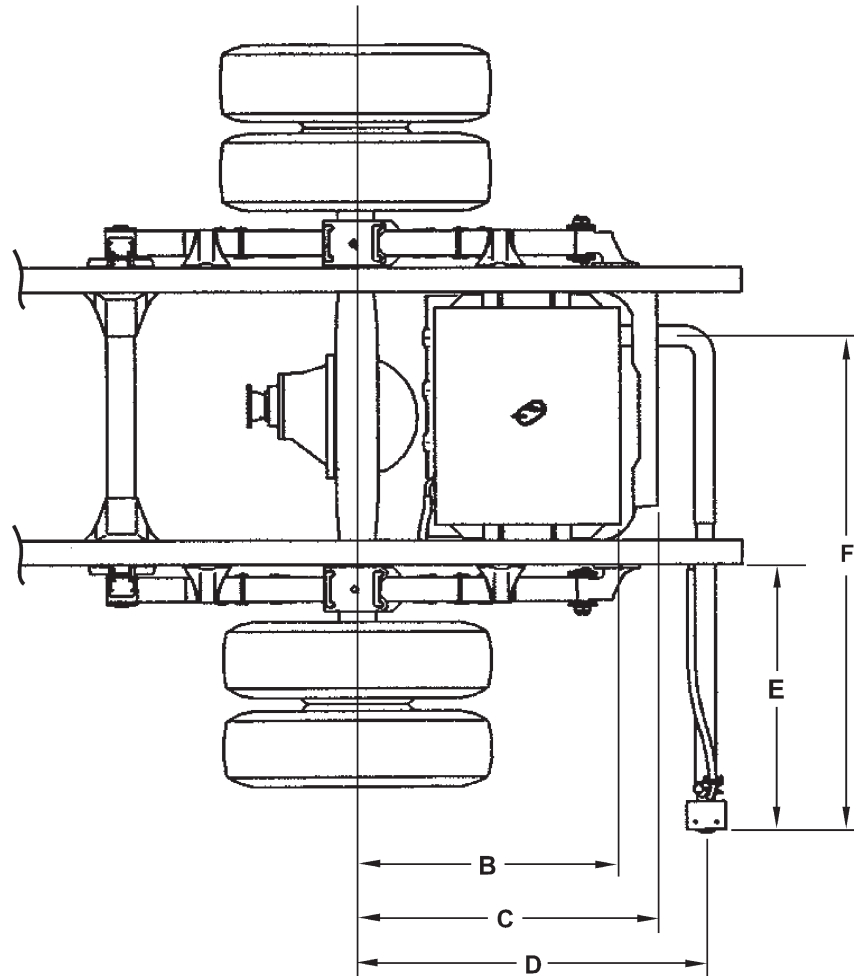
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Rear View Fuel Fill



(Vehicle Specifications Index Section – NPR HD Diesel – continued from previous page)

Top View Fuel Fill

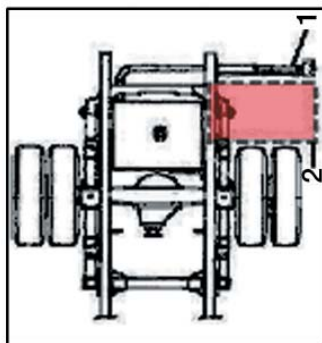


Dimensions:

- B = 29.75 inches (756 mm)
- C = 34.00 inches (863 mm)
- D = 39.29 inches (998 mm)
- E = 33.86 inches (860 mm)
- F = 59.60 inches (1,514 mm)

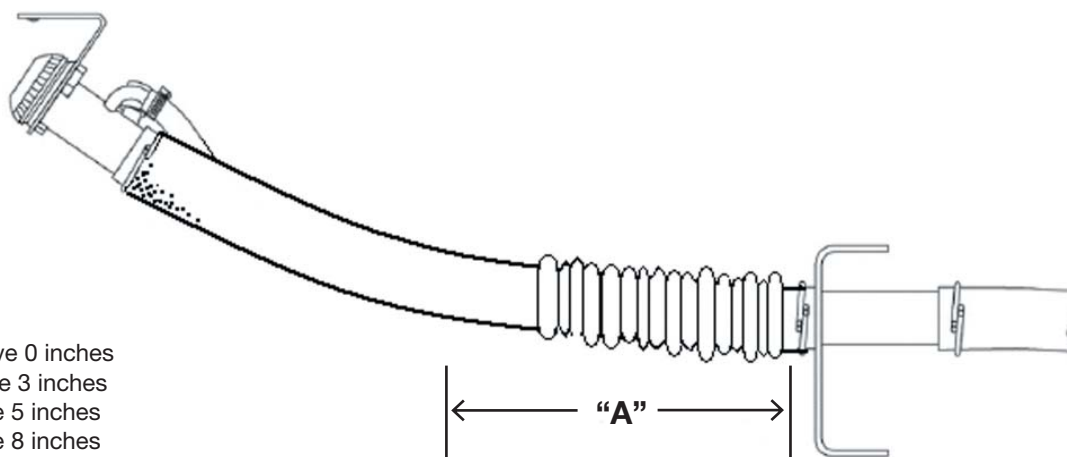
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Hose Modification for Various Width Bodies and fuel fill vent Protection



Fuel fill vent and neck should be protected from road spray

1. FUEL FILLER NECK
2. RECOMMENDED MUD FLAP MOUNTING AREA (RED ZONE).



"A" Dimensions:

- 102 inch wide body remove 0 inches
- 96 inch wide body remove 3 inches
- 90 inch wide body remove 5 inches
- 86 inch wide body remove 8 inches
- 80 inch wide body remove 8 inches

NOTE: Shorten hose by "A Dimension" based on chart at left.

(Vehicle Specifications Index Section – NPR HD Diesel – continued from previous page)

Ultra Low Sulfur Diesel Label

**Per EPA Title 40, Part 86, 86:007—35(c),
The decal illustrated below must be installed on the vehicle.
The decal is included in the fuel fill parts box.**

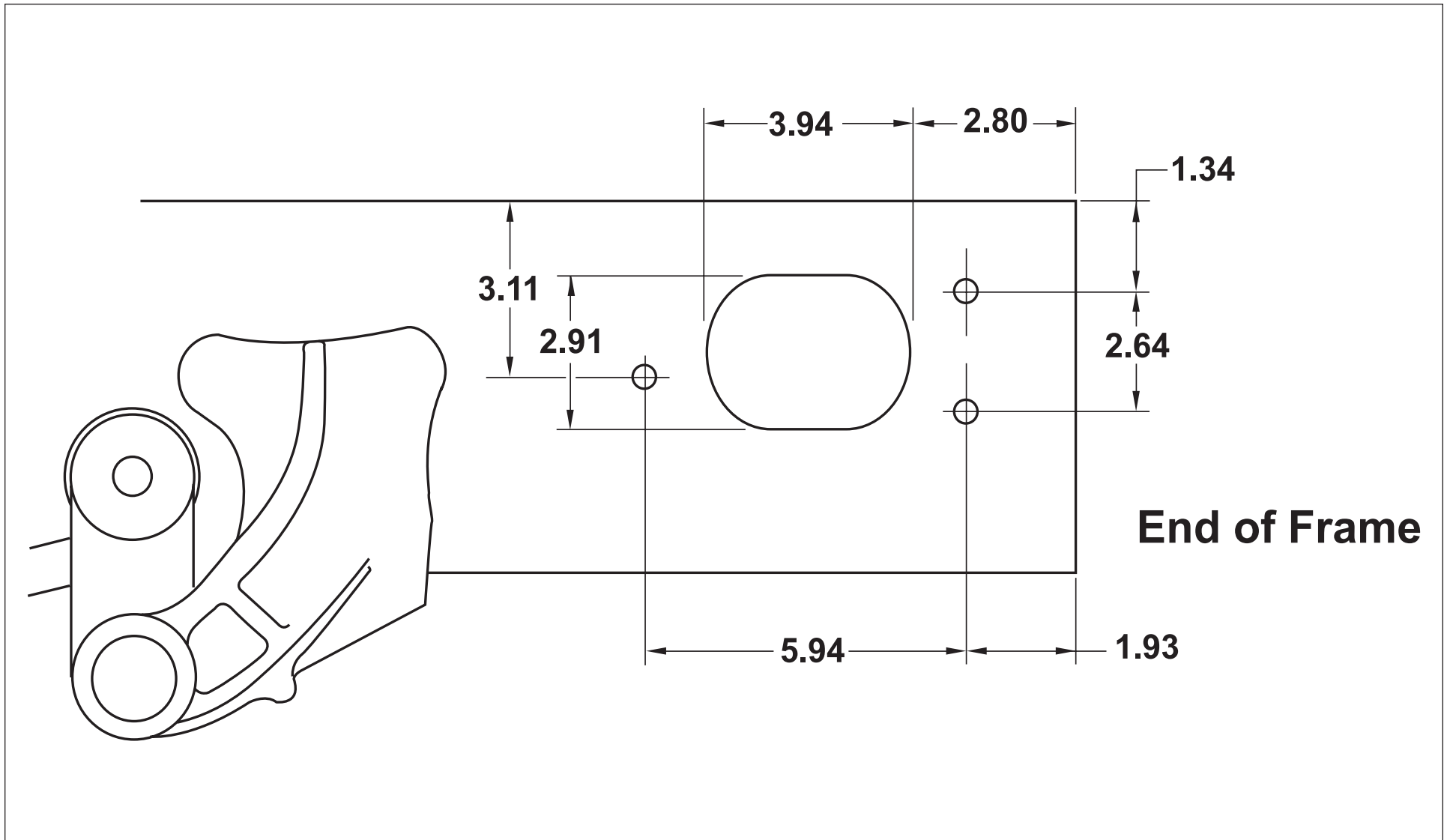


INSTRUCTIONS FOR DECAL PLACEMENT:

1. The decal must be placed as close as possible to the fuel inlet and be clearly visible.
 2. The decal should be placed above or to the side of the fuel cap to avoid corrosion by possible contact with fuel.
 3. The decal may be placed on aerodynamic fairings, bodies, etc. as long as the decal is clearly visible and in close proximity to the fuel inlet.
 4. For installed bodies that have a fuel door, the decal should be placed above or to the side of the fuel door.
- Thoroughly clean the area of all grease, dirt, etc. before application of the decal. Apply the decal at room temperature, 65° to 75° F.

(Vehicle Specifications Index Section – NPR HD Diesel – continued from previous page)

Through the Rail Fuel Fill Frame Hole



(Vehicle Specifications Index Section – NPR HD Diesel – continued from previous page)

2011 Model Year N-Diesel Fuel Filler Kit Instructions

Several important changes have been made to the fuel filler kit on Isuzu N-series diesel products for the 2011 model year. Please review these instructions prior to installation of the fuel filler kit.

Parts Kit: There are two separate parts kits used for the 2011 model year N-diesel products. Fuel filler kit part number 898171 9090 is used for 14,500 lb and higher GVWR chassis (NPR-HD, NQR, NRR), For reference kit part number 898171 9080 is used for 12,000 lb GVWR chassis (NPR models). Parts list is shown in **Tables 1**. Parts photos are shown in **Figure 1**.

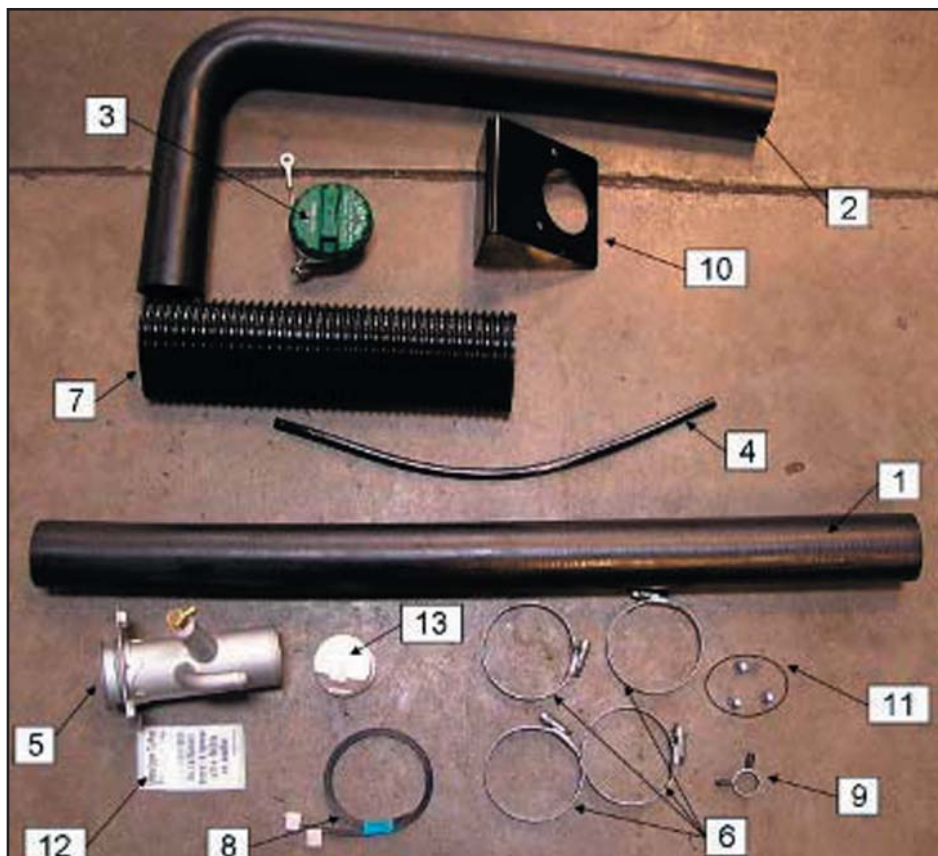


Figure 1

FUEL FILLER KIT, NPR-HD, NQR, NRR 898171 9090			
ITEM #	PART NAME	PART #	QTY
1	HOSE: FUEL FILLER NECK	898171 211Y	1
2	HOSE: FUEL FILLER	898006 450Y	1
3	CAP: FILLER	897218 702Y	1
4	HOSE: ROLL-OVER VALVE	898164 876Y	1
5	NECK ASM: FUEL FILLER	898164 877Y	1
6	CLIP: JOINT	898133 349Y	4
7	PROTECTOR: FILLER HOSE	897114 063Y	1
8	CLIP: BAND, HOSE FIXING	109707 107Y	2
9	CLIP: RUBBER, HOSE	894242 034Y	1
10	BRACKET: FILLER NECK	897116 621Y	1
11	SCREW: FILLER NECK	897581 217Y	3
12	CAUTION PLATE	898070 422Y	1
13	SHUTTER: FUEL TANK	898164 404Y	1

Table 1

(Vehicle Specifications Index Section – NPR HD Diesel – continued from previous page)

Installation Instructions and Considerations:

The fuel tank shutter valve (13) is a new component for 2011 model year. This component is meant to improve fuel splash-back performance of the fuel system, and must be installed in the tank for all 2011 model year N-diesel vehicles. This plastic valve snaps into place in the inlet of the fuel tank. The valve should be installed so that the plastic clip is at the top of the valve, so that the flap door opens up, as shown in **Figures 2 and 3** below.

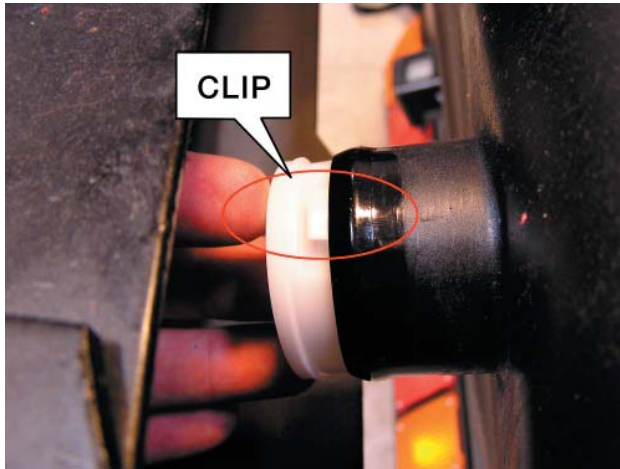


Figure 2



Figure 3

The fuel filler hose should be installed flush against the tank. The clamp should be installed between 1/16" and 3/8" from the tank. This is shown in **Figure 4** below.

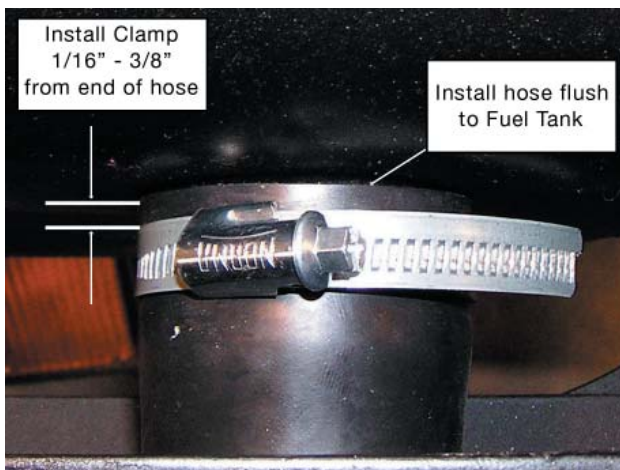
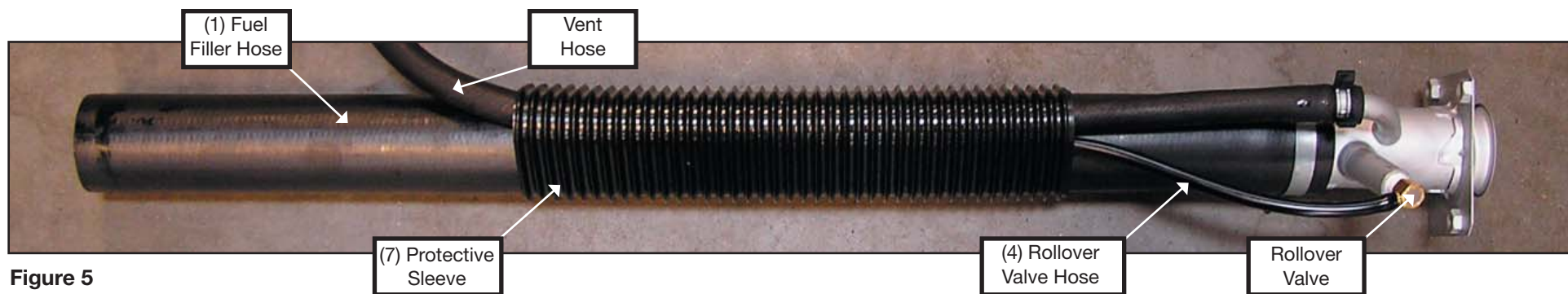


Figure 4

(Vehicle Specifications Index Section – NPR HD Diesel – continued from previous page)

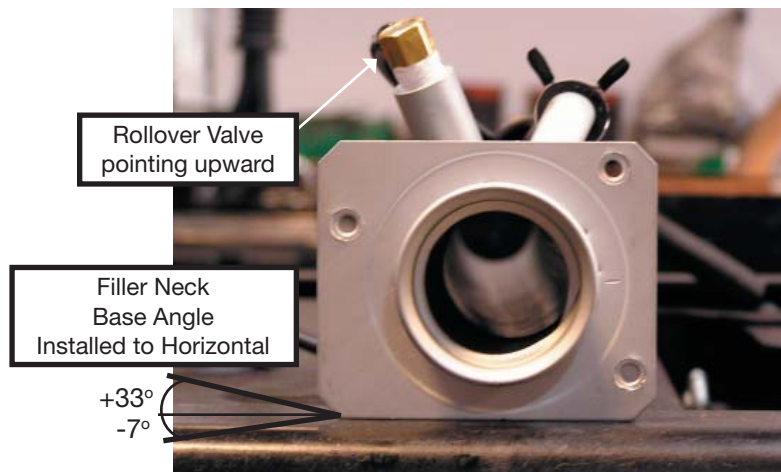
Roll-Over Valve Tubing

New for 2011 model year, the roll-over valve has a hose attachment that will make this valve less sensitive to water intrusion. In order for the valve to work properly, it is critical that the hose be installed to the rollover valve. The proper assembly of the outer hose is shown in **Figure 5**.



Filler Neck Installation:

The fuel filler neck (5) must be installed with the proper orientation on the body. The neck should be installed with the roll-over valve pointing upward, with the bottom edge of the neck oriented parallel to the ground, plus or minus 33, minus 7 degrees. See **Figure 6** for the proper orientation.



NQR Diesel Specifications

Model	NQR
GVWR	17,950 lbs.
WB	109 in., 132.5 in., 150 in., 200 in.*
Engine	Isuzu 4-cylinder, in-line 4-cycle, turbocharged, intercooled, direct injection diesel.
Model/Displacement	4HK1-TC/317 CID (5.19 liters)
HP (Gross)	210HP/2550 RPM w/Automatic Trans
	190HP/2650 RPM w/Manual Trans
Torque (Gross)	441 lb ft torque/1850 RPM w/ Automatic Trans
	376 lb ft torque/1600 RPM w/ Manual Trans
Equipment	Dry element air cleaner with vertical intake; 2 rows 564 square in ² . radiator; 7 blade 20.1 in diameter fan with viscous drive. Cold weather starting device and an oil cooler. Engine oil level check. Engine warning system with audible warning for low oil pressure, high coolant temperature, and low coolant level. Engine cruise control and engine idle up function. Rear engine cover. Optional MZZ 6 speed manual transmission
Transmission	Aisin A465 6 speed automatic transmission with fifth and sixth gear overdrive with lock up in 2nd, 3rd, 4th, 5th and 6th, PTO capability with automatic torque converter lockup in stationary PTO mode.
Steering	Integral power steering 18.8-20.9:1 ratio. Tilt and telescoping steering column.
Front Axle	Reverse Elliot 1" -Beam rated at 6,830 lb.
Suspension	Semi-elliptical steel alloy tapered leaf springs with stabilizer bar and shock absorbers.
GAWR	6,830 lb.
Rear Axle	Full floating single speed with hypoid gearing rated at 14,550 lb.
Suspension	Semi-elliptical steel alloy multi-leaf springs and shock absorbers.
GAWR	12,980 lb
Wheels	19.5x6.0-K 6 hole disc wheels, painted white.
Tires	225/70R-19.5E (12 pr) tubeless steel belted radials, all season tread front and rear.
Brakes	Dual circuit vacuum assisted hydraulic service brakes with EBD (Electronic Brake Distribution) system for load proportioning of the brake system front disc and self-adjust outboard mounted drum rear. The parking brake is a mechanical, cable actuated, internal expanding drum type, transmission mounted. The exhaust brake is standard and is vacuum operated. 4 channel anti-lock brake system.
Fuel Tank	30 gal. rectangular steel fuel tank mounted in frame rail behind rear axle. Fuel water separator with indicator light.

NOTE: These selected specifications are subject to change without notice.

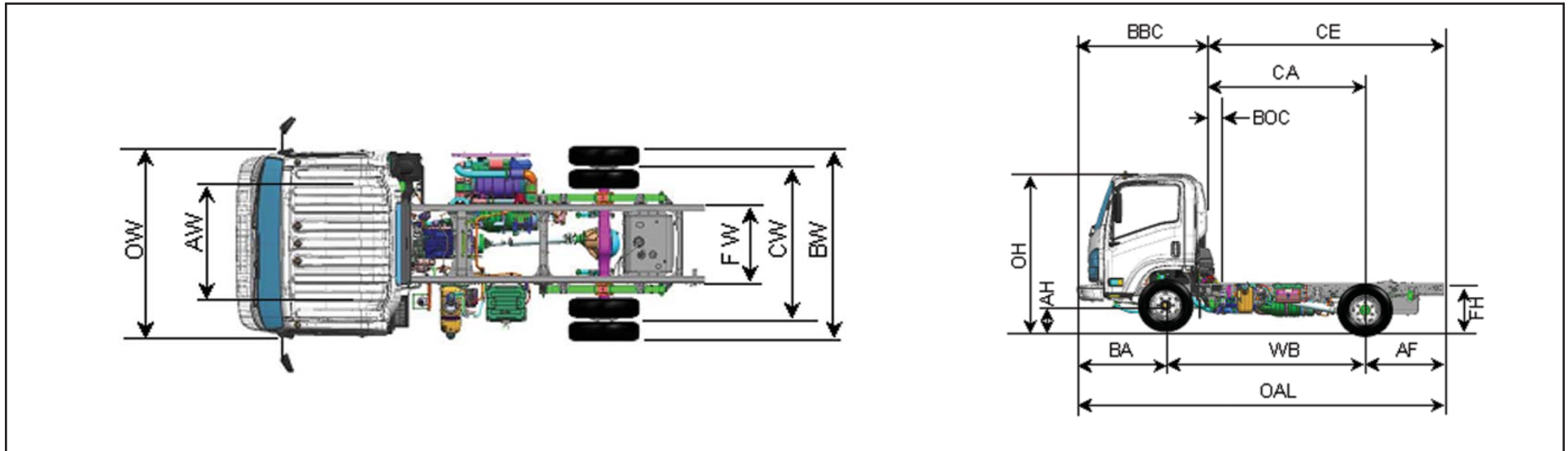
2011 Isuzu Truck

(Vehicle Specifications Index Section – NQR Diesel – continued from previous page)

Model	NQR
GVWR	17,950 lbs.
Frame	Ladder type channel section straight frame rail 33.5 in wide through the total length of the frame. Yield strength 44,000 psi, section modulus 7.20 in ³ . RBM 316,800.
Cab	All steel low cab forward, BBC 70.9 in, 45° mechanical tilt with torsion assist.
Equipment	TRICOT and JERSEY KNIT combination cloth covered high back driver's seat with two occupant passenger seat. Dual cab mounted exterior mirrors with integral convex mirror. Tilt and telescoping steering column. Power windows and door locks, floor mats, tinted glass.
Electrical	12 Volt, negative ground, dual maintenance free batteries, 750 CCA each, 110 Amp alternator with integral regulator.
Options	Air deflector roof mounted, Fire extinguisher and triangle kit mounted in rear organizer, Engine Block Heater, Engine oil pan heater (120v 300w), Engine shutdown system HWT, LWL, LOP, Fuel tank mounted on RH rail (176 wb only), Wheel simulators, AM /FM/CD Radio Delete, PTO Enable Switch and an Engine Idle Up Switch recommended for PTO applications only, Heated mirrors, Seat covers standard cab, Rear Body Dome Lamp Switch, Back up alarm, Engine Idle shutdown, and Chrome Grille, *200wheelbase chassis (NR5) will require you to add the following options to your order: White cab with power windows and door locks, air conditioning, (side tank N/A w M/T)
	NOTE: These selected specifications are subject to change without notice.

(Vehicle Specifications Index Section – NQR Diesel – continued from previous page)

Vehicle Weights, Dimensions and Ratings



Variable Chassis Dimensions

Unit	WB	CA*	CE*	OAL	AF
Inch	109.0	86.5	129.6	200.5	43.1
Inch	132.5	110.0	153.1	224.0	43.1
Inch	150.0	127.5	170.6	241.5	43.1
Inch	176.0	153.5	196.6	267.5	43.1
Inch	200.0	177.5	220.6	291.5	43.1

*Effective CA & CE are CA or CE less BOC.

Dimension Constants

Code	Inches	Code	Inches	Code	Inches
AH	7.5	BW	83.3	FH	33.0
AW	65.6	CW	65.0		
BA	48.4	FW	33.5		
BBC	70.7	OH	92.4		
BOC	7.7	OW	81.3		

2011 Isuzu Truck

(Vehicle Specifications Index Section – NQR Diesel – continued from previous page)

In-Frame Tank 17,950-lb. GVWR Automatic Transmission Model Chassis Cab and Maximum Payload Weights						
Model	WB	Unit	Front	Rear	Total	Payload
NR1	109.0 in.	lb.	4,239	2,394	6,633	11,317
NR2	132.5 in.	lb.	4,325	2,403	6,728	11,222
NR3	150.0 in.	lb.	4,392	2,381	6,773	11,177
NR4	176.0 in.	lb.	4,442	2,390	6,832	11,118
NR5	200.0 in.	lb.	4,542	2,440	6,982	10,968

Side -Mounted 17,950-lb. GVWR Automatic Transmission Model Chassis Cab and Maximum Payload Weights						
Model	WB	Unit	Front	Rear	Total	Payload
NR4	176	lb.	4,563	2,266	6,829	11,121

In-Frame Tank 17,950-lb. GVWR Manual Transmission Model Chassis Cab and Maximum Payload Weights						
Model	WB	Unit	Front	Rear	Total	Payload
NQ1	109.0 in.	lb.	4,200	2,379	6,579	11,371
NQ2	132.5 in.	lb.	4,284	2,390	6,674	11,276
NQ3	150.0 in.	lb.	4,350	2,368	6,718	11,232
NQ4	176.0 in.	lb.	4,400	2,377	6,777	11,173

Side -Mounted 17,950-lb. GVWR Manual Transmission Model Chassis Cab and Maximum Payload Weights						
Model	WB	Unit	Front	Rear	Total	Payload
NQ4	176	lb.	4,521	2,253	6,774	11,176

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(Vehicle Specifications Index Section – NQR Diesel – continued from previous page)

Vehicle Weight Limits:

GVWR Designed Maximum	17,950 lbs.
GAWR, Front	6,830 lbs.
GAWR, Rear	12,980 lbs.

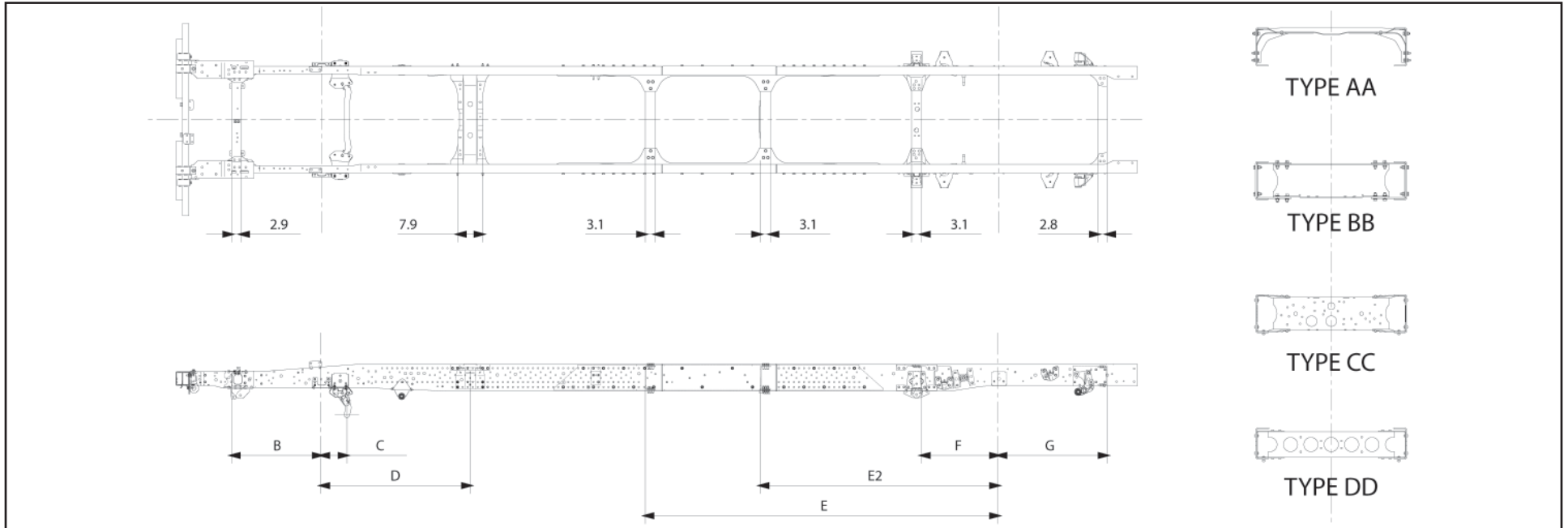
Technical Notes:

Chassis Curb Weight reflects standard equipment and fuel but no driver or payload.

Maximum Payload Weight is the allowed maximum for equipment, body, payload and driver and is calculated by subtracting chassis curb weight from the GVWR.

(Vehicle Specifications Index Section – NQR Diesel – continued from previous page)

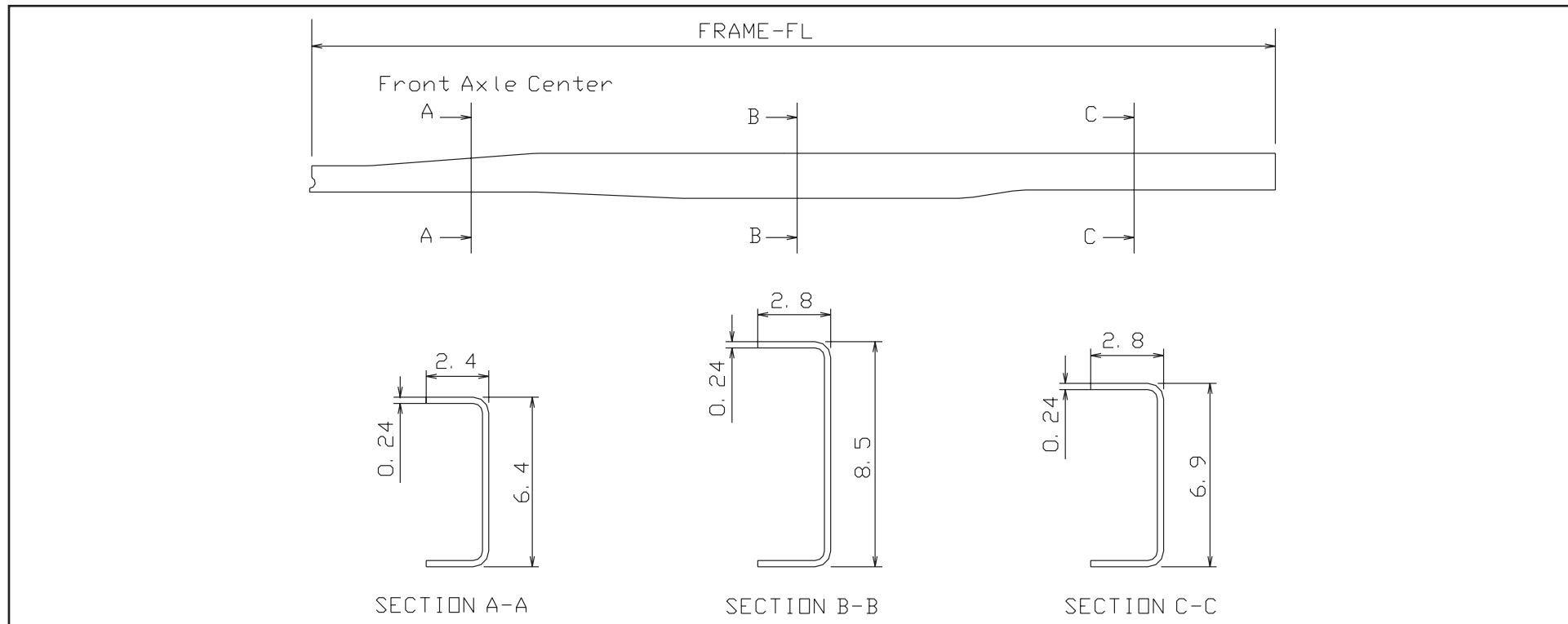
Frame and Crossmember Specifications



Wheelbase	Frame Thickness	Crossmember Type/Location											
		B	C	D		E		E2	F		G		
109	0.24	28.3	7.9	AA	46.5	-		-	CC	24.2	DD	33.8	
132.5	0.24	28.3	7.9	AA	46.5	BB	57.5	-	CC	24.2	DD	33.8	
150	0.24	28.3	7.9	AA	46.5	BB	57.9	-	CC	24.2	DD	33.8	
176	0.24	28.3	7.9	AA	46.5	BB	74.4	-	CC	24.2	DD	33.8	
200	0.24	28.3	7.9	AA	46.5	BB	98.4	BB	74.4	CC	24.2	DD	33.8

(Vehicle Specifications Index Section – NQR Diesel – continued from previous page)

Frame Chart



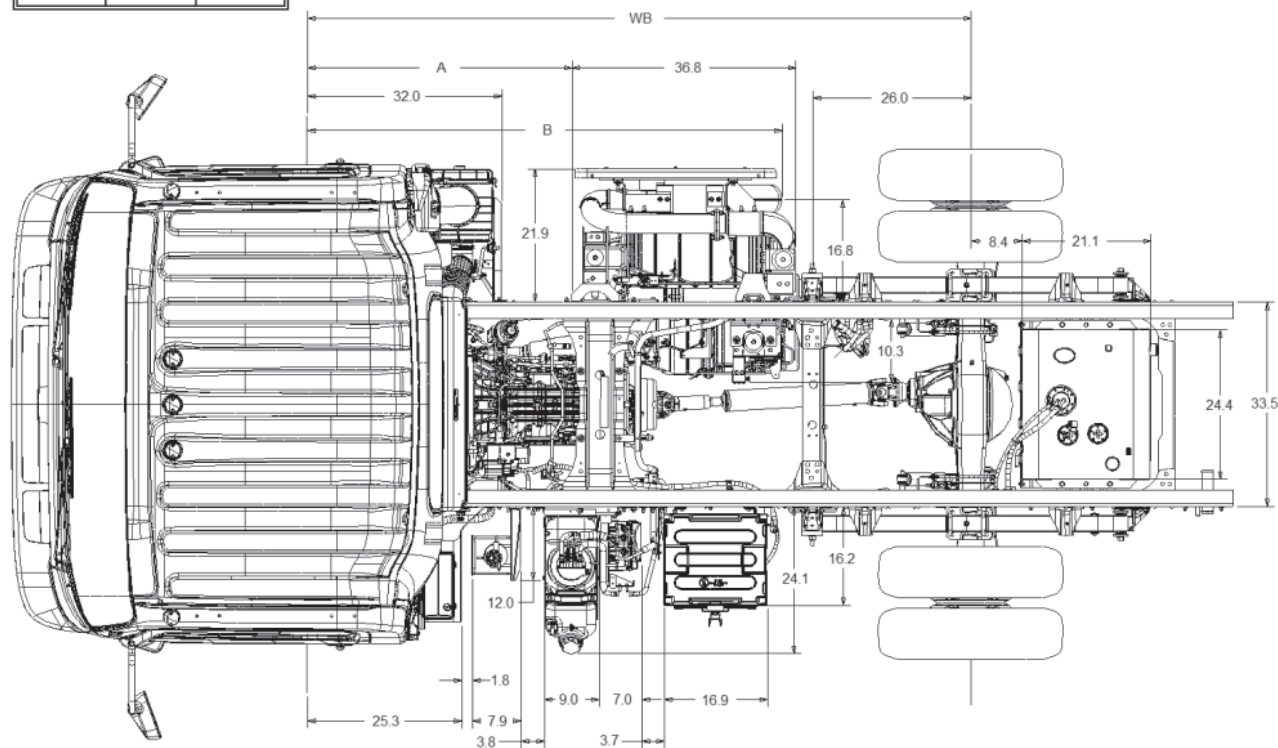
Wheelbase	Frame FL	Frame Thickness
109.0	182.5	0.24
132.5	206.1	0.24
150.0	223.8	0.24
176.0	249.8	0.24
200.0	273.8	0.24

(Vehicle Specifications Index Section – NQR Diesel – continued from previous page)

Auxiliary Views

WB (in)	A (in)	B (in)
109	43.4	78.0
132.5	49.7	84.3
150	43.4	78.0
176	43.4	78.0
200	43.4	78.0

2011 Model Year NQR Diesel Standard Cab
Top View



NOTE: Frame-mounted fuel tank available on 109", 132.5", 150" and 176" WB as an option replacing the In-Frame Tank.

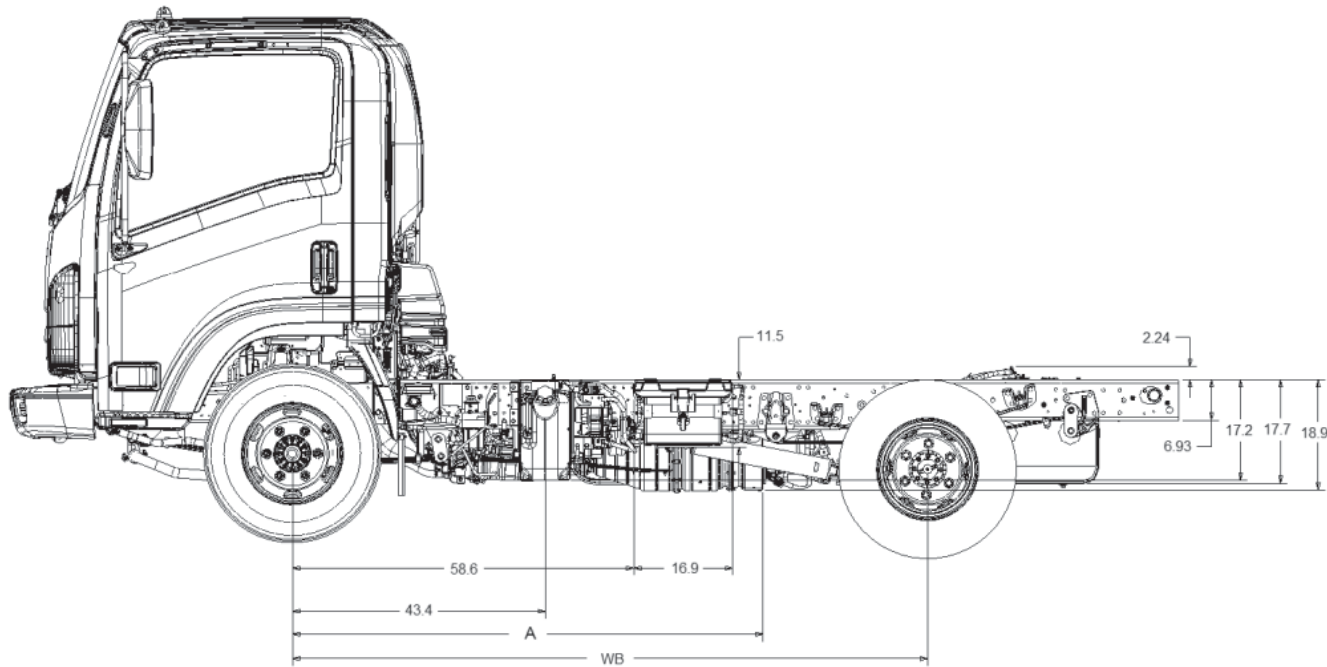
* Allow 3" additional for battery box opening clearance.

Auxiliary Views

WB (in)	A (in)
109	80.7
132.5	87.0
150	80.7
176	80.7
200	80.7

2011 Model Year NQR Diesel Standard Cab

Left Side View



NOTE: Frame-mounted fuel tank available on 109", 132.5", 150" and 176" WB as an option replacing the In-Frame Tank.

* Allow 3" additional for battery box opening clearance.

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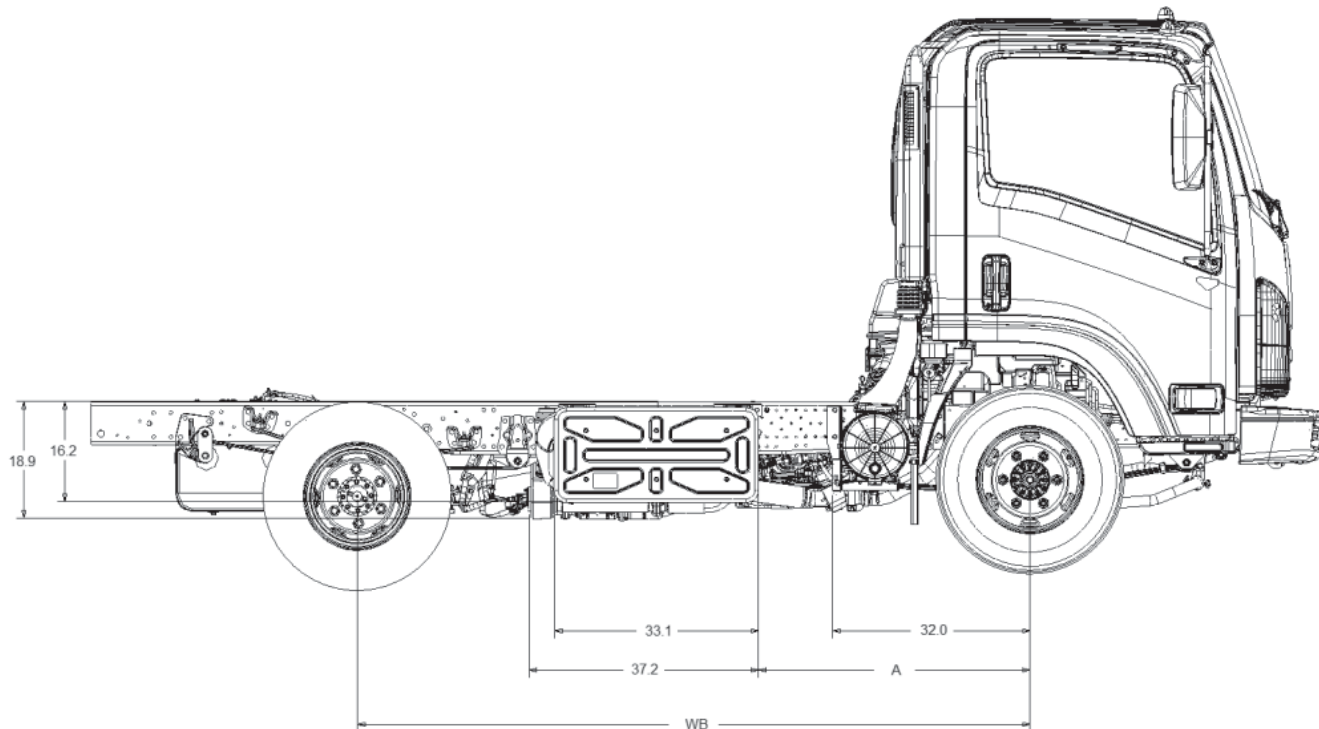
(Vehicle Specifications Index Section – NQR Diesel – continued from previous page)

Auxiliary Views

WB (in)	A (in)
109	44.0
132.5	50.3
150	44.0
176	44.0
200	44.0

2011 Model Year NQR Diesel Standard Cab

Right Side View

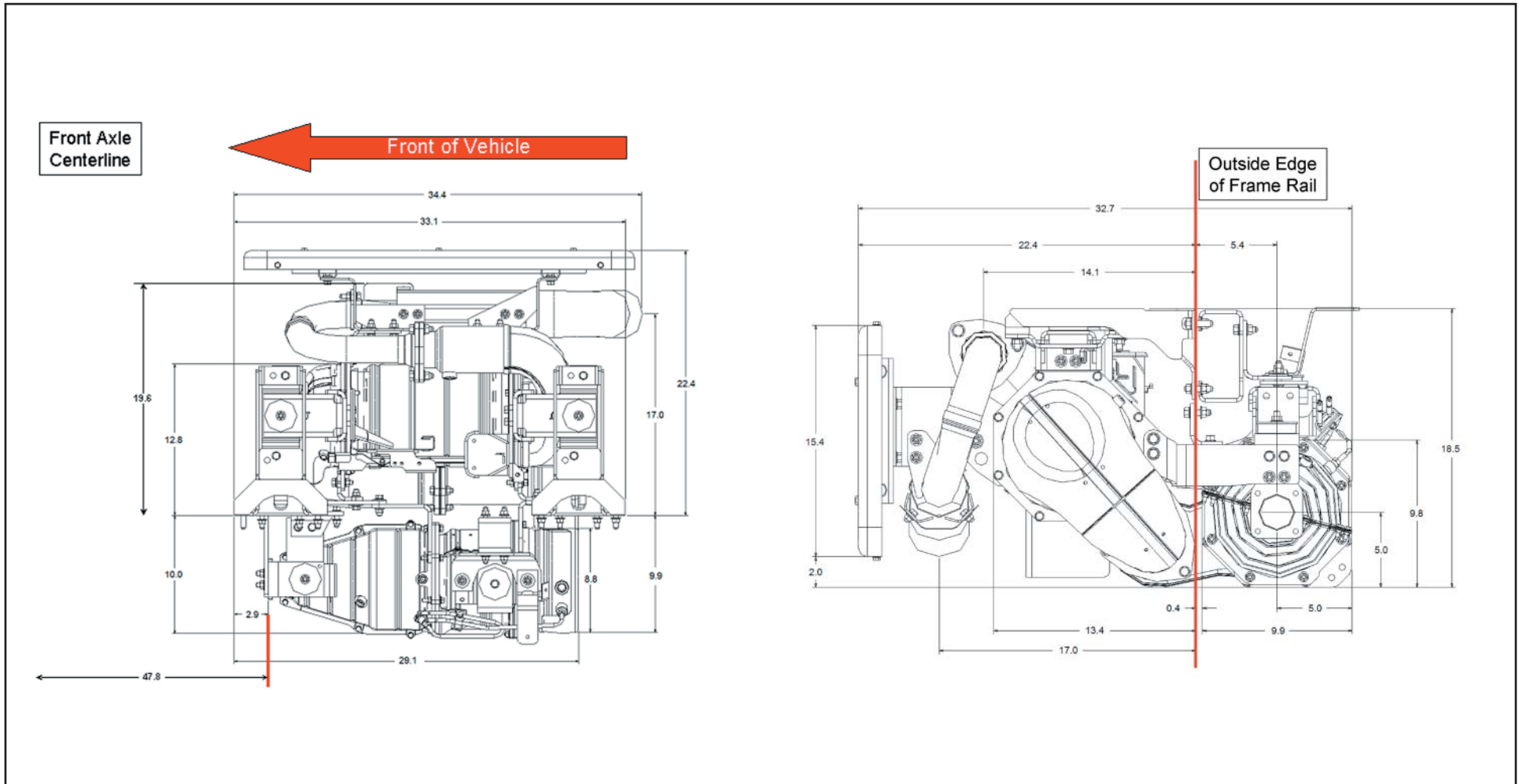


NOTE: Frame-mounted fuel tank available on 109", 132.5", 150" and 176" WB as an option replacing the In-Frame Tank.

* Allow 3" additional for battery box opening clearance.

(Vehicle Specifications Index Section – NQR Diesel – continued from previous page)

Auxiliary Views



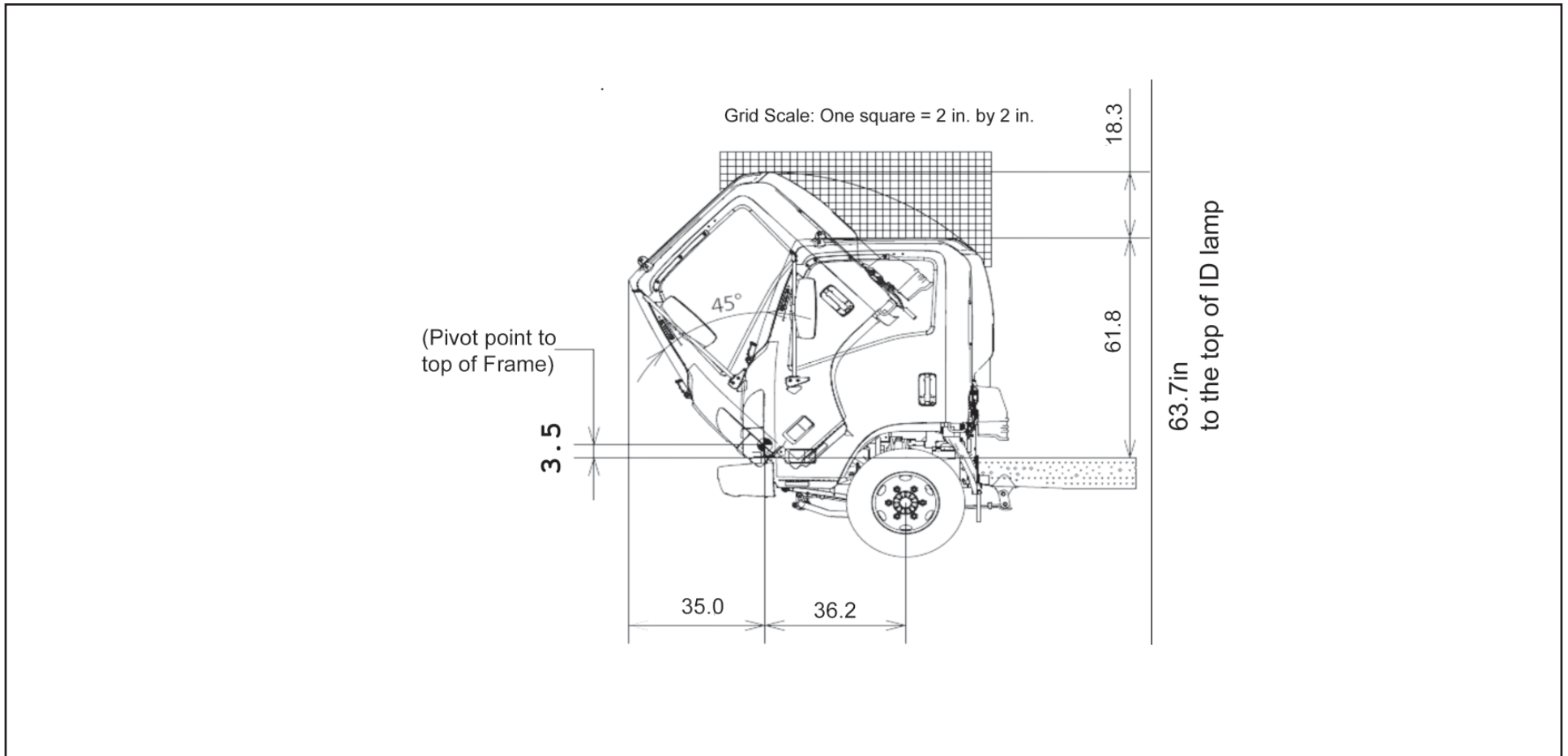
NOTE: Frame-mounted fuel tank available on 109", 132.5", 150" and 176" WB as an option replacing the In-Frame Tank.

* Allow 3" additional for battery box opening clearance.

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(Vehicle Specifications Index Section – NQR Diesel – continued from previous page)

Cab Tilt



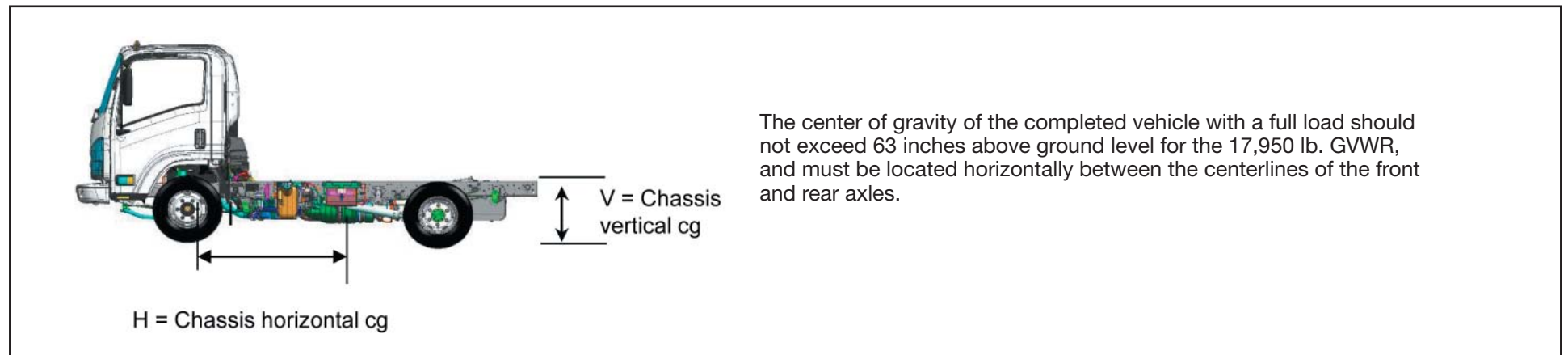
2011 Isuzu Truck

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Center of Gravity

The center of gravity of the chassis cab.

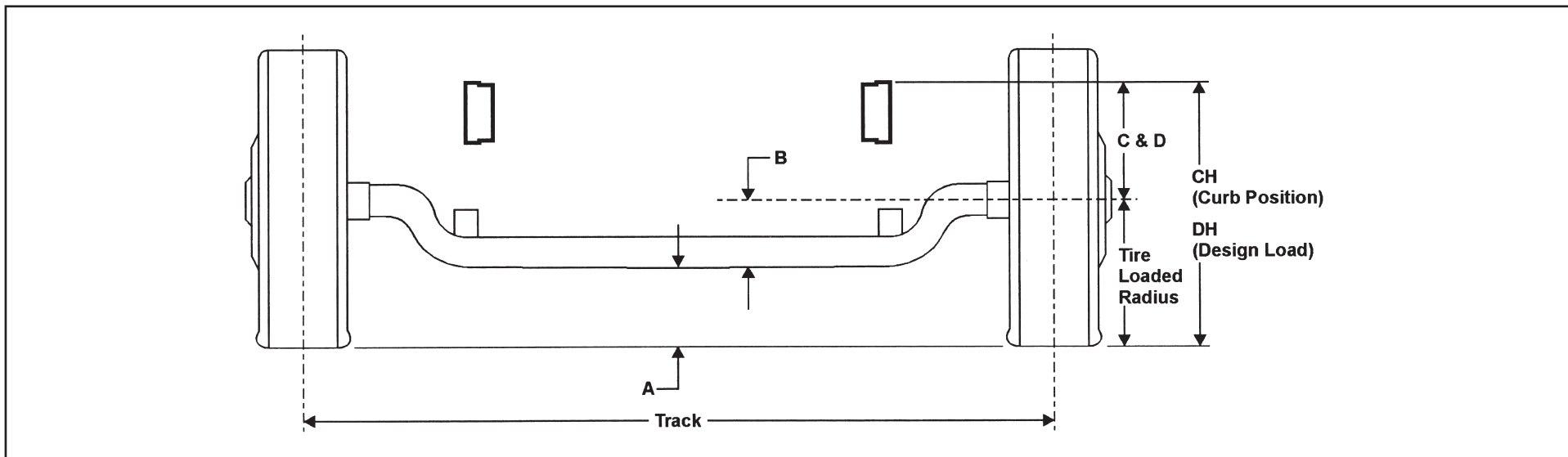
Horizontal and Vertical CG of Chassis			
WB	V	H	H
		in frame tank	side tank
109	23.5	38.4	N/A
132.5	23.3	44.9	N/A
150	23.3	49.9	N/A
176	23.3	57.2	52.5
200	23.3	64.5	N/A



NOTE: The maximum dimensions for a body installed on the NQR/W5500 are 102 inches wide (outside) by 91 inches high (inside). Any larger body applications must be approved by Isuzu Application Engineering. In the West Coast call 1-714-935-9327 and in the East Coast call 1-770-740-1620 X 262.

(Vehicle Specifications Index Section – NQR Diesel – continued from previous page)

Front Axle Chart



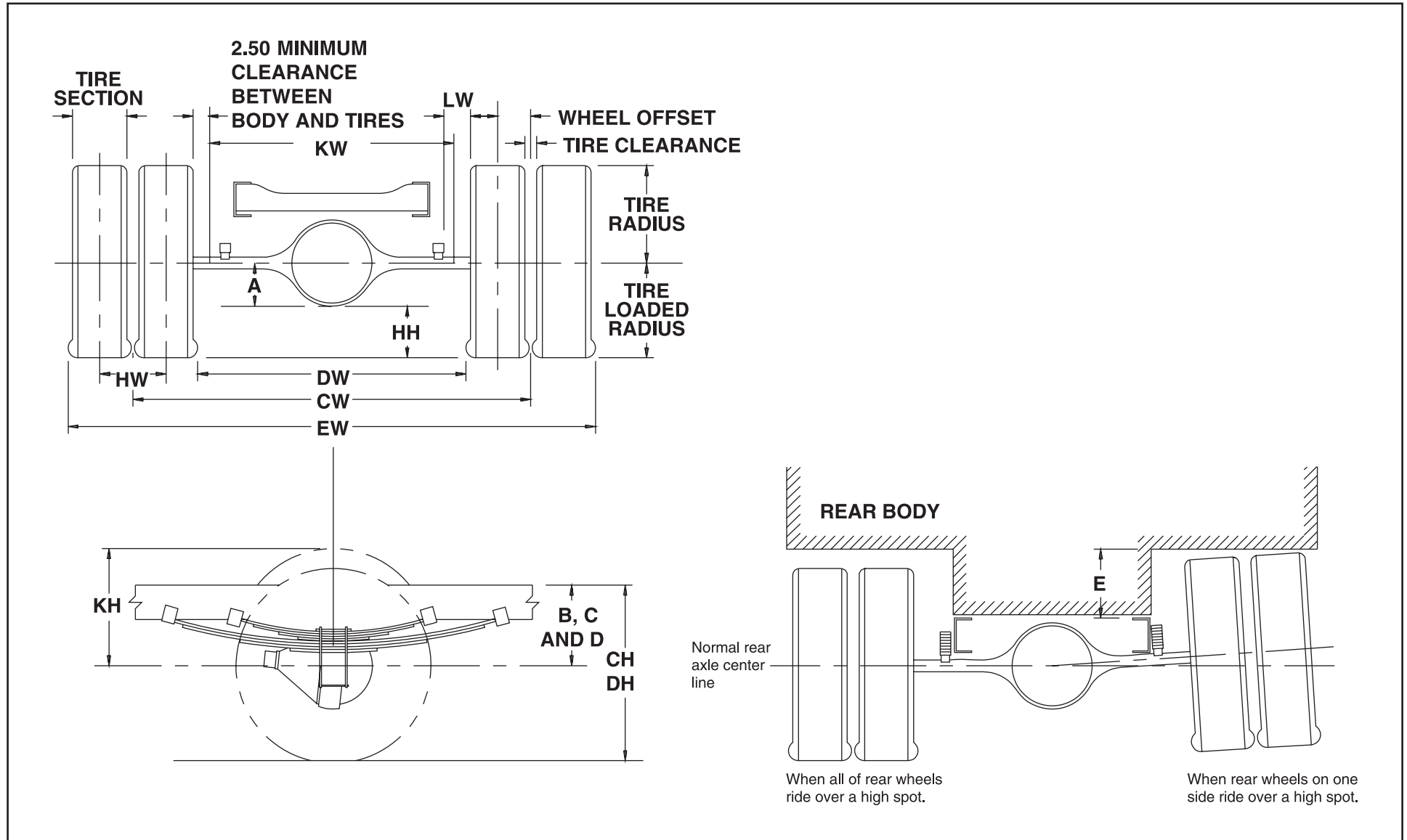
Formulas for calculating height dimensions:

- A = Tire Loaded Radius – B
- C = Centerline of Axle to Top of Frame Rail at Curb Position
- D = Centerline of Axle to Top of Frame Rail at Design Load
- CH = C + Tire Unloaded Radius
- DH = D + Tire Loaded Radius

Tire	GVWR	GAWR	A	B	C	D	CH	DH	Track	Tire Radius	
										Unload	Load
225/70R 19.5F	17,950 lbs.	6,830 lbs.	8.3	6.6	13	11.5	29	26.4	65.5	16	14.93

(Vehicle Specifications Index Section – NQR Diesel – continued from previous page)

Rear Axle Chart



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Definitions			
A	Centerline of axle to bottom of axle bowl.	DH	Rear Frame Height: Vertical distance between the normal top of frame rail and the ground-line through the centerline of the rear axle at design load.
B	Centerline of axle to top of frame rail at metal-to-metal position.	DW	Minimum distance between the inner surfaces of the rear tires.
C	Centerline of axle to top of frame rail at curb position.	EW	Maximum Rear Width: Overall width of the vehicle measured at the outermost surface of the rear tires.
D	Centerline of axle to top of frame rail at design load.	HH	Rear Tire Clearance: Minimum clearance between the rear axle and the ground-line.
E	Rear Tire Clearance: Minimum clearance required for tires and chain measured from the top of the frame at the vehicle centerline of the rear axle, when rear wheels on one side ride over a high spot.	HW	Dual Tire Spacing: Distance between the centerlines of the minimum distance required for tire bounce as measured from the centerline of the rear axle and the top of the rear tire when one wheel rides over a high spot.
CH	Rear Frame Height: Vertical distance between the normal top of frame rail and the ground-line through the centerline of the rear axle at curb position.	CW	Track Dual Rear Wheel Vehicle: Distance between the centerlines of the dual wheels measured at the ground-line.
Tire Section, Tire Radius, Tire Loaded Radius, Tire Clearance			See Chart for values.

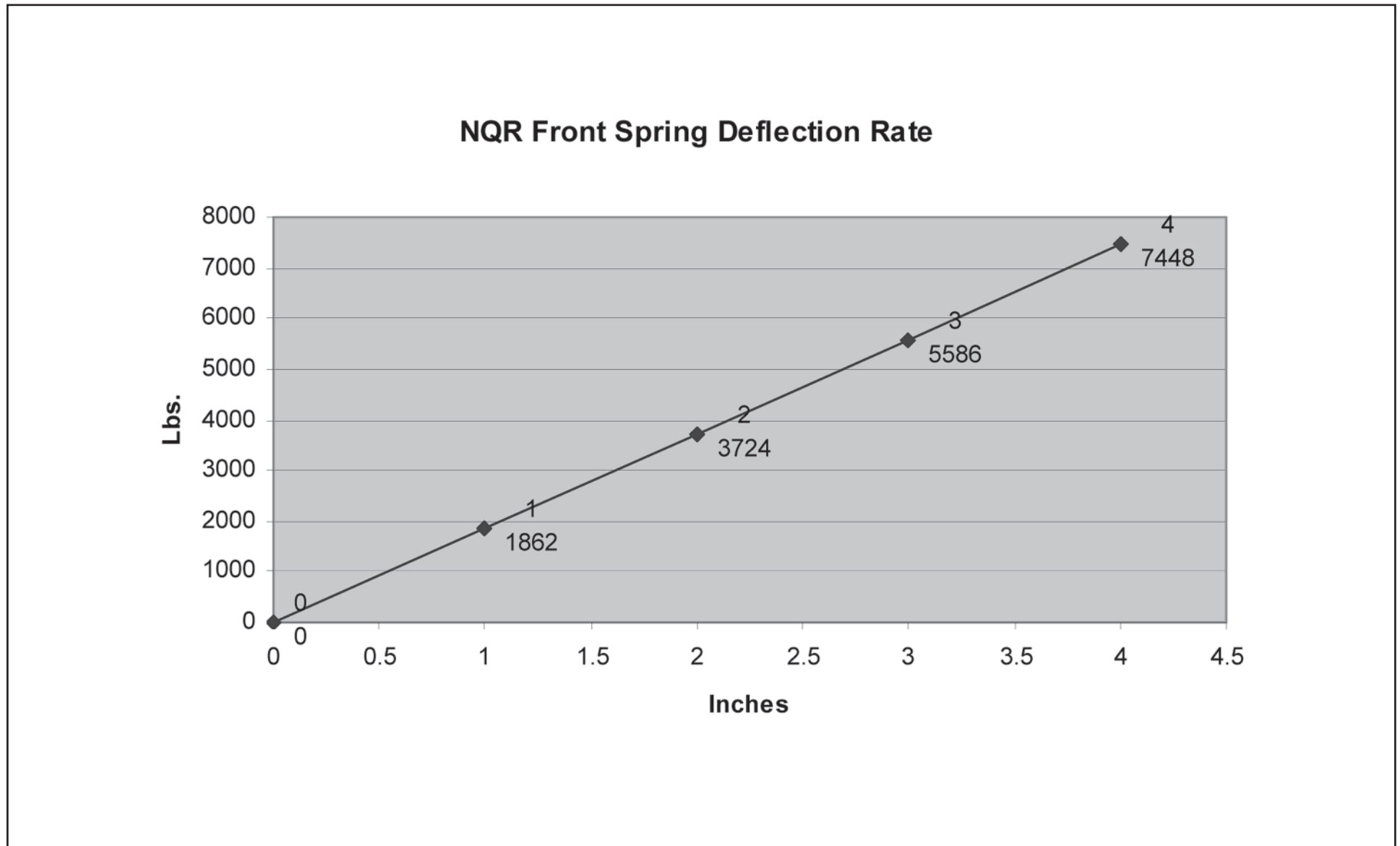
Formulas for Calculating Rear Width and Height Dimensions			
CW	= Track	HH	= Tire loaded radius – A
CH	= Tire loaded radius + C	JH	= KH – B
DH	= Tire loaded radius + D	KH	= Tire radius + 3.00 inches
DW	= Track + 2 tire sections – tire clearance	KW	= DW – 5.00 inches
EW	= Track + 2 tire sections + tire clearance	LW	= 1.00-inch minimum clearance between tires and springs

NOTE: Track and overall width may vary with optional equipment.

Tire	GAWR	Track CW	A	B	C	D	E
225/70R 19.5F	12,980 lbs.	65.0	7.7 (A/T)	9.3 (A/T)	15.3	13.4	8.4

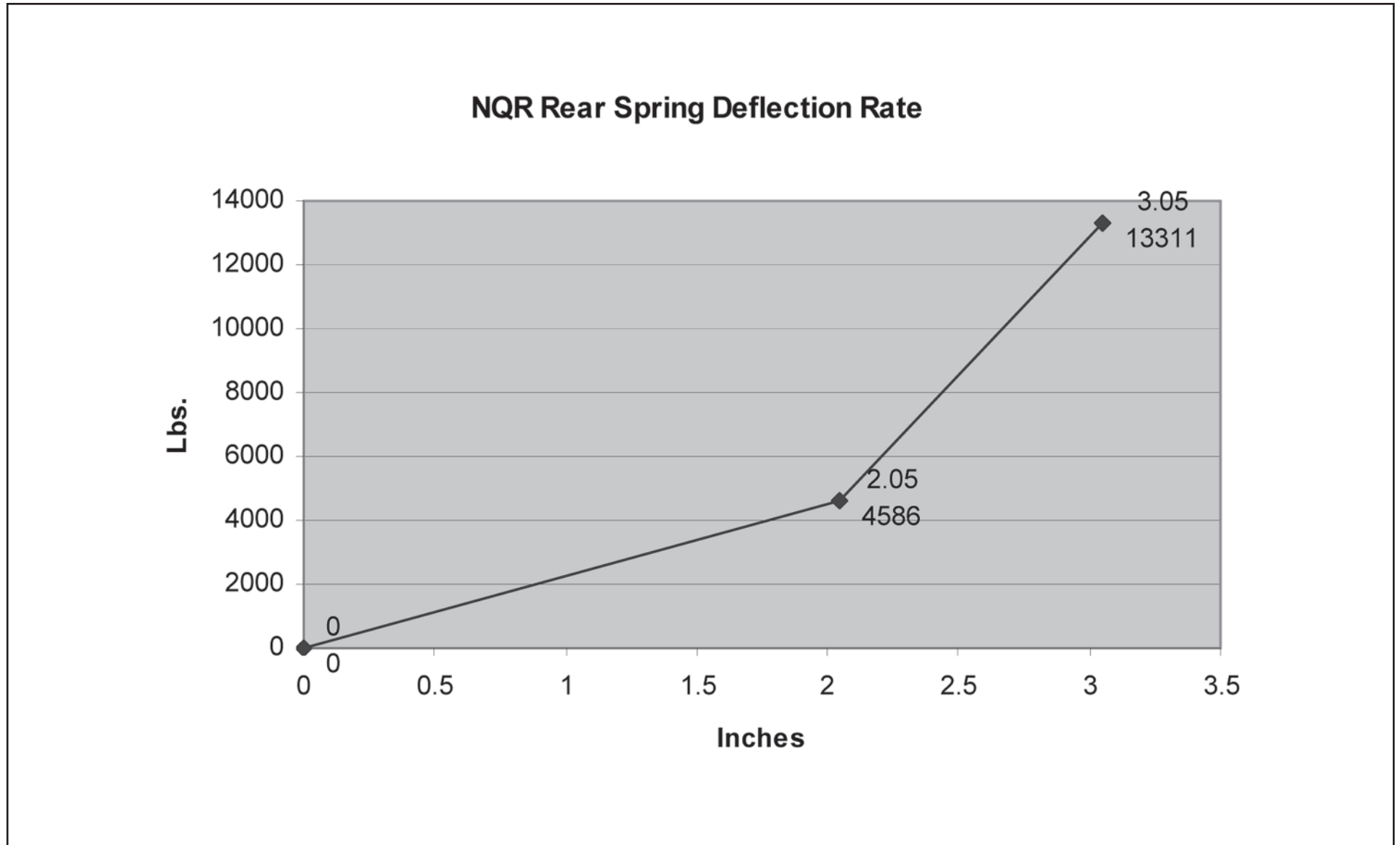
(Vehicle Specifications Index Section – NQR Diesel – continued from previous page)

Suspension Deflection Charts



(Vehicle Specifications Index Section – NQR Diesel – continued from previous page)

Suspension Deflection Charts



2011 Isuzu Truck

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Tire and Disc Wheel Chart

Tire

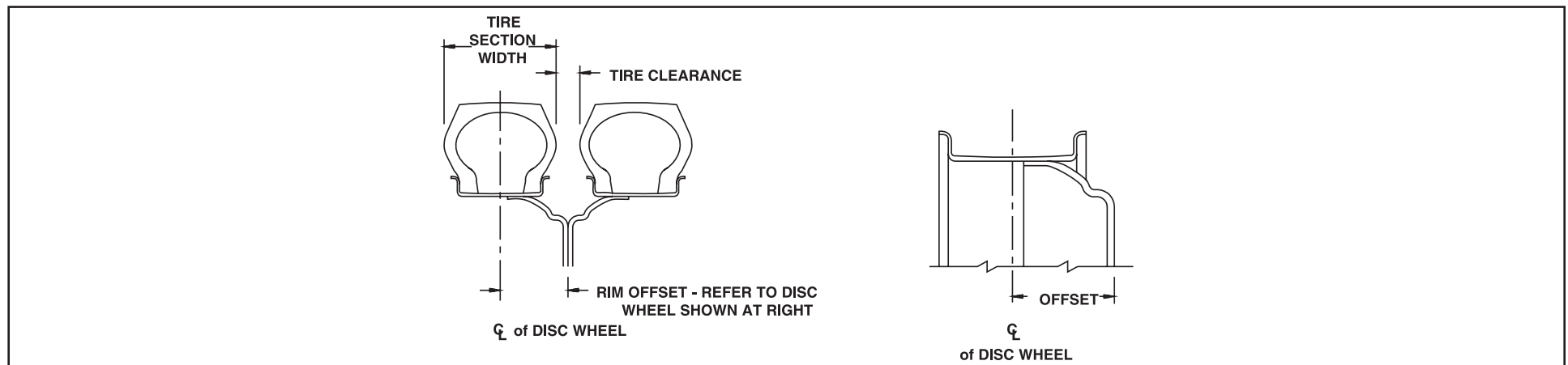
Tire Size	Tire Load Limit and Cold Inflation Pressures				Maximum Tire Load Limits		GVWR (Lb.)
	Single		Dual		Front	Rear	
	Lb.	PSI	Lb.	PSI	2 Single	4 Dual	
225/70R 19.5F	3,450	90	3,245	90	6,900	12,980	17,950

Tire Size	GVWR (Lb.)	Tire Radius				Tire Section Width	Tire Clearance	Design Rim Width
		Loaded		Unloaded				
		Front	Rear	Front	Rear			
225/70R 19.5F	17,950	14.93	14.98	16.00	16.00	8.7	1.3	6.0

Disc Wheel

Wheel Size	Bolt Holes	Bolt Circle Dia.	Ft./Rr. Nut Size*	Rear Stud Size*	Nut/Stud Torque Specs.	Inner Circle	Outside Offset	Disc Thickness	Rim Type	Material Mfg.
19.5 x 6.00 RW	6 JIS	8.75	1.6142 (41 mm) BUD HEX	0.8268 (21 mm) SQUARE	325 ft-lb. (440 N•m)	6.46	5.0	0.35	15° DC	Steel TOPY

*O.D. Wrench Sizes

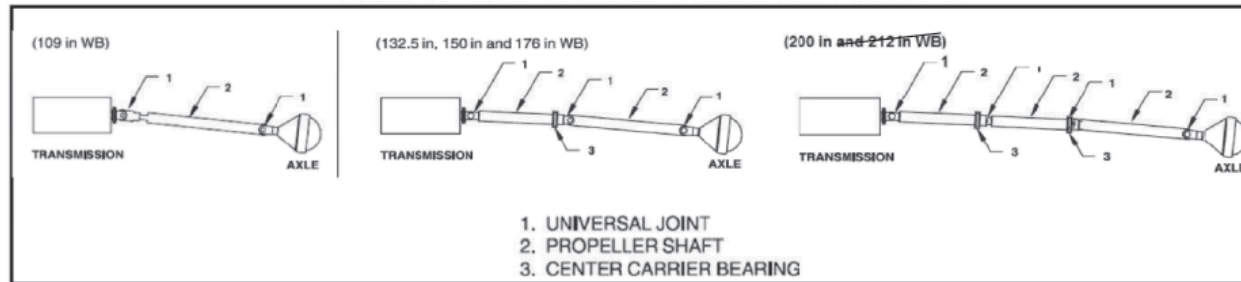


(Vehicle Specifications Index Section – NQR Diesel – continued from previous page)

Propeller Shaft

WB	PLANE VIEW	SIDE VIEW
109		
132.5		
150		
176		
200		

TYPICAL INSTALLATIONS SHOWING YOKES "IN PHASE." "IN PHASE" MEANS THAT THE YOKES AT EITHER END OF A GIVEN PROPELLER SHAFT ASSEMBLY ARE IN THE SAME PLANE.



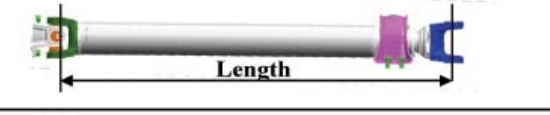
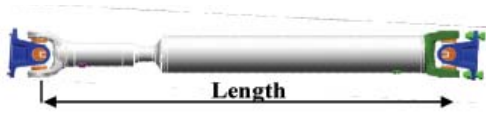
Wheelbase	Plane View			Side View		
	A Auto. Trans.	B Auto. Trans.	C Auto. Trans.	D Auto. Trans.	E Auto. Trans.	F Auto. Trans.
109 in.	—	3.4°	—	—	8.6°	—
132.5 in.	0°	2.8°	—	2.7°	4.8°	—
150 in.	0°	2.8°	—	0.1°	4.6°	—
176 in.	0°	2.0°	—	0.5°	2.6°	—
200 in.	0°	2.0°	0	0.5°	0	2.6°

NOTE: All driveline angles are at unloaded condition (curb position with typical cargo body).

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(Vehicle Specifications Index Section – NQR Diesel – continued from previous page)

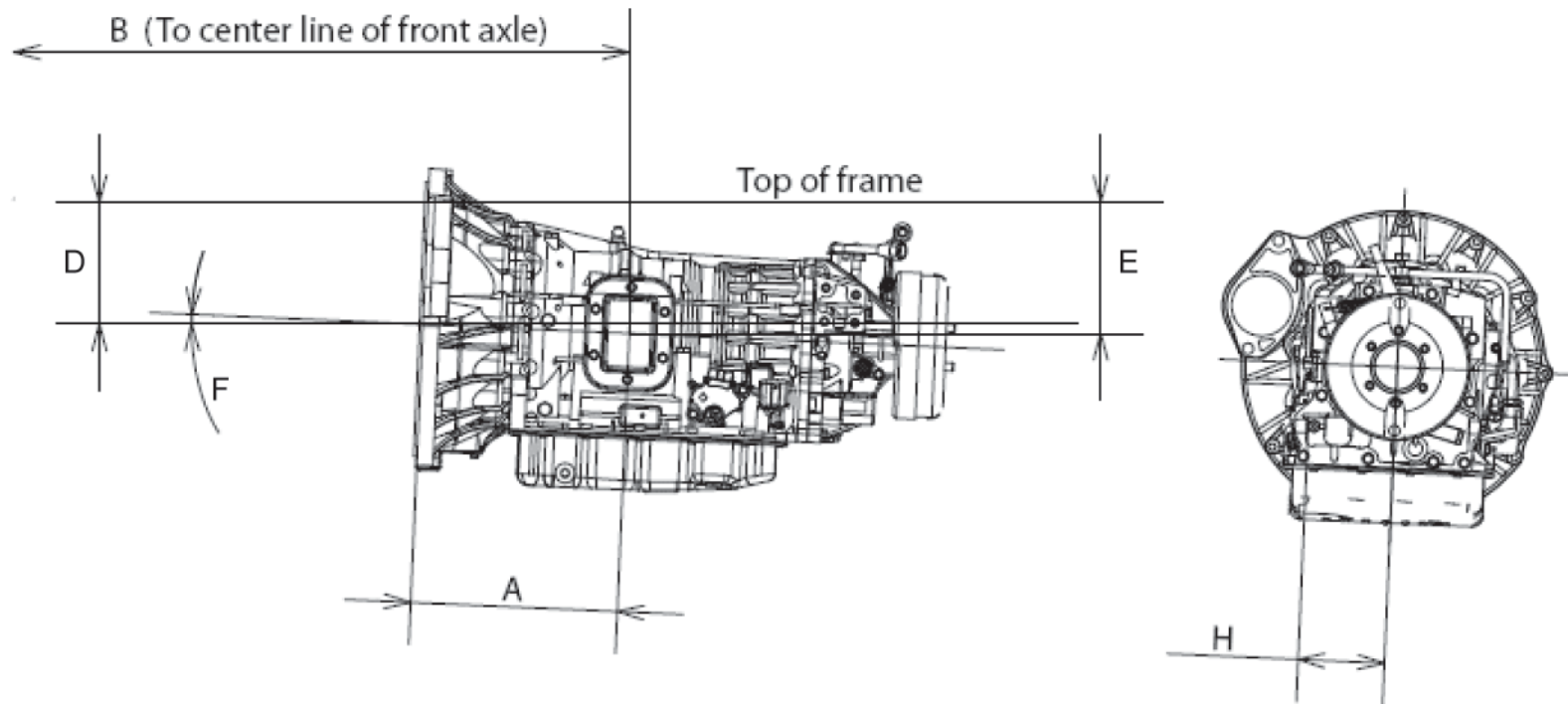
Trans. Type	6 Automatic. Transmission				
Wheelbase	109	132.5	150	176	200
No. of Shafts	1	2	2	2	3
Shaft #1 O.D.	3.54	3.54	3.54	3.54	3.54
Thickness	0.126	0.126	0.126	0.126	0.126
Length	35.6	22.91	40.24	49.69	49.69
Type	D	D	B	B	B
Shaft #2 O.D.	N/A	3.54	3.54	3.54	3.54
Thickness	N/A	0.126	0.126	0.126	0.126
Length	N/A	36.02	36.34	52.95	24.00
Type	N/A	D	D	D	B
Shaft #3 O.D.	N/A	N/A	N/A	N/A	3.54
Thickness	N/A	N/A	N/A	N/A	0.126
Length	N/A	N/A	N/A	N/A	52.95
Type	N/A	N/A	N/A	N/A	D

Type	Description	Illustration
Type B	1 st shaft in 2-piece driveline 2 nd shaft in 3-piece driveline	
Type D	1 st shaft in 1-piece driveline 2 nd shaft in 2-piece driveline 3 rd shaft in 3-piece driveline	

(Vehicle Specifications Index Section – NQR Diesel – continued from previous page)

PTO Location, Drive Gear and Opening Information

AUTOMATIC TRANSMISSION



(Vehicle Specifications Index Section – NQR Diesel – continued from previous page)

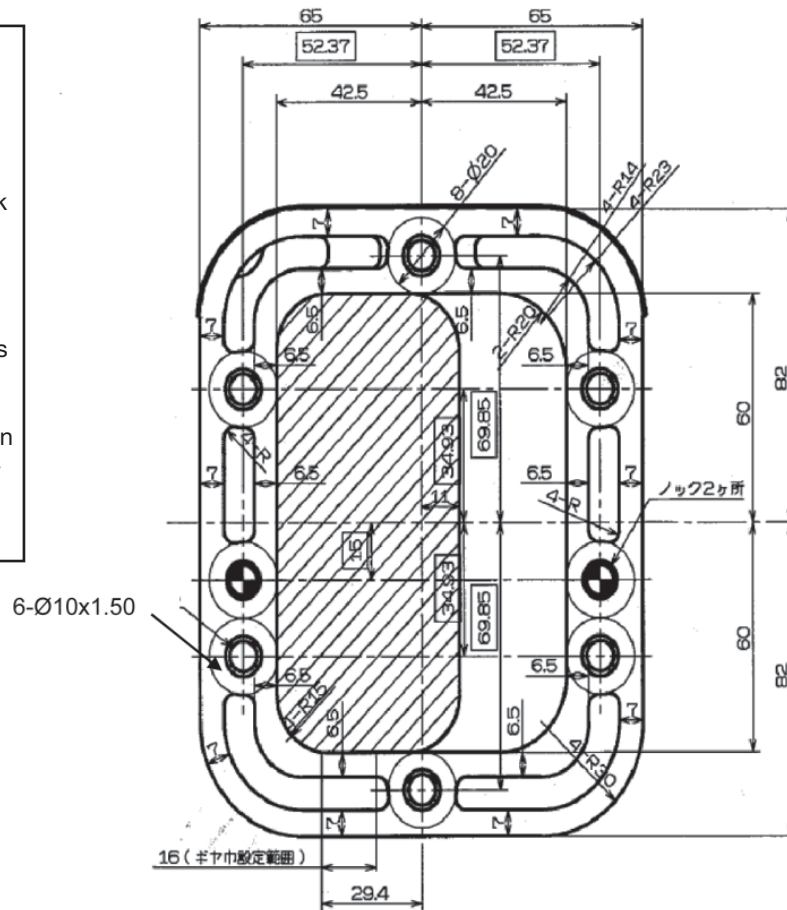
Trans.	Opening Location	Bolt Pattern	A	B	C	D	E	F	H	PTO Drive Gear Location	Ratio of PTO Drv. Gear Spd. to Eng. Spd.	No. of Teeth	Pitch	Helix Angle	Max. Output Torque
Aisin	Left	(Dr 2)	12.35	36.89	0	7.85	7.31	2.5°	5.16	PTO Gear	1:1 with turbine	69	N/A	0°	134 lbs.-ft. @ 1,700 RPM

Opening Diagram

Aisin A460 Automatic Torque Converter Lock Up Function.

In either the Stationary Preset PTO Mode or Stationary Variable PTO Mode, when engine rpm exceeds 1200 RPM, the torque converter will lock up. The engine rpm can not be modified and the lockup function cannot be turned off. Please note that with PTO applications that operate around 1200 RPM, the transmission software holds the torque converter in lockup until engine speed falls below 1100 RPM.

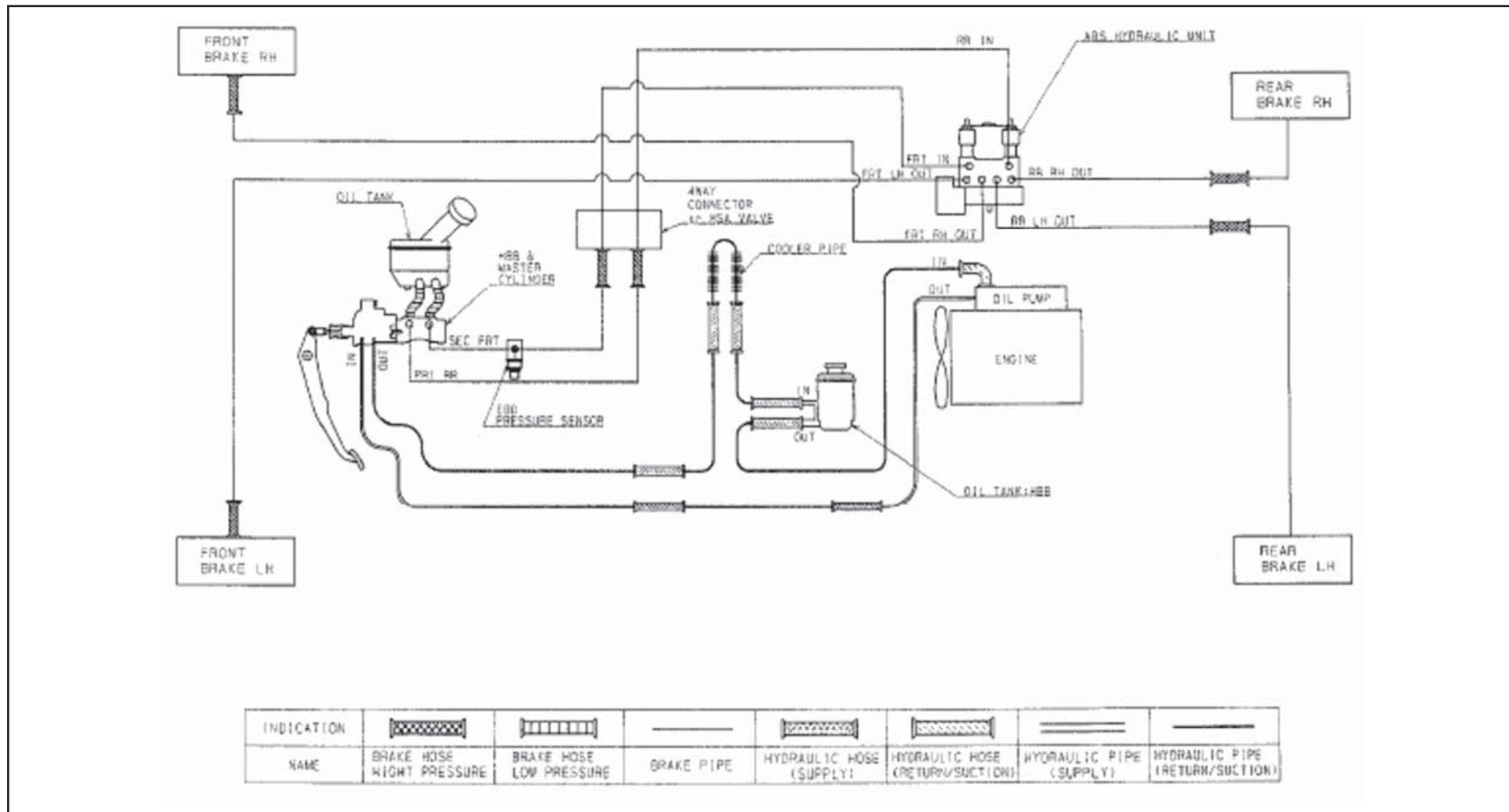
The lock up function will cancel if the transmission shift lever is moved from the park or neutral positions which will remove the transmission from the stationary mode.



(Vehicle Specifications Index Section – NQR Diesel – continued from previous page)

Brake System Diagram, Hydraulic Brake Booster

Please refer to introduction section of book for antilock system cautions and wheelbase modification requirements.



Diesel Fuel Fill

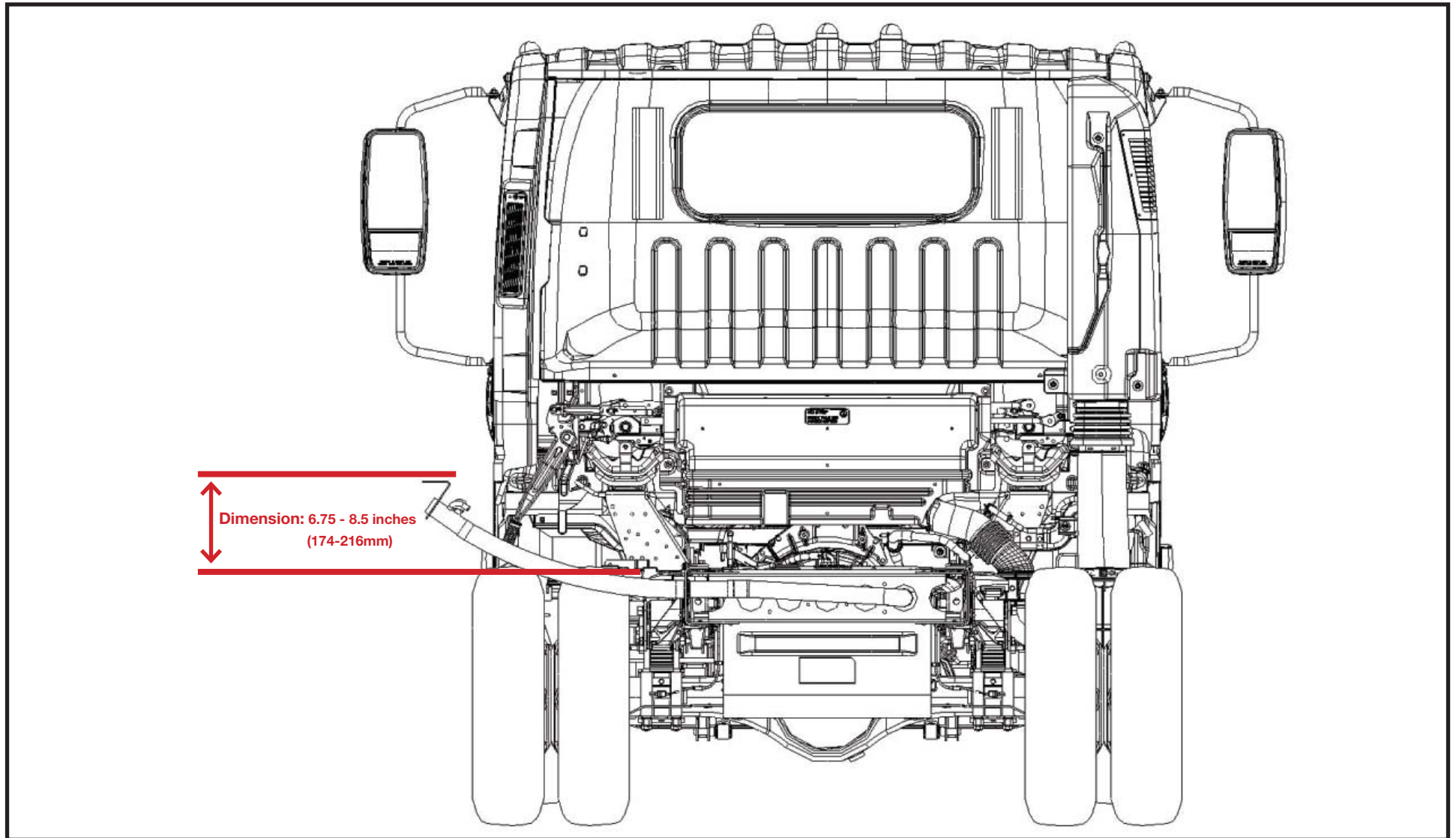
Installation Instructions

1. Disconnect battery.
2. Loosen hose from the tie downs. Remove caps from plate on rail.
3. Install hoses onto the plate.
4. Extend hose out from the driver side of the rail to body rail.
5. The filler neck must be mounted to allow the fill plate bracket to be parallel to the frame horizontal (see figure 4).
6. Cover with protector wrap and secure with tie wraps.
7. Filler hose is set for 102 inches outside width body.
8. Filler neck (dimension A) must be between 6.85 inches and 8.5 inches above frame.
9. Secure the filler plate to the bottom of the body and check for leaks.
10. Ensure that fill hose does not sag, creating an area where the fuel could pool in the fill hose.
11. Reconnect battery.

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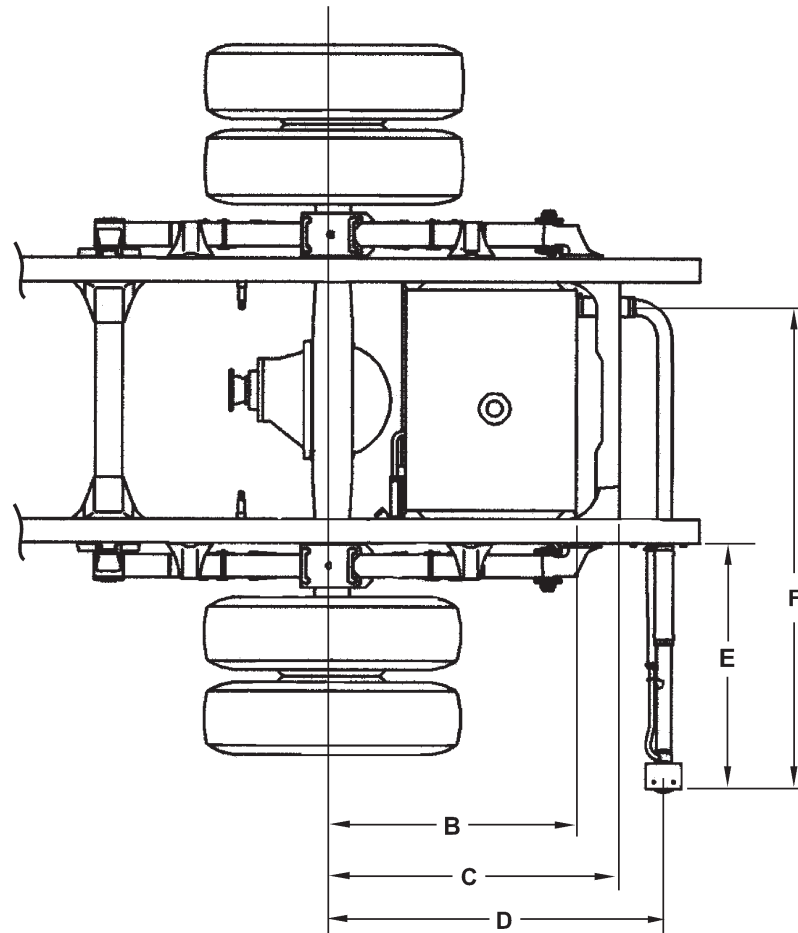
(Vehicle Specifications Index Section – NQR Diesel – continued from previous page)

Rear View Fuel Fill



(Vehicle Specifications Index Section – NQR Diesel – continued from previous page)

Top View Fuel Fill

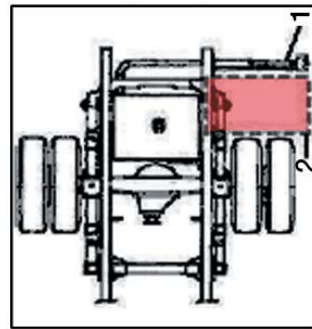


Dimensions:

- B = 29.75 inches (756 mm)
- C = 34.00 inches (863 mm)
- D = 39.29 inches (998 mm)
- E = 33.86 inches (860 mm)
- F = 59.60 inches (1,514 mm)

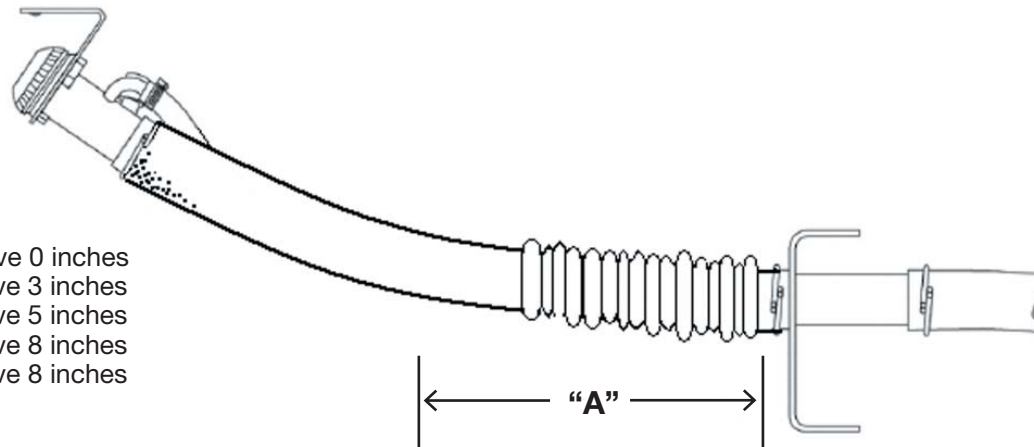
(Vehicle Specifications Index Section – NQR Diesel – continued from previous page)

Hose Modification for Various Width Bodies and fuel fill vent Protection



Fuel fill vent and neck should be protected from road spray

1. FUEL FILLER NECK
2. RECOMMENDED MUD FLAP MOUNTING AREA (RED ZONE).



“A” Dimensions:

- 102 inch wide body remove 0 inches
- 96 inch wide body remove 3 inches
- 90 inch wide body remove 5 inches
- 86 inch wide body remove 8 inches
- 80 inch wide body remove 8 inches

(Vehicle Specifications Index Section – NQR Diesel – continued from previous page)

Ultra Low Sulfur Diesel Label

**Per EPA Title 40, Part 86, 86:007—35(c),
The decal illustrated below must be installed on the vehicle.
The decal is included in the fuel fill parts box.**

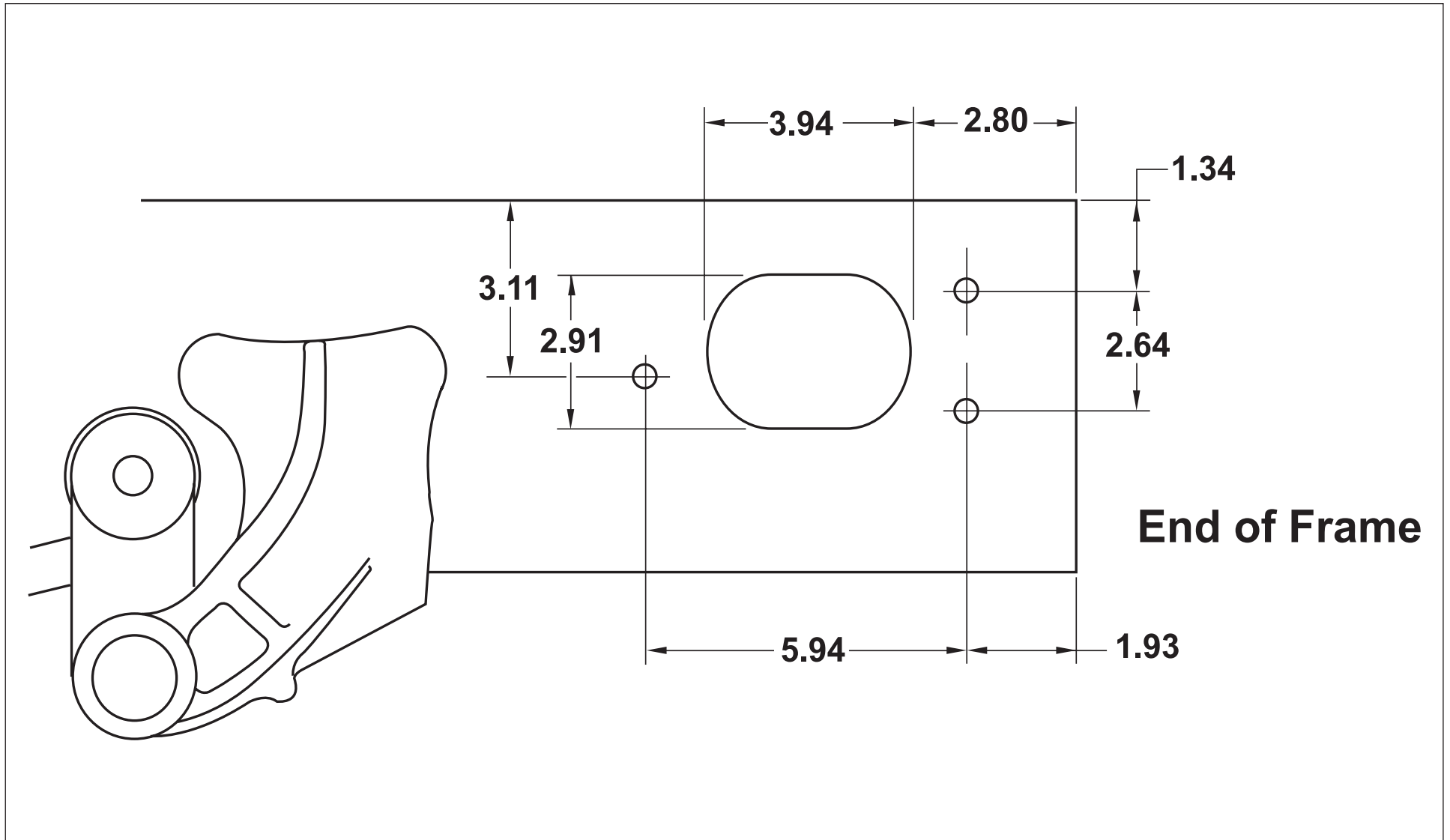


INSTRUCTIONS FOR DECAL PLACEMENT:

1. The decal must be placed as close as possible to the fuel inlet and be clearly visible.
 2. The decal should be placed above or to the side of the fuel cap to avoid corrosion by possible contact with fuel.
 3. The decal may be placed on aerodynamic fairings, bodies, etc. as long as the decal is clearly visible and in close proximity to the fuel inlet.
 4. For installed bodies that have a fuel door, the decal should be placed above or to the side of the fuel door.
- Thoroughly clean the area of all grease, dirt, etc. before application of the decal. Apply the decal at room temperature, 65° to 75° F.

(Vehicle Specifications Index Section – NQR Diesel – continued from previous page)

Through the Rail Fuel Fill Frame Hole



(Vehicle Specifications Index Section – NQR Diesel – continued from previous page)

2011 Model Year N-Diesel Fuel Filler Kit Instructions

Several important changes have been made to the fuel filler kit on Isuzu N-series diesel products for the 2011 model year. Please review these instructions prior to installation of the fuel filler kit.

Parts Kit: There are two separate parts kits used for the 2011 model year N-diesel products. Fuel filler kit part number 898171 9090 is used for 14,500 lb and higher GVWR chassis (NPR-HD, NQR, NRR), For reference kit part number 898171 9080 is used for 12,000 lb GVWR chassis (NPR models). Parts list is shown in **Tables 1**. Parts photos are shown in **Figure 1**.

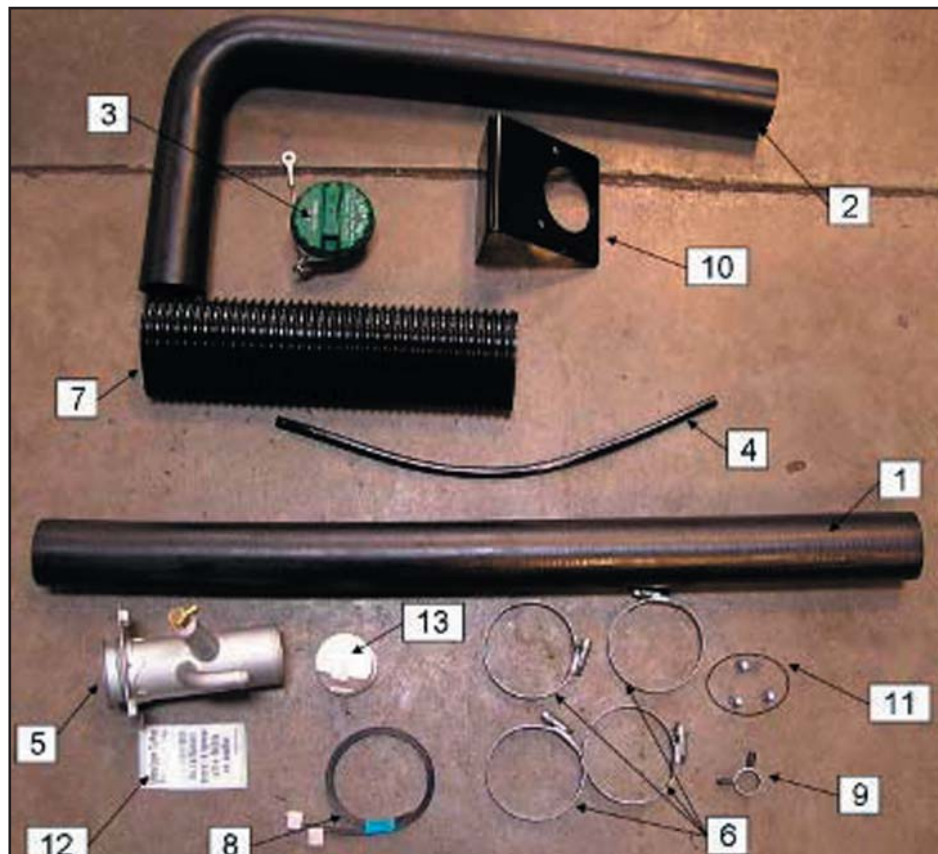


Figure 1

FUEL FILLER KIT, NPR-HD, NQR, NRR 898171 9090			
ITEM #	PART NAME	PART #	QTY
1	HOSE: FUEL FILLER NECK	898171 211Y	1
2	HOSE: FUEL FILLER	898006 450Y	1
3	CAP: FILLER	897218 702Y	1
4	HOSE: ROLL-OVER VALVE	898164 876Y	1
5	NECK ASM: FUEL FILLER	898164 877Y	1
6	CLIP: JOINT	898133 349Y	4
7	PROTECTOR: FILLER HOSE	897114 063Y	1
8	CLIP: BAND, HOSE FIXING	109707 107Y	2
9	CLIP: RUBBER, HOSE	894242 034Y	1
10	BRACKET: FILLER NECK	897116 621Y	1
11	SCREW: FILLER NECK	897581 217Y	3
12	CAUTION PLATE	898070 422Y	1
13	SHUTTER: FUEL TANK	898164 404Y	1

Table 1

(Vehicle Specifications Index Section – NQR Diesel – continued from previous page)

Installation Instructions and Considerations:

The fuel tank shutter valve (13) is a new component for 2011 model year. This component is meant to improve fuel splash-back performance of the fuel system, and must be installed in the tank for all 2011 model year N-diesel vehicles. This plastic valve snaps into place in the inlet of the fuel tank. The valve should be installed so that the plastic clip is at the top of the valve, so that the flap door opens up, as shown in **Figures 2 and 3** below.

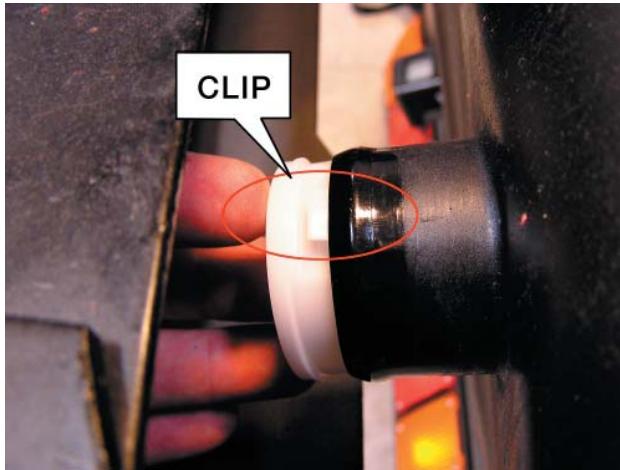


Figure 2



Figure 3

The fuel filler hose should be installed flush against the tank. The clamp should be installed between 1/16" and 3/8" from the tank. This is shown in **Figure 4** below.

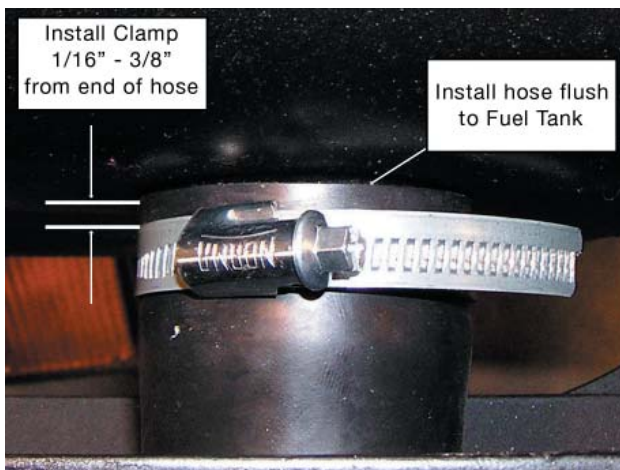
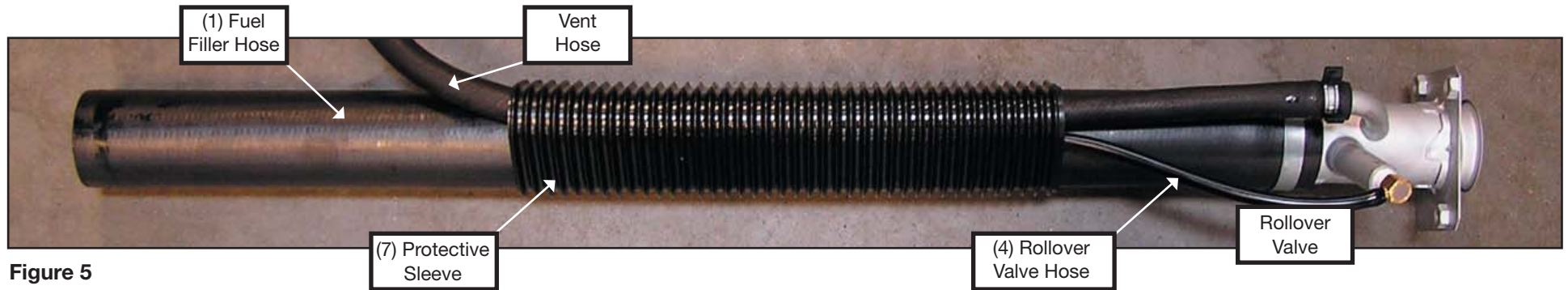


Figure 4

(Vehicle Specifications Index Section – NQR Diesel – continued from previous page)

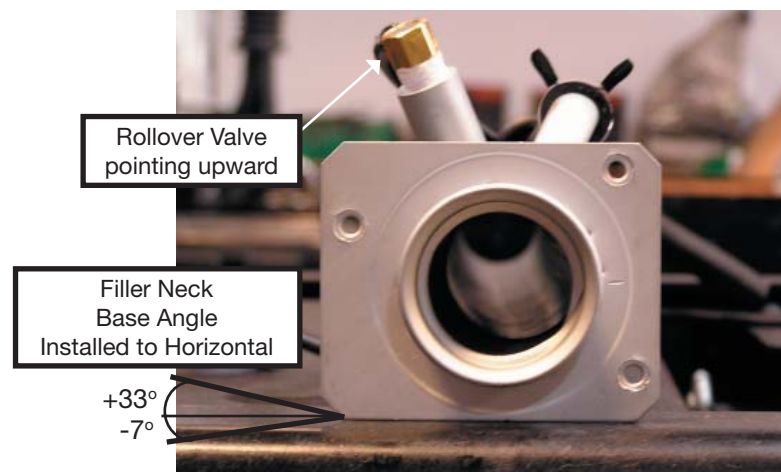
Roll-Over Valve Tubing

New for 2011 model year, the roll-over valve has a hose attachment that will make this valve less sensitive to water intrusion. In order for the valve to work properly, it is critical that the hose be installed to the rollover valve. The proper assembly of the outer hose is shown in **Figure 5**.



Filler Neck Installation:

The fuel filler neck (5) must be installed with the proper orientation on the body. The neck should be installed with the roll-over valve pointing upward, with the bottom edge of the neck oriented parallel to the ground, plus or minus 33, minus 7 degrees. See **Figure 6** for the proper orientation.



NPR HD, NQR, Crew Cab Diesel Specifications

Model	NPR HD Diesel Crew Cab	NQR Diesel Crew Cab
GVWR	14,500 lb	17,950 lbs.
WB	150 in, 176 in.	
Engine	Isuzu 4-cylinder, in-line 4-cycle, turbocharged, intercooled, direct injection diesel.	
Model/Displacement	4HK1-TC/317 CID (5.19 liters)	
HP (Gross)	210 HP @ 2,550 rpm	
Torque (Gross)	441 lb-ft torque @ 1,850 rpm	
Equipment	Dry element air cleaner with vertical intake; 2 rows 564 square in ² . radiator; 7 blade 20.1 in diameter fan with viscous drive. Cold weather starting device and an oil cooler. Engine oil level check. Engine warning system with audible warning for low oil pressure, high coolant temperature, and low coolant level. Engine cruise control and engine idle up function.	
Transmission	Aisin A465 6 speed automatic transmission with fifth and sixth gear overdrive with lock up in 2nd, 3rd, 4th, 5th and 6th, PTO capability automatic torque converter lockup in stationary PTO mode.	
Steering	Integral power steering 18.8-20.9:1 ratio. Tilt and telescoping steering column.	
Front Axle	Reverse Elliot "I"-Beam rated at 6,830 lbs.	
Suspension	Semi-elliptical steel alloy tapered leaf springs with stabilizer bar and shock absorbers.	
GAWR	5,360 lbs.	6,830 lbs.
Rear Axle	Full-floating single speed with hypoid gearing rated at 14,550 lb.	
Suspension	Semi-elliptical steel alloy multi-leaf springs and shock absorbers.	
GAWR	9,880 lbs.	12,980 lbs.
Wheels	16 x 6.0-K	6-hole disc wheels, painted white. 19.5 x 6.0-K
Tires	215/85R 16-E (10 pr)	tubeless steel-belted radials, all-season front and rear. 225/70R-19.5E (12 ply)
Brakes	Dual circuit vacuum assisted hydraulic service brakes with EBD (Electronic Brake Distribution) system for load proportioning of the brake system front disc and self-adjust outboard mounted drum rear. The parking brake is a mechanical, cable actuated, internal expanding drum type, transmission mounted. The exhaust brake is standard and is vacuum operated. 4 channel anti-lock brake system.	

NOTE: These selected specifications are subject to change without notice.

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(Vehicle Specifications Index Section – NPR HD, NQR Crew Cab Diesel – continued from previous page)

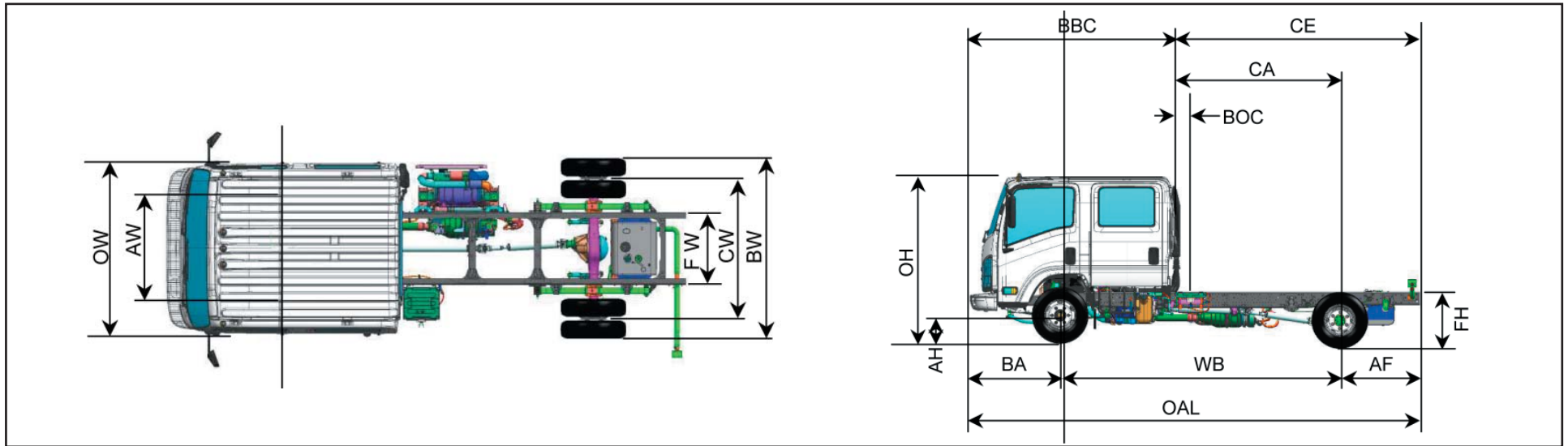
Model	NPR HD Diesel Diesel	NQR Diesel Diesel
Fuel Tank	30 gal. rectangular steel fuel tank mounted in frame rail behind rear axle. Fuel water separator with indicator light.	
Frame	Ladder type channel section straight frame rail 33.5 inches wide through the total length of the frame. Yield strength 44,000 psi, section modulus 11.89 in., RBM 523,160.	
Cab	All-steel 7 passenger low cab forward BBC 109.9 in.	
Equipment	Tricot and Jersey Knit combination cloth covered high back driver's seat with two occupant passenger seat. Four passenger rear bench seat. Dual cab mounted exterior mirrors with integral convex mirror. Tilt and telescoping steering column. Power windows and door locks, front floor mats, tinted glass.	
Electrical	12 Volt, negative ground, dual maintenance free batteries, 750 CCA each, 110 Amp alternator with integral regulator.	
Options	Fire extinguisher and triangle kit mounted in rear organizer, Engine Block Heater Engine oil pan heater (120v 300w), Engine shutdown system HWT, LWL, LOP, Wheel simulators, AM/FM/CD Radio Delete, PTO Enable switch and an Engine Idle Up Switch recommended for PTO applications only, Heated mirrors, Seat covers Crew Cab, Rear Body Dome Lamp Switch, Back up alarm, Engine Idle shutdown, Mirror bracket for 102 inch wide body, and Chrome Grille.	

NOTE: These selected specifications are subject to change without notice.

2011 Isuzu Truck

(Vehicle Specifications Index Section – NPR HD, NQR Crew Cab Diesel – continued from previous page)

Vehicle Weights, Dimensions and Ratings



NPR HD Variable Chassis Dimensions

Unit	WB	CA*	CE*	OAL	AF
Inch	150.0	88.5	131.6	241.5	43.1
Inch	176.0	114.5	157.6	267.5	43.1

*Effective CA & CE are CA or CE less BOC.

NPR HD Dimension Constants

Code	Inches	Code	Inches	Code	Inches
AH	7.5	BW	83.3	FH	31.8
AW	65.6	CW	65.0		
BA	48.4	FW	33.5		
BBC	109.9	OH	90.0		
BOC	5.0	OW	81.4		

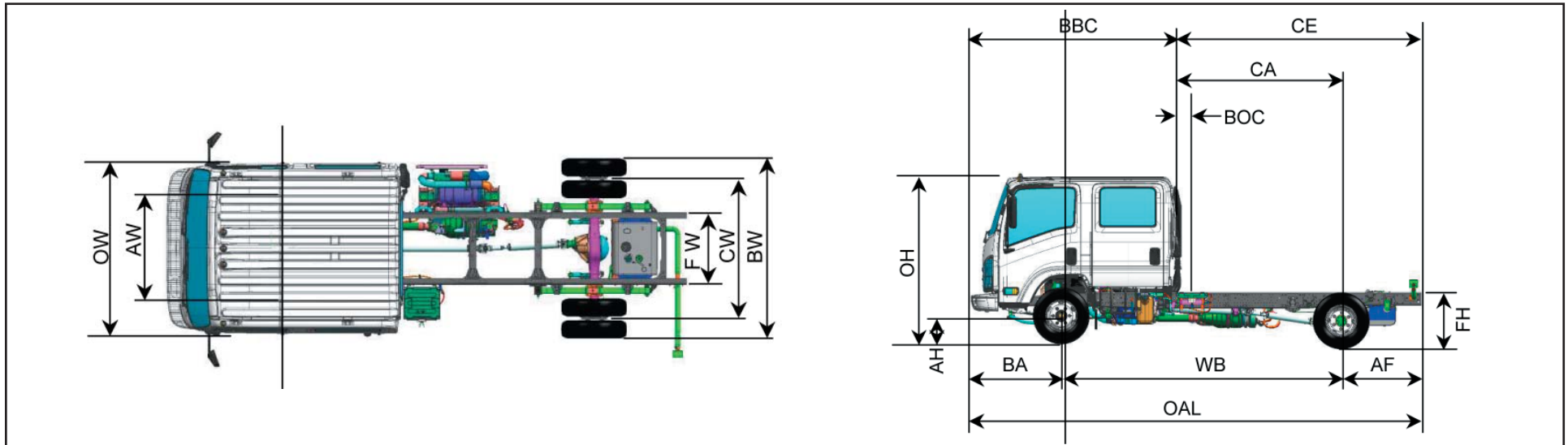
NPR HD In-Frame Tank 14,500-lb. GVWR Automatic Transmission Model Chassis Cab and Maximum Payload Weights

Model	WB	Unit	Front	Rear	Total	Payload
NG3	150.0 in.	lb.	4,535	2,330	6,865	7,635
NG4	176.0 in.	lb.	4,614	2,321	6,935	7,565

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(Vehicle Specifications Index Section – NPR HD, NQR Crew Cab Diesel – continued from previous page)

Vehicle Weights, Dimensions and Ratings



NQR Variable Chassis Dimensions

Unit	WB	CA*	CE*	OAL	AF
Inch	150.0	88.5	131.6	241.5	43.1
Inch	176.0	114.5	157.6	267.5	43.1

*Effective CA & CE are CA or CE less BOC.

NQR Dimension Constants

Code	Inches	Code	Inches	Code	Inches
AH	8.6	BW	83.3	FH	33.0
AW	65.6	CW	65.0		
BA	48.4	FW	33.5		
BBC	109.9	OH	91.1		
BOC	5.0	OW	81.4		

NQR In-Frame Tank 17,950-lb. GVWR Automatic Transmission Model Chassis Cab and Maximum Payload Weights

Model	WB	Unit	Front	Rear	Total	Payload
NS3	150.0 in.	lb.	4,762	2,573	7,335	10,615
NS4	176.0 in.	lb.	4,841	2,564	7,405	10,545

2011 Isuzu Truck

(Vehicle Specifications Index Section – NPR HD, NQR Crew Cab Diesel – continued from previous page)

Vehicle Weight Limits:

	NPR HD	NQR
GVWR Designed Maximum	14,500 lbs.	17,950 lbs.
GAWR, Front	5,360 lbs.	6,380 lbs.
GAWR, Rear	9,880 lbs.	12,980 lbs.

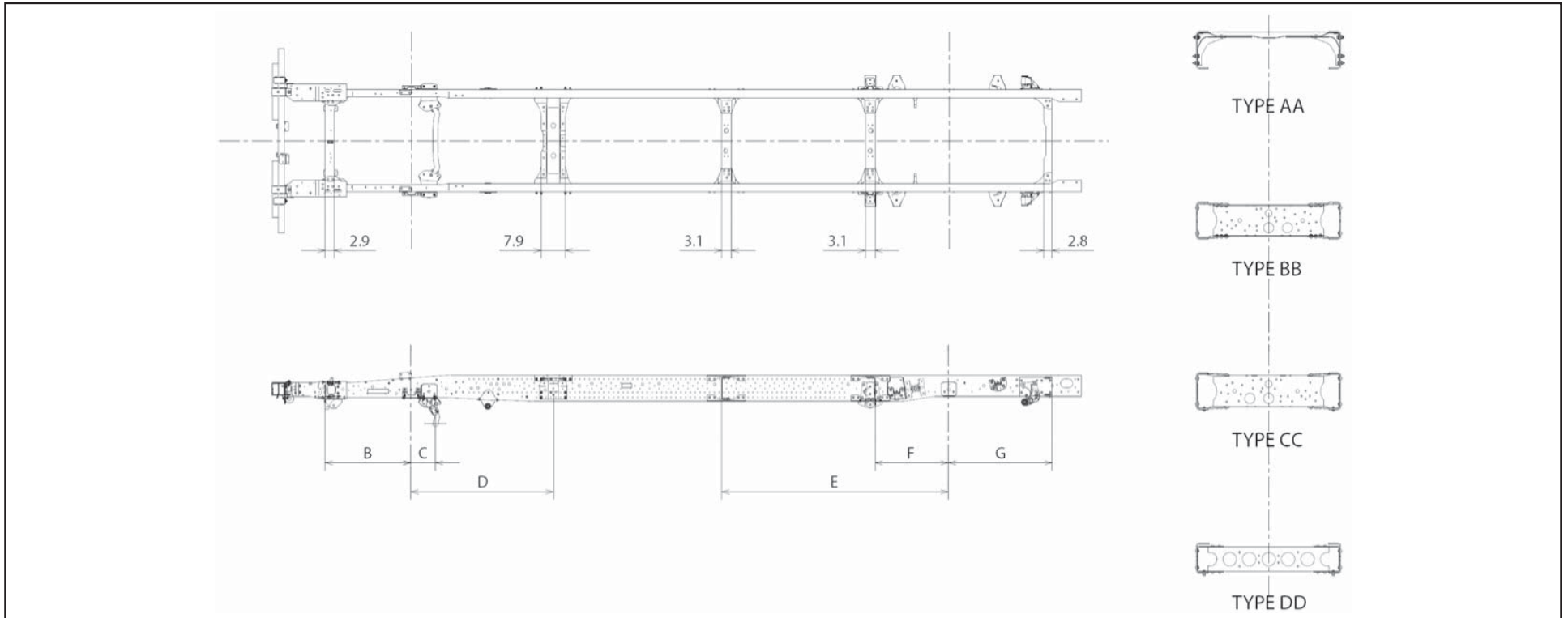
Technical Notes:

Chassis Curb Weight includes standard equipment and fuel. Does not include driver, passenger, payload, body or special equipment.

Maximum Payload Weight is the allowed maximum for equipment, body, payload, driver and passengers and is calculated by subtracting chassis curb weight from the GVWR.

(Vehicle Specifications Index Section – NPR HD, NQR Crew Cab Diesel – continued from previous page)

Frame and Crossmember Specifications

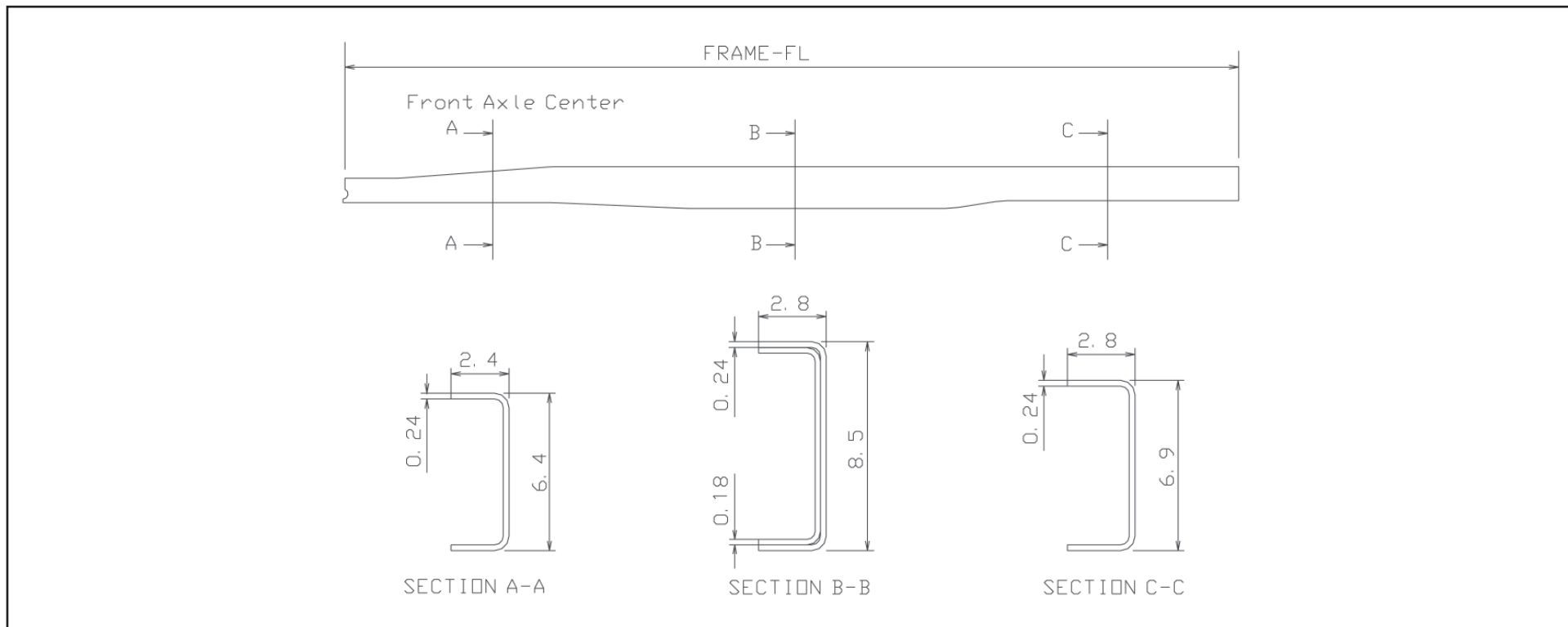


Wheelbase	Frame Thick	Crossmember Type/Location					
		B	C-A/T	D-A/T	E	F	G
150.0	0.24	28.3	7.9	AA 46.5	BB 57.9	CC 24.2	DD 33.8
176.0	0.24	28.3	7.9	AA 46.5	BB 74.4	CC 24.2	DD 33.8

A/T = Automatic Transmission

(Vehicle Specifications Index Section – NPR HD, NQR Crew Cab Diesel – continued from previous page)

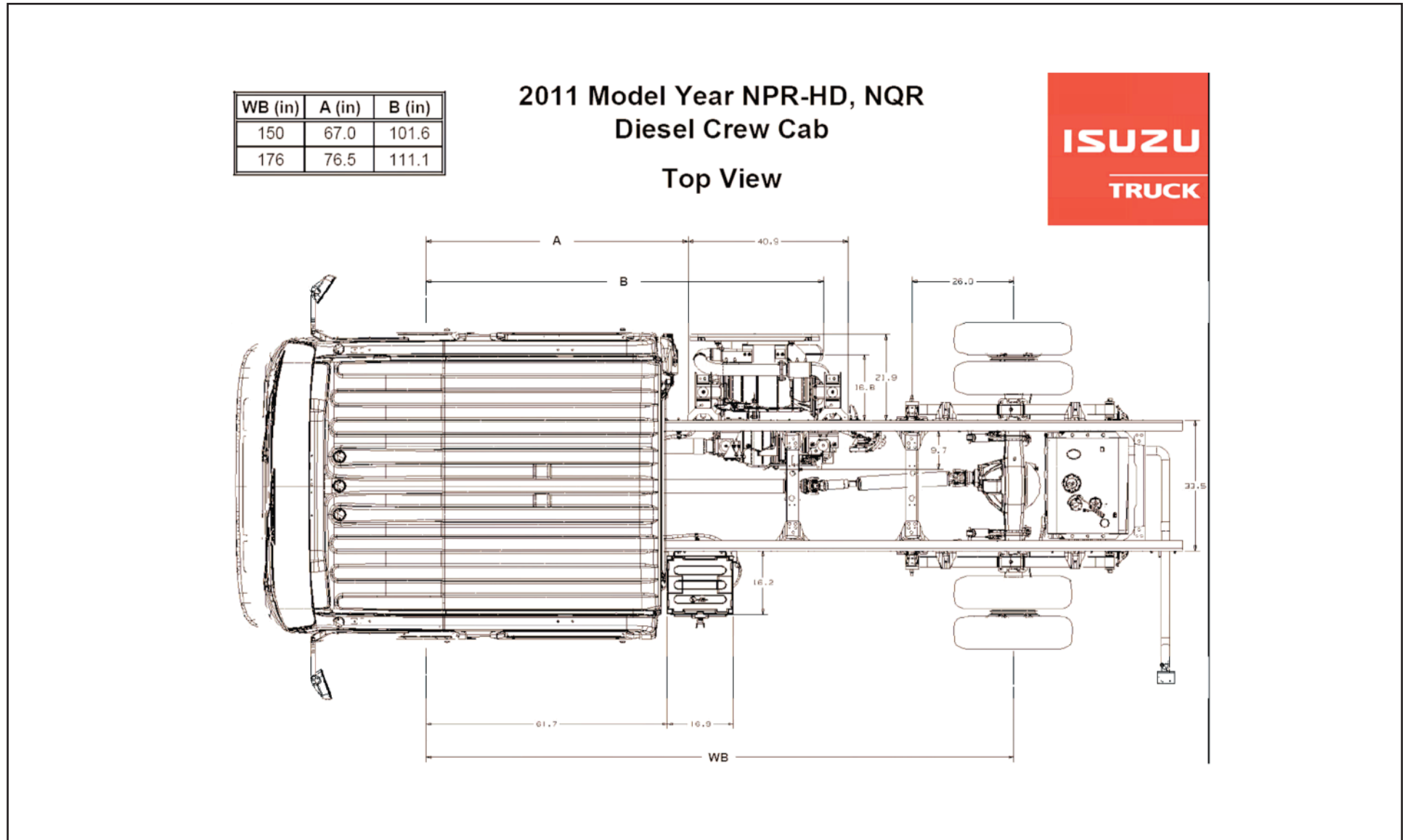
Frame Chart



Wheelbase	Frame FL	Frame Thickness
150.0	223.8	0.24 + 0.18
176.0	249.8	0.24 + 0.18

(Vehicle Specifications Index Section – NPR HD, NQR Crew Cab Diesel – continued from previous page)

Auxiliary Views

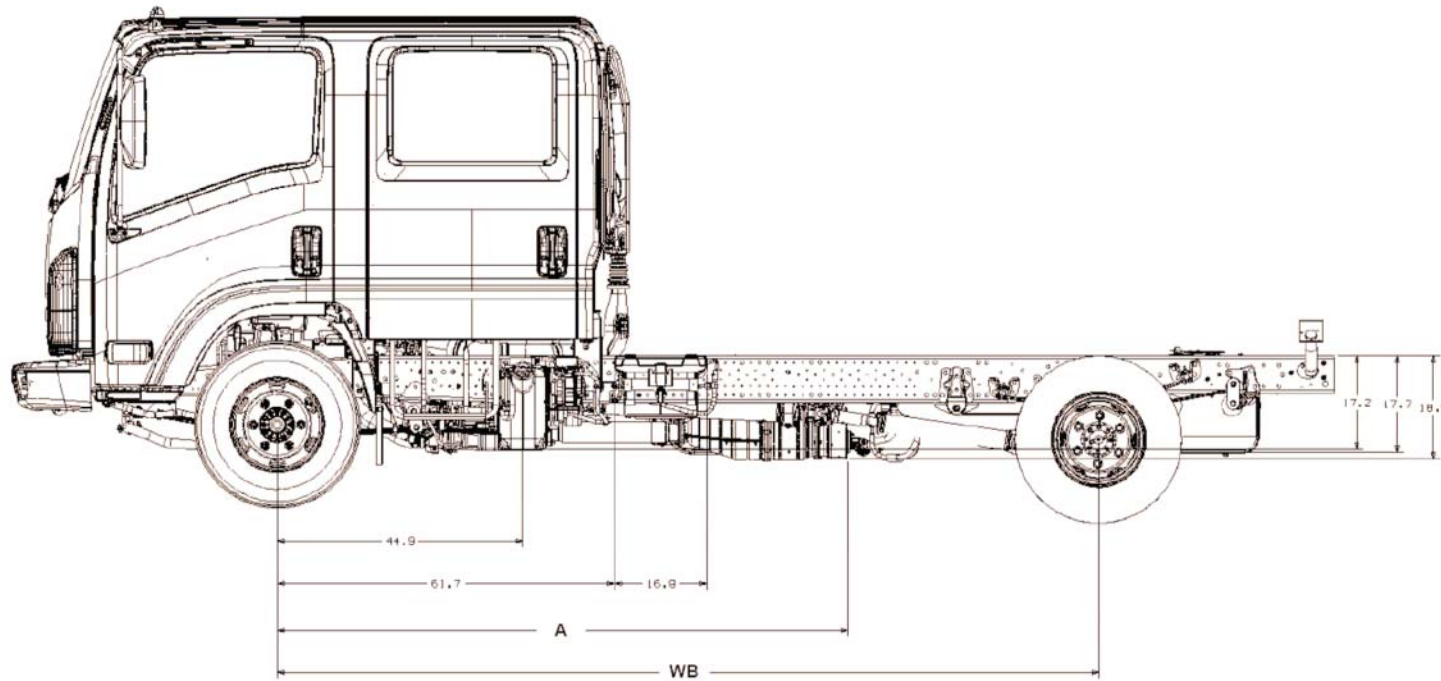


(Vehicle Specifications Index Section – NPR HD, NQR Crew Cab Diesel – continued from previous page)

Auxiliary Views

WB (in)	A (in)
150	104.3
176	113.8

2011 Model Year NPR-HD, NQR
Diesel Crew Cab
Left Side View



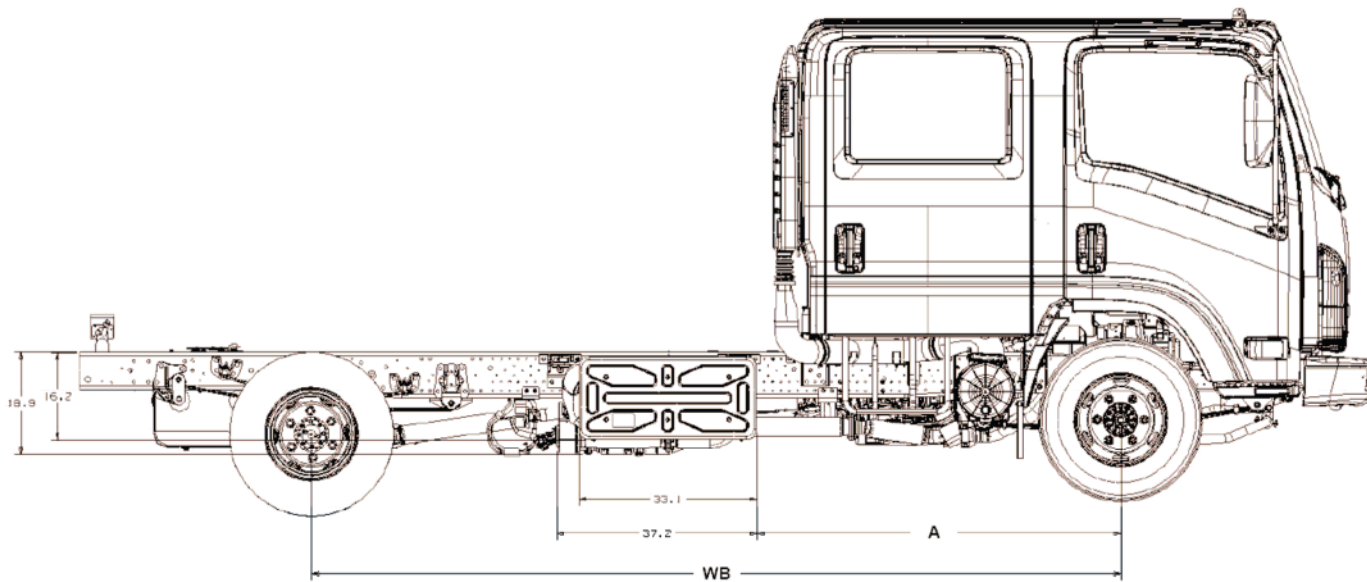
2011 Isuzu Truck

(Vehicle Specifications Index Section – NPR HD, NQR Crew Cab Diesel – continued from previous page)

Auxiliary Views

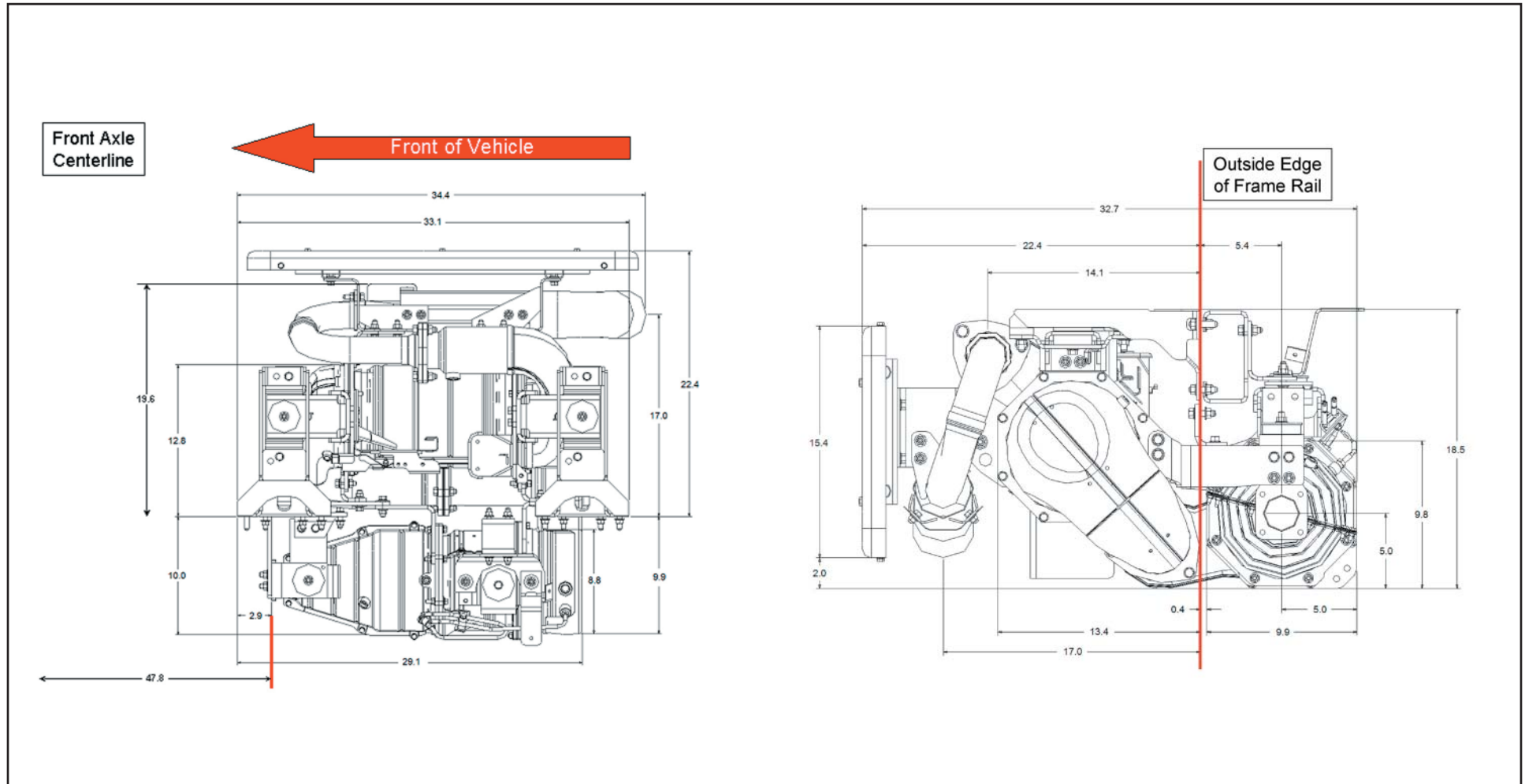
WB (in)	A (in)
150	67.6
176	77.1

2011 Model Year NPR-HD, NQR
Diesel Crew Cab
Right Side View



(Vehicle Specifications Index Section – NPR HD, NQR Crew Cab Diesel – continued from previous page)

Auxiliary Views



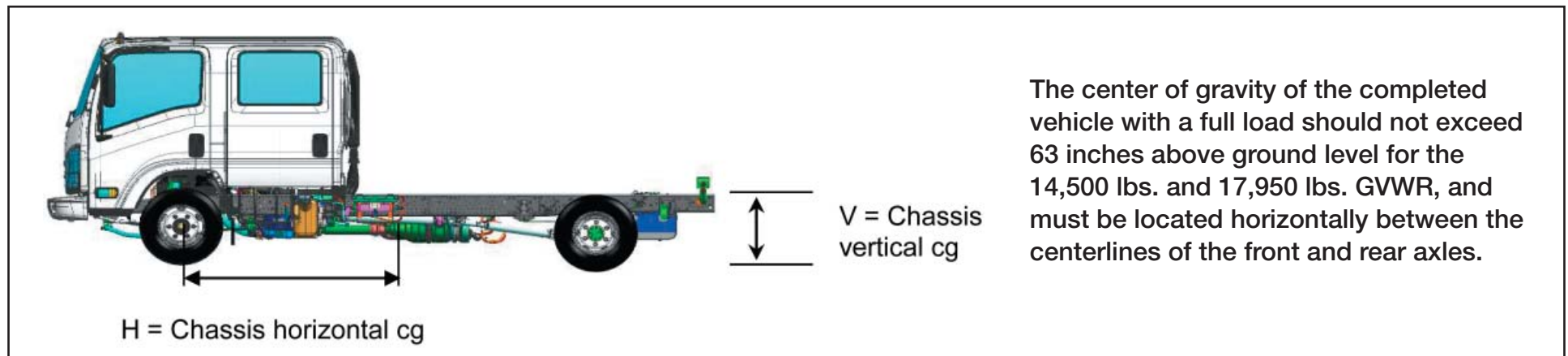
NOTE: Frame-mounted fuel tank available on 176" WB as an option replacing the In-Frame Tank.

* Allow 3" additional for battery box opening clearance.

(Vehicle Specifications Index Section – NPR HD, NQR Crew Cab Diesel – continued from previous page)

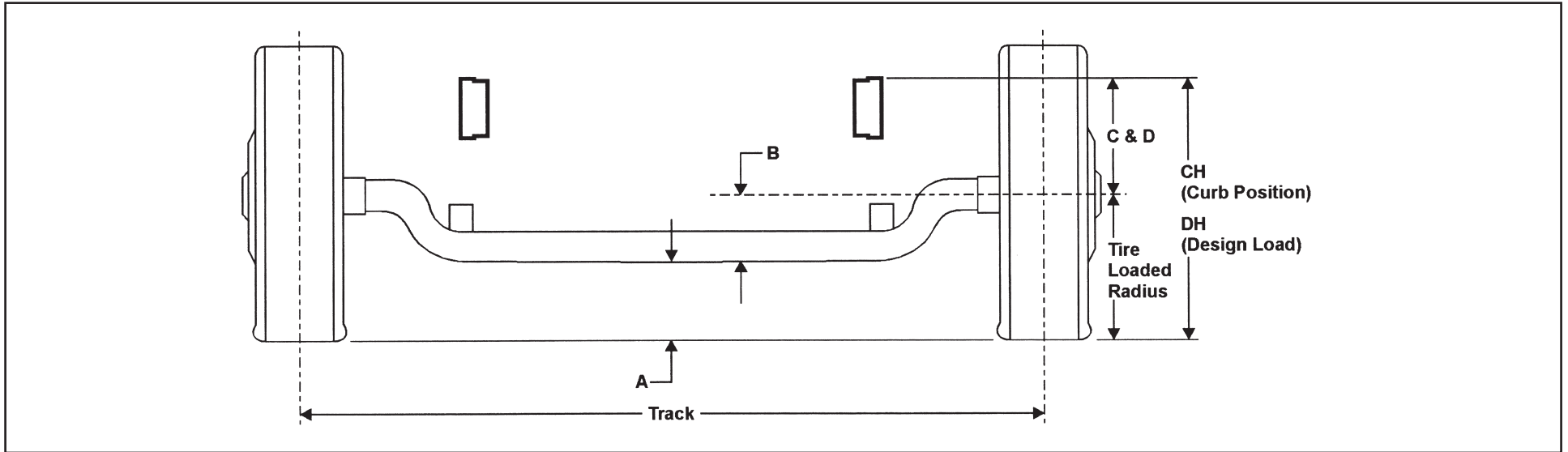
CENTER OF GRAVITY

Horizontal and Vertical CG of Chassis					
NPR-HD			NQR		
WB	V	H	WB	V	H
150	24.3	48.3	150	25.3	50.9
176	24.2	55.7	176	25.3	58.8



NOTE: The maximum dimensions for a body installed on the NPR-HD and NQR are 102 inches wide (outside) by 91 inches high (inside). Any larger body applications must be approved by Isuzu Commercial Trucks of America Application Engineering. In the West Coast call 1-714-935-9327 and in the East Coast call 1-770-740-1620 X262.

Front Axle Chart NPR HD



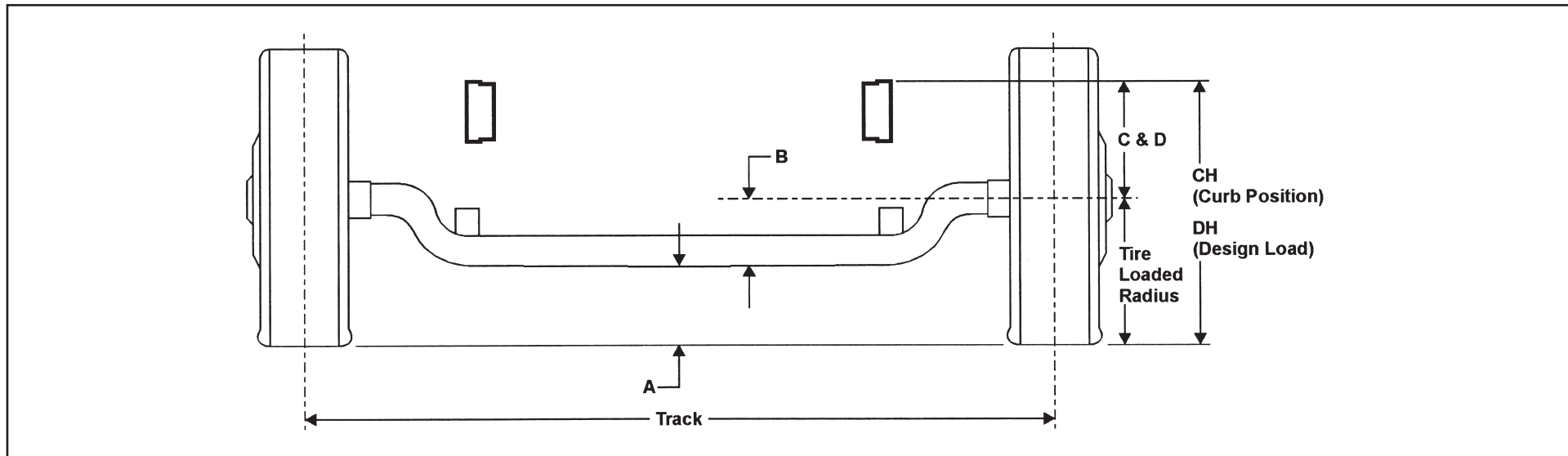
Formulas for calculating height dimensions:

- A = Tire Loaded Radius - B
- C = Centerline of Axle to Top of Frame Rail at Curb Position
- D = Centerline of Axle to Top of Frame Rail at Design Load
- CH = C + Tire Unloaded Radius
- DH = D + Tire Loaded Radius

Tire	GVWR	GAWR	A	B	C	D	CH	DH	Track	Tire Radius	
										Unload	Load
215/85R 16E	14,500 lbs.	5,360 lbs.	7.5	6.6	11.9	11.7	26.5	25.8	65.5	14.6	14.1

(Vehicle Specifications Index Section – NPR HD, NQR Crew Cab Diesel – continued from previous page)

Front Axle Chart NQR



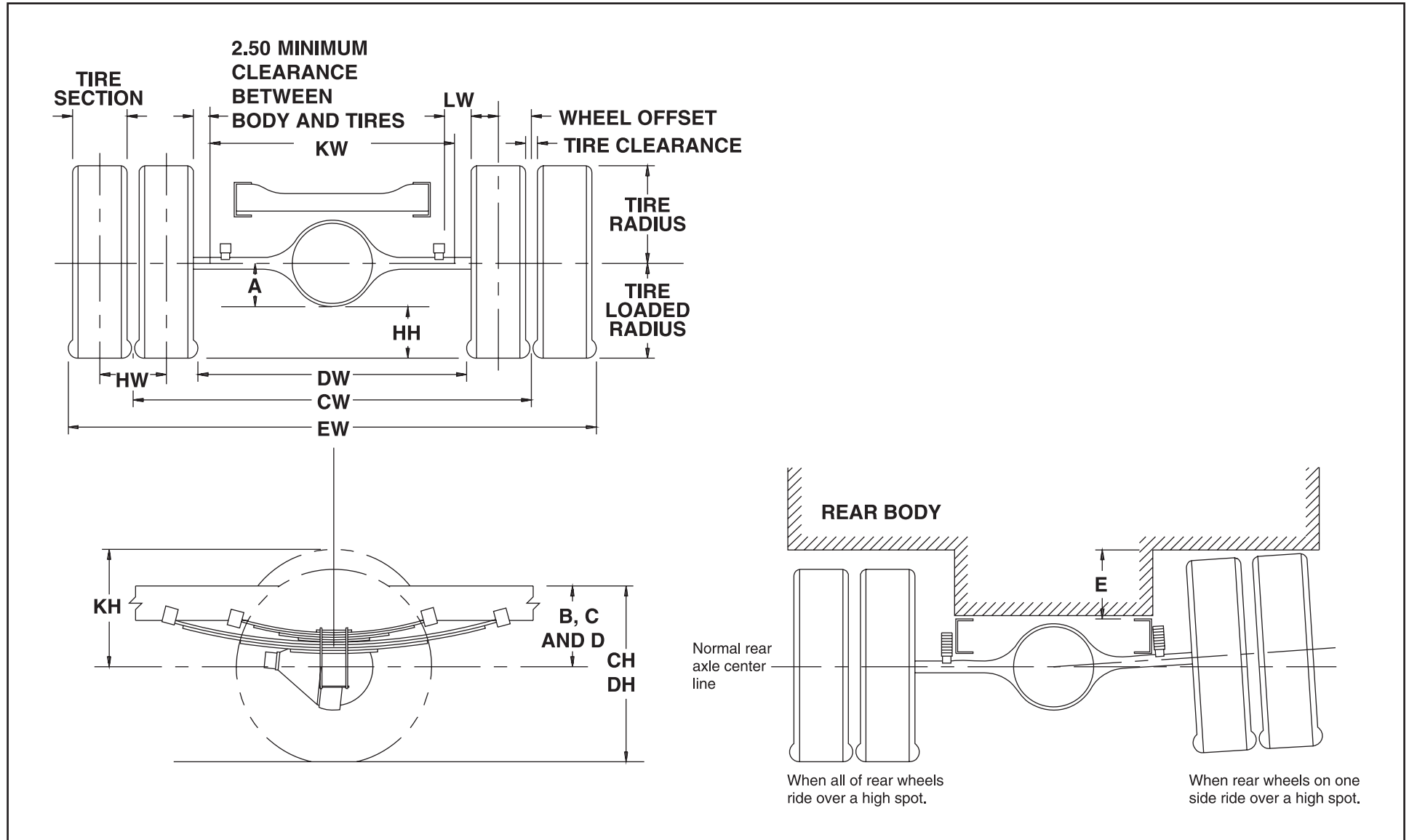
Formulas for calculating height dimensions:

- A = Tire Loaded Radius – B
- C = Centerline of Axle to Top of Frame Rail at Curb Position
- D = Centerline of Axle to Top of Frame Rail at Design Load
- CH = C + Tire Unloaded Radius
- DH = D + Tire Loaded Radius

Tire	GVWR	GAWR	A	B	C	D	CH	DH	Track	Tire Radius	
										Unload	Load
225/70R 19.5F	17,950 lbs.	6,830 lbs.	8.6	6.6	12.3	11.5	28.4	26.7	65.5	16.1	15.24

(Vehicle Specifications Index Section – NPR HD, NQR Crew Cab Diesel – continued from previous page)

Rear Axle Chart NPR HD



2011 Isuzu Truck

(Vehicle Specifications Index Section – NPR HD, NQR Crew Cab Diesel – continued from previous page)

Definitions		
A	Centerline of axle to bottom of axle bowl.	DH Rear Frame Height: Vertical distance between the normal top of frame rail and the ground-line through the centerline of the rear axle at design load.
B	Centerline of axle to top of frame rail at metal-to-metal position.	DW Minimum distance between the inner surfaces of the rear tires.
C	Centerline of axle to top of frame rail at curb position.	EW Maximum Rear Width: Overall width of the vehicle measured at the outermost surface of the rear tires.
D	Centerline of axle to top of frame rail at design load.	HH Rear Tire Clearance: Minimum clearance between the rear axle and the ground-line.
E	Rear Tire Clearance: Minimum clearance required for tires and chain measured from the top of the frame at the vehicle centerline of the rear axle, when rear wheels on one side ride over a high spot.	HW Dual Tire Spacing: Distance between the centerlines of the minimum distance required for tire bounce as measured from the centerline of the rear axle and the top of the rear tire when one wheel rides over a high spot.
CH	Rear Frame Height: Vertical distance between the normal top of frame rail and the ground-line through the centerline of the rear axle at curb position.	CW Track Dual Rear Wheel Vehicle: Distance between the centerlines of the dual wheels measured at the ground-line.
Tire Section, Tire Radius, Tire Loaded Radius, Tire Clearance		See Tire Chart for values.

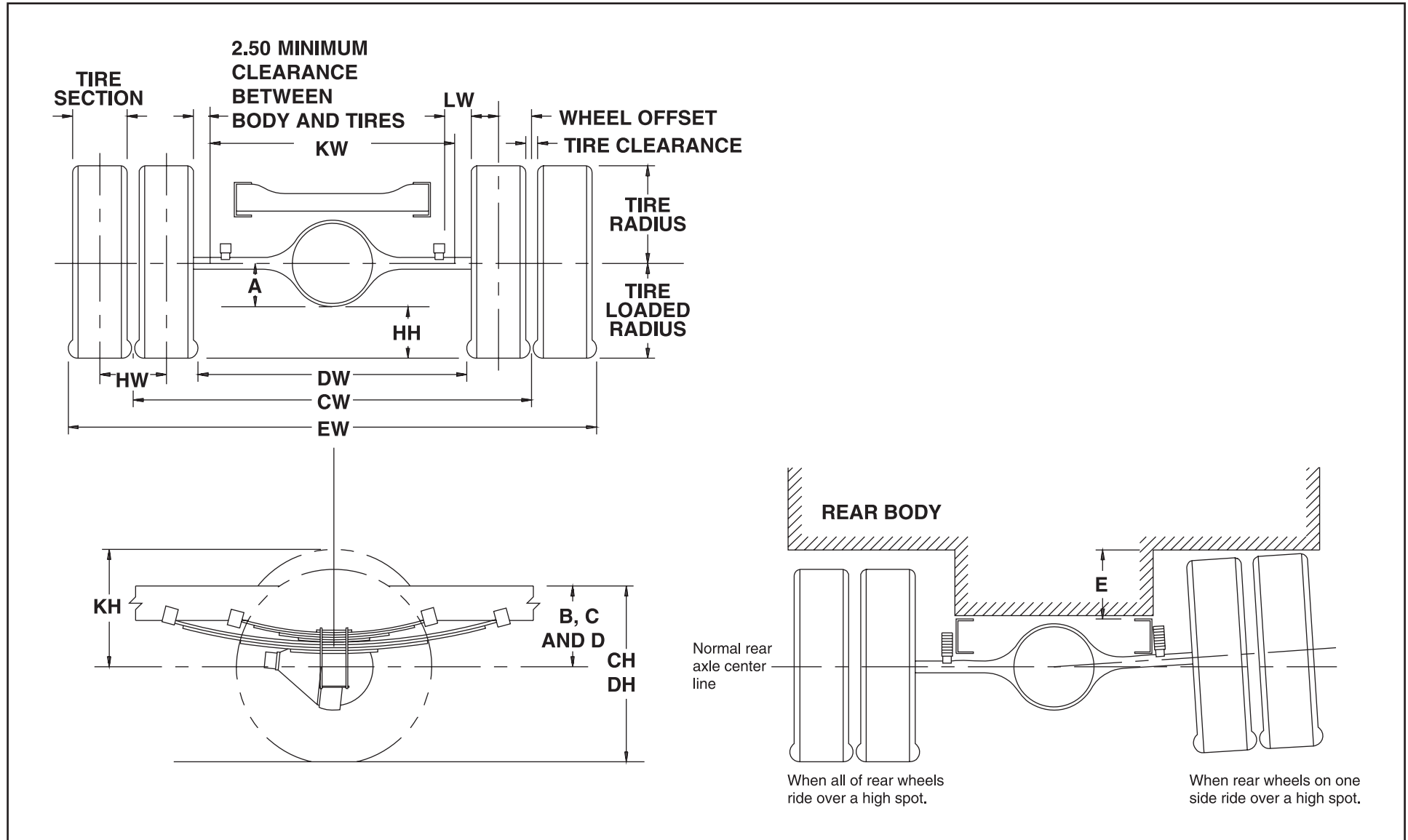
Formulas for Calculating Rear Width and Height Dimensions			
CW	= Track	HH	= Tire loaded radius – A
CH	= Tire loaded radius + C	JH	= KH – B
DH	= Tire loaded radius + D	KH	= Tire radius + 3.00 inches
DW	= Track + 2 tire sections – tire clearance	KW	= DW – 5.00 inches
EW	= Track + 2 tire sections + tire clearance	LW	= 1.00-inch minimum clearance between tires and springs

NOTE: Track and overall width may vary with optional equipment.

Tire	GAWR	Track CW	A	B	C	D	E
215/85R-16E	9,880 lbs.	65.0	6.5	9.3	15.3	13.0	7.8

(Vehicle Specifications Index Section – NPR HD, NQR Crew Cab Diesel – continued from previous page)

Rear Axle Chart NQR



2011 Isuzu Truck

(Vehicle Specifications Index Section – NPR HD/W4500, NQR/W5500 Crew Cab Diesel – continued from previous page)

Definitions			
A	Centerline of axle to bottom of axle bowl.	DH	Rear Frame Height: Vertical distance between the normal top of frame rail and the ground-line through the centerline of the rear axle at design load.
B	Centerline of axle to top of frame rail at metal-to-metal position.	DW	Minimum distance between the inner surfaces of the rear tires.
C	Centerline of axle to top of frame rail at curb position.	EW	Maximum Rear Width: Overall width of the vehicle measured at the outermost surface of the rear tires.
D	Centerline of axle to top of frame rail at design load.	HH	Rear Tire Clearance: Minimum clearance between the rear axle and the ground-line.
E	Rear Tire Clearance: Minimum clearance required for tires and chain measured from the top of the frame at the vehicle centerline of the rear axle, when rear wheels on one side ride over a high spot.	HW	Dual Tire Spacing: Distance between the centerlines of the minimum distance required for tire bounce as measured from the centerline of the rear axle and the top of the rear tire when one wheel rides over a high spot.
CH	Rear Frame Height: Vertical distance between the normal top of frame rail and the ground-line through the centerline of the rear axle at curb position.	CW	Track Dual Rear Wheel Vehicle: Distance between the centerlines of the dual wheels measured at the ground-line.
Tire Section, Tire Radius, Tire Loaded Radius, Tire Clearance		See Chart for values.	

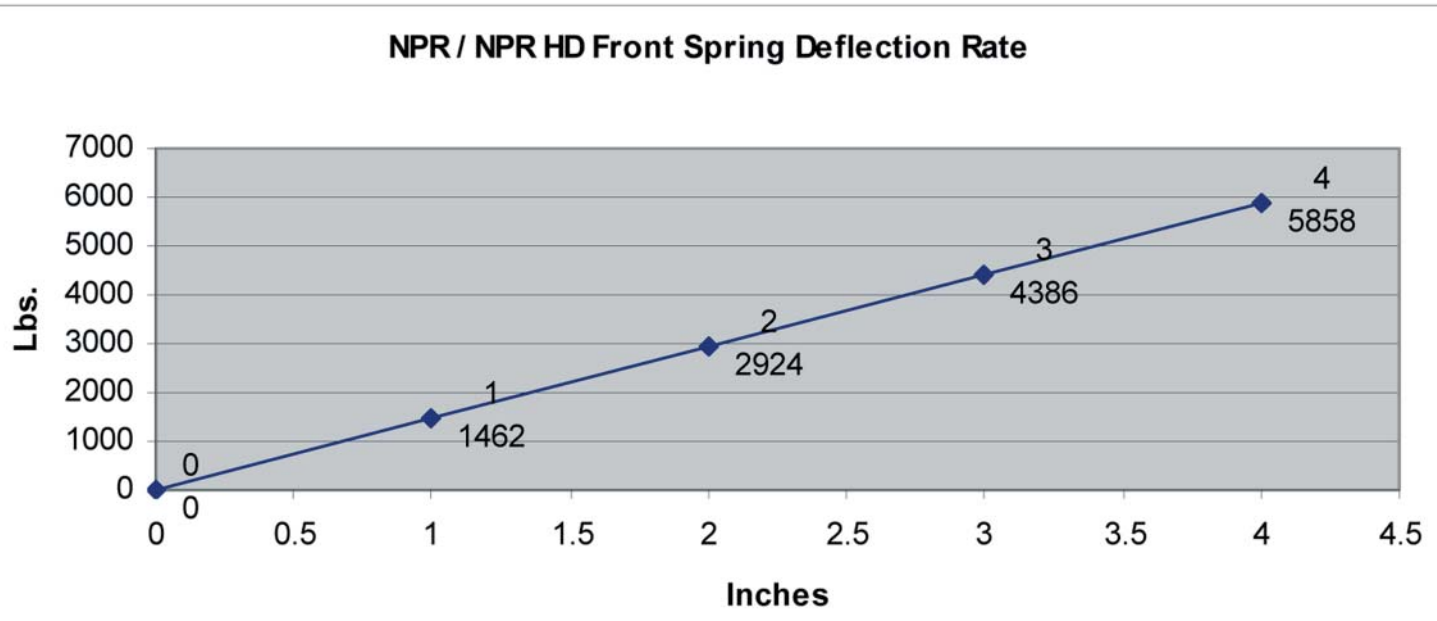
Formulas for Calculating Rear Width and Height Dimensions			
CW	= Track	HH	= Tire loaded radius – A
CH	= Tire loaded radius + C	JH	= KH – B
DH	= Tire loaded radius + D	KH	= Tire radius + 3.00 inches
DW	= Track + 2 tire sections – tire clearance	KW	= DW – 5.00 inches
EW	= Track + 2 tire sections + tire clearance	LW	= 1.00-inch minimum clearance between tires and springs

NOTE: Track and overall width may vary with optional equipment.

Tire	GAWR	Track CW	A	B	C	D	E
225/70R-19.5F	12,980 lbs.	65.0	7.7	9.3	15.5	13.4	8.4

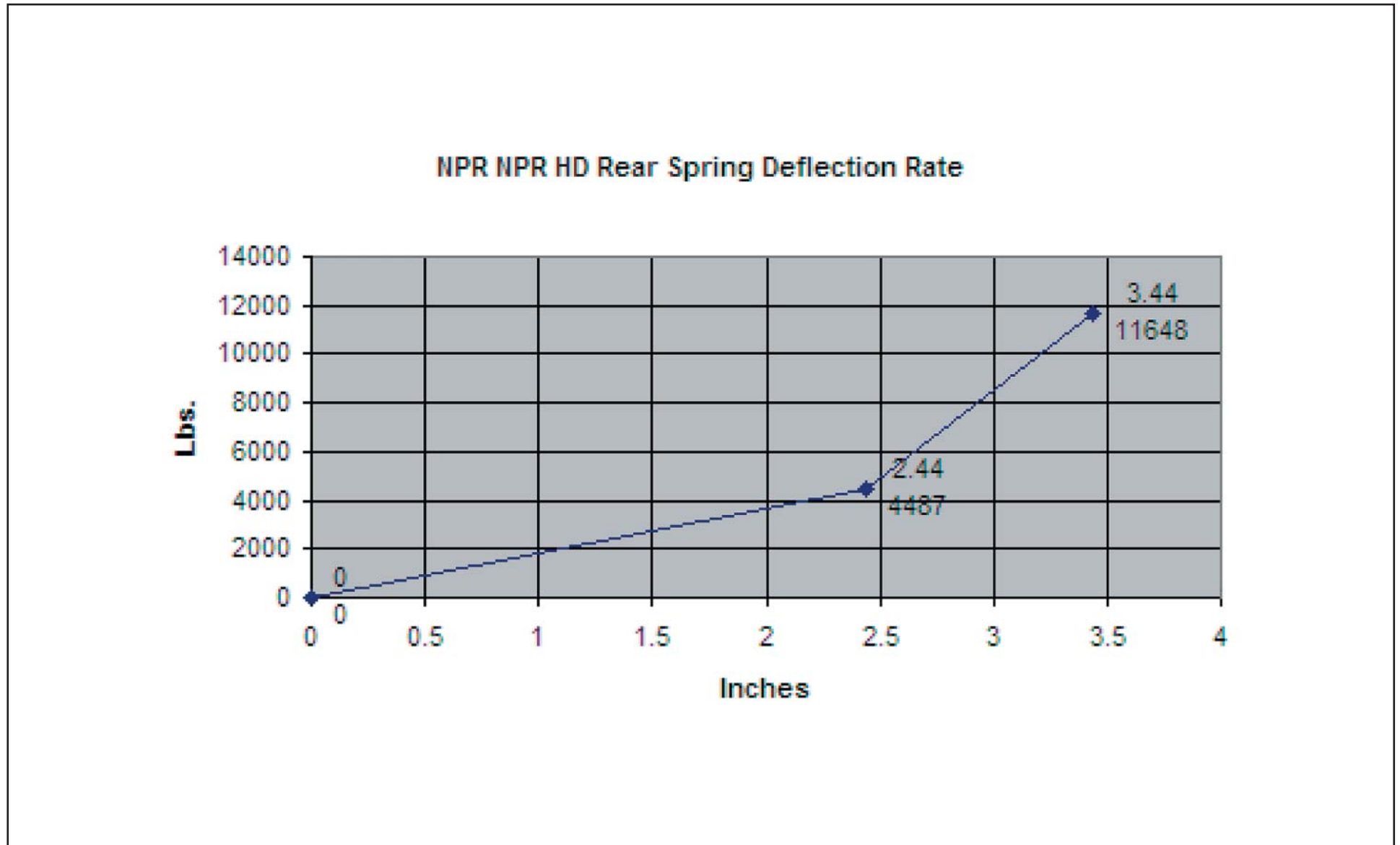
(Vehicle Specifications Index Section – NPR HD, NQR Crew Cab Diesel – continued from previous page)

Suspension Deflection Charts NPR HD



(Vehicle Specifications Index Section – NPR HD, NQR Crew Cab Diesel – continued from previous page)

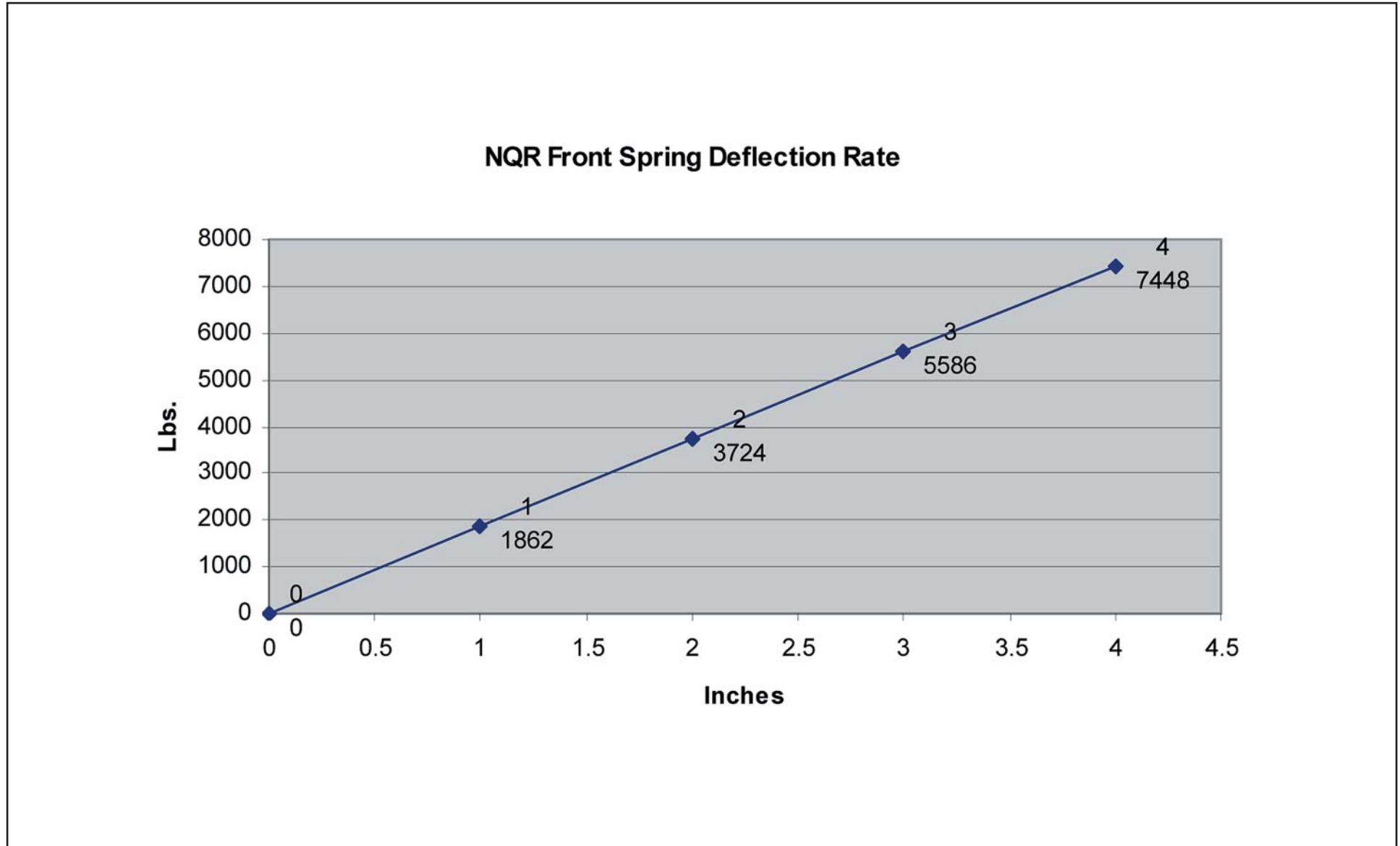
Suspension Deflection Charts NPR HD



2011 Isuzu Truck

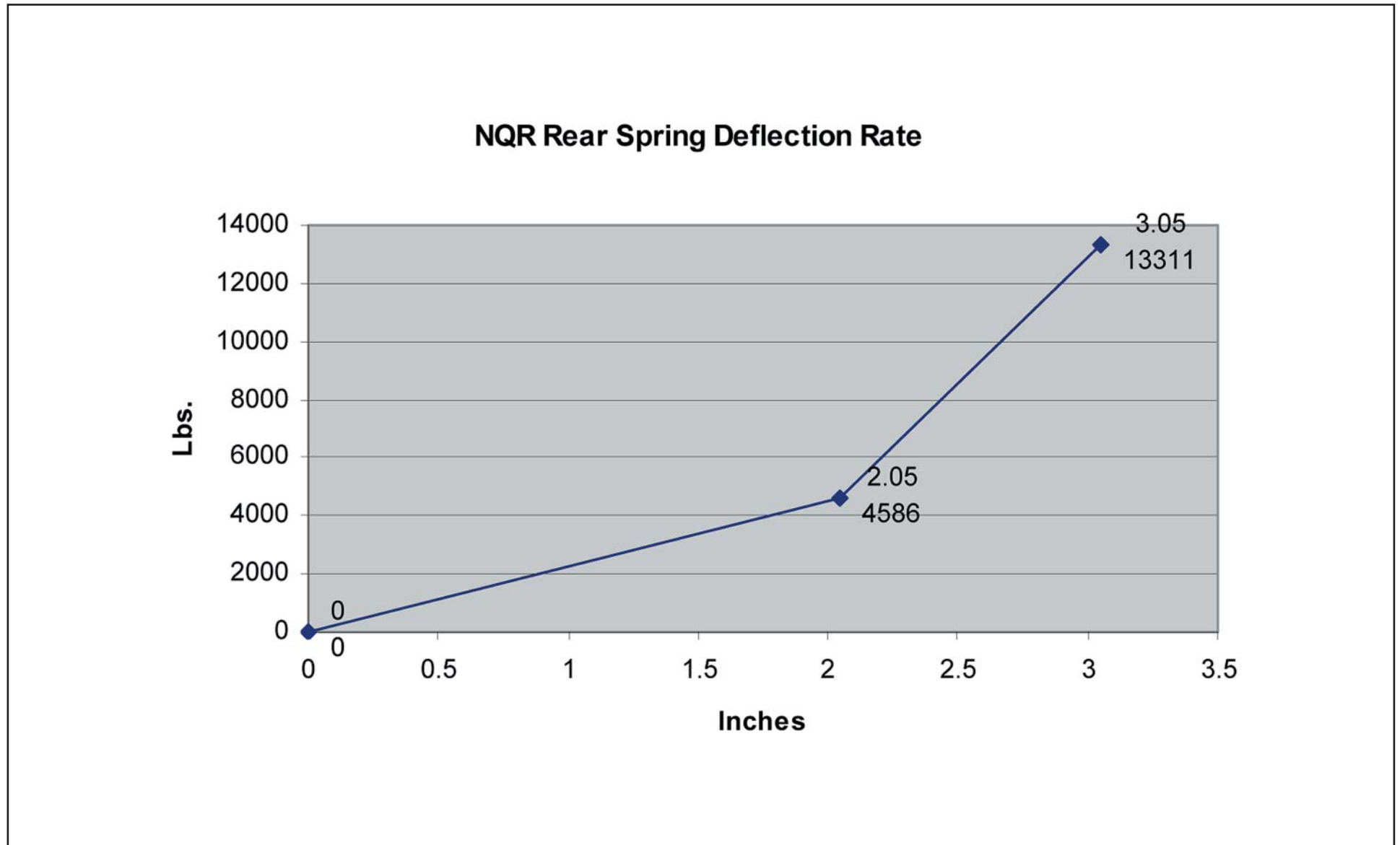
(Vehicle Specifications Index Section – NPR HD, NQR Crew Cab Diesel – continued from previous page)

Suspension Deflection Charts NQR



(Vehicle Specifications Index Section – NPR HD, NQR Crew Cab Diesel – continued from previous page)

Suspension Deflection Charts NQR



2011 Isuzu Truck

(Vehicle Specifications Index Section – NPR HD, NQR Crew Cab Diesel – continued from previous page)

Tire and Disc Wheel Chart NPR HD

Tire

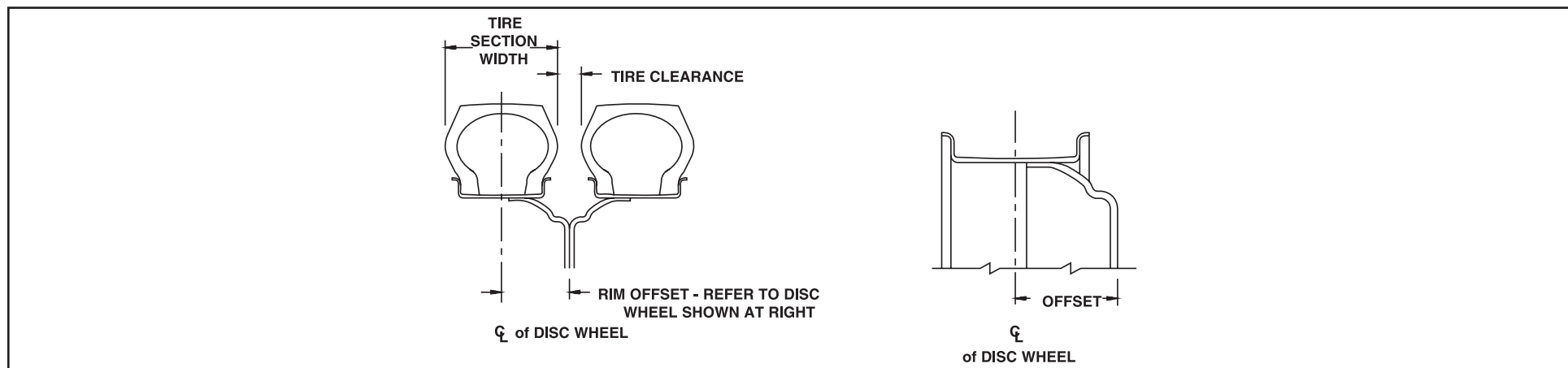
Tire Size	Tire Load Limit and Cold Inflation Pressures				Maximum Tire Load Limits		GVWR (Lb.)
	Single		Dual		Front	Rear	
	Lb.	PSI	Lb.	PSI	2 Single	4 Dual	
215/85R 16E	2,680	80	2,470	80	5,360	9,880	14,500

Tire Size	GVWR (Lb.)	Tire Radius				Tire Section Width	Tire Clearance	Design Rim Width
		Loaded		Unloaded				
		Front	Rear	Front	Rear			
215/85R 16E	14,500	14.1	14.1	14.6	14.6	8.2	18	6.0

Disc Wheel

Wheel Size	Bolt Holes	Bolt Circle Dia.	Ft./Rr. Nut Size*	Rear Stud Size*	Nut/Stud Torque Specs.	Inner Circle	Outside Offset	Disc Thickness	Rim Type	Material Mfg.
16.6 x 6 K	6 JIS	8.75	1.6142 (41 mm) BUD HEX	0.8268 (21 mm) SQUARE	289 ft.-lb. (392 N•m)	6.46	5.0	0.39	5° DC	Steel TOPY

*O.D. Wrench Sizes



2011 Isuzu Truck

(Vehicle Specifications Index Section – NPR HD, NQR Crew Cab Diesel – continued from previous page)

Tire and Disc Wheel Chart NQR

Tire

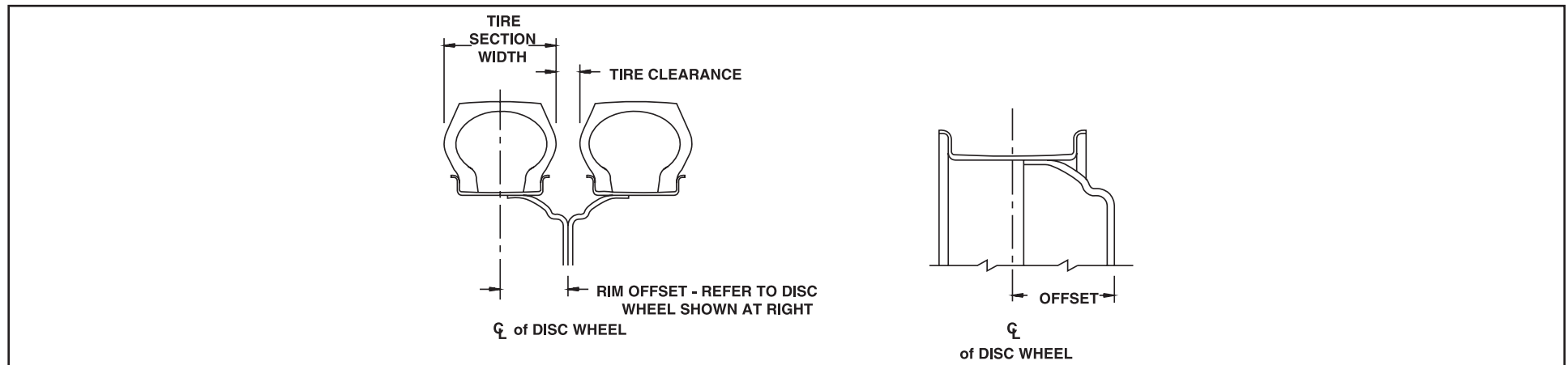
Tire Size	Tire Load Limit and Cold Inflation Pressures				Maximum Tire Load Limits		GVWR (Lb.)
	Single		Dual		Front	Rear	
	Lb.	PSI	Lb.	PSI	2 Single	4 Dual	
225/70R 19.5F	3,450	90	3,245	90	6,900	12,980	17,950

Tire Size	GVWR (Lb.)	Tire Radius				Tire Section Width	Tire Clearance	Design Rim Width
		Loaded		Unloaded				
		Front	Rear	Front	Rear			
225/70R 19.5F	17,950	14.93	14.98	16	16	8.7	1.3	6.0

Disc Wheel

Wheel Size	Bolt Holes	Bolt Circle Dia.	Ft./Rr. Nut Size*	Rear Stud Size*	Nut/Stud Torque Specs.	Inner Circle	Outside Offset	Disc Thickness	Rim Type	Material Mfg.
19.5 x 6.00	6 JIS	8.75	1.6142 (41 mm) BUD HEX	0.8268 (21 mm) SQUARE	325 ft.-lb. (440 N•m)	6.46	5.0	0.35	15° DC	Steel TOPY

*O.D. Wrench Sizes



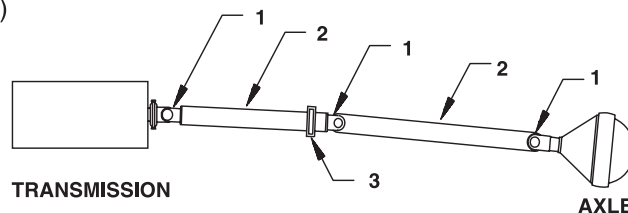
(Vehicle Specifications Index Section – NPR HD, NQR Crew Cab Diesel – continued from previous page)

Propeller Shaft NPR HD

WB	PLANE VIEW	SIDE VIEW
150 in		
176 in		

TYPICAL INSTALLATIONS SHOWING YOKES "IN PHASE". "IN PHASE" MEANS THAT THE YOKES AT EITHER END OF A GIVEN PROPELLER SHAFT ASSEMBLY ARE IN THE SAME PLANE.

(150 and 176 in WB)



1. UNIVERSAL JOINT
2. PROPELLER SHAFT
3. CENTER CARRIER BEARING

Wheelbase	Plane View		Side View	
	A Auto. Trans.	B Auto. Trans.	C Auto. Trans.	D Auto. Trans.
150 in.	0°	2.8°	0.1°	4.6°
176 in.	0°	2.0°	0.5°	2.6°

NOTE: All driveline angles are at unloaded condition (curb position with typical cargo body).

(Vehicle Specifications Index Section – NPR HD, NQR Crew Cab Diesel – continued from previous page)

Propeller Shaft NQR

WB	PLANE VIEW	SIDE VIEW
150 in		
176 in		

TYPICAL INSTALLATIONS SHOWING YOKES "IN PHASE". "IN PHASE" MEANS THAT THE YOKES AT EITHER END OF A GIVEN PROPELLER SHAFT ASSEMBLY ARE IN THE SAME PLANE.

(150 and 176 in WB)

1. UNIVERSAL JOINT
2. PROPELLER SHAFT
3. CENTER CARRIER BEARING

Wheelbase	Plane View		Side View	
	A Auto. Trans.	B Auto. Trans.	C Auto. Trans.	D Auto. Trans.
150 in.	0°	2.8°	0.1°	4.6°
176 in.	0°	2.0°	0.5°	2.6°



NOTE: All driveline angles are at unloaded condition (curb position with typical cargo body).

2011 Isuzu Truck

(Vehicle Specifications Index Section – NPR HD, NQR Crew Cab Diesel – continued from previous page)

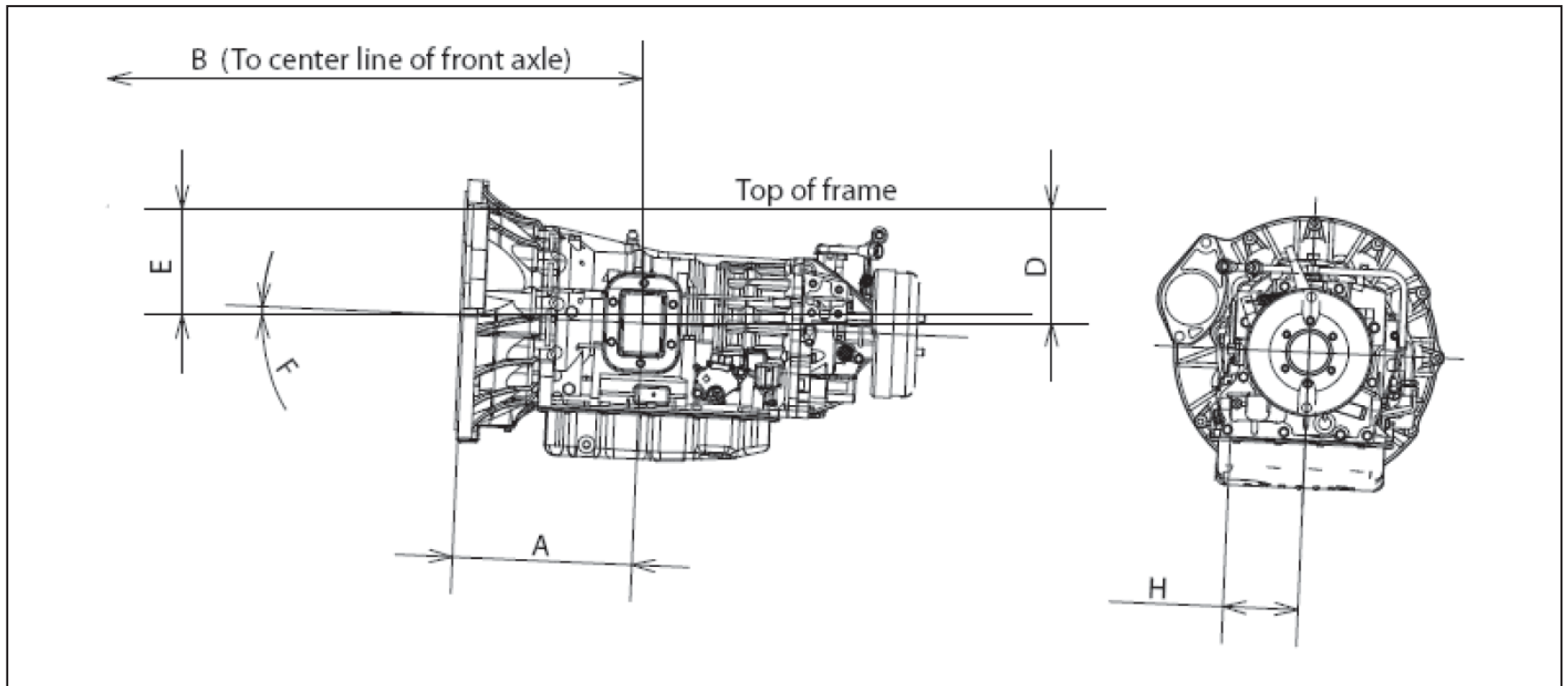
NPR-HD		
Trans. Type	6 Automatic. Transmission	
Wheelbase	150	176
No. of Shafts	2	2
Shaft #1 O.D.	3.54	3.54
Thickness	0.126	0.126
Length	40.24	49.69
Type	A	A
Shaft #2 O.D.	3.54	3.54
Thickness	0.126	0.126
Length	36.34	52.95
Type	B	B

NQR		
Trans. Type	6 Automatic. Transmission	
Wheelbase	150	176
No. of Shafts	2	2
Shaft #1 O.D.	3.54	3.54
Thickness	0.126	0.126
Length	40.24	49.69
Type	B	B
Shaft #2 O.D.	3.54	3.54
Thickness	0.126	0.126
Length	36.34	52.95
Type	D	D

Type	Description	Model	Illustration
Type B	1 st shaft in 2 piece driveline	P30	
Type D	1 st shaft 1 piece driveline 2 nd shaft 2 piece driveline	P30	

(Vehicle Specifications Index Section – NPR HD, NQR Crew Cab Diesel – continued from previous page)

PTO Location, Drive Gear and Opening Information



Trans.	Opening Location	Bolt Pattern	A	B	C	D	E	F	H	PTO Drive Gear Location	Ratio of PTO Drv. Gear Spd. to Eng. Spd.	No. of Teeth	Pitch	Helix Angle	Max. Output Torque
Aisin 465	Left	(Dr 2)	12.35	36.89	0	7.85	7.31	2.5°	5.16	PTO Gear	1:1 with turbine	69	N/A	0°	134 lbs.-ft. @ 1,700 RPM

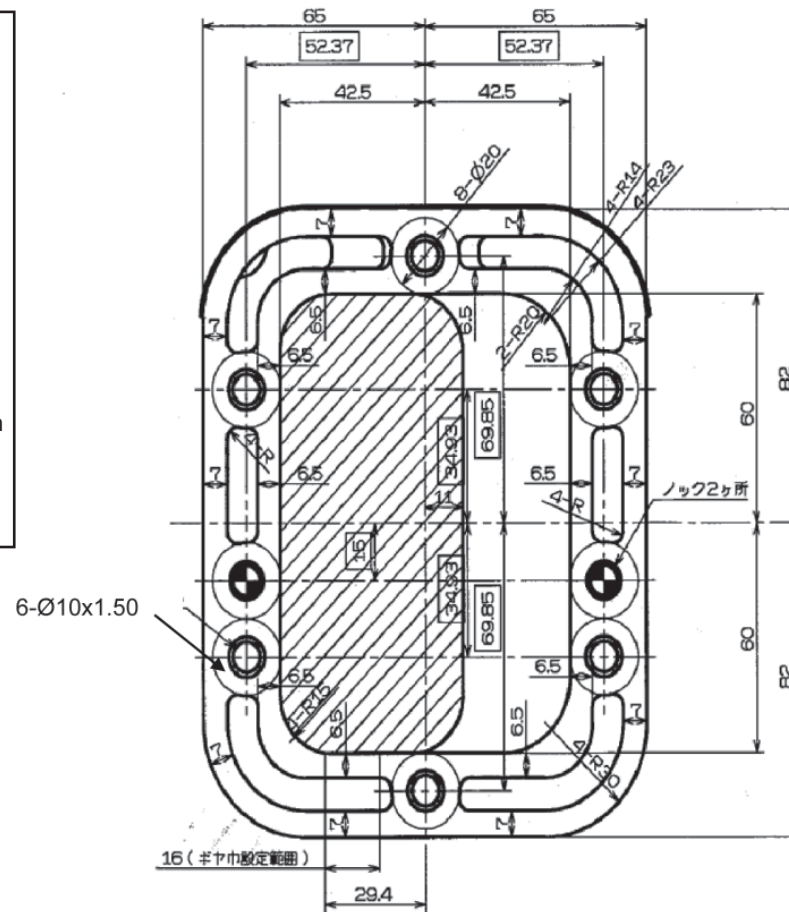
(Vehicle Specifications Index Section – NPR HD, NQR Crew Cab Diesel – continued from previous page)

Opening Diagram

Aisin A460 Automatic Torque Converter Lock Up Function.

In either the Stationary Preset PTO Mode or Stationary Variable PTO Mode, when engine rpm exceeds 1200 RPM, the torque converter will lock up. The engine rpm can not be modified and the lockup function cannot be turned off. Please not that with PTO applications that operate around 1200 RPM, the transmission software holds the torque converter in lockup until engine speed falls below 1100 RPM

The lock up function will cancel if the transmission shift lever is moved from the park or neutral positions which will remove the trasmission from the stationary mode.

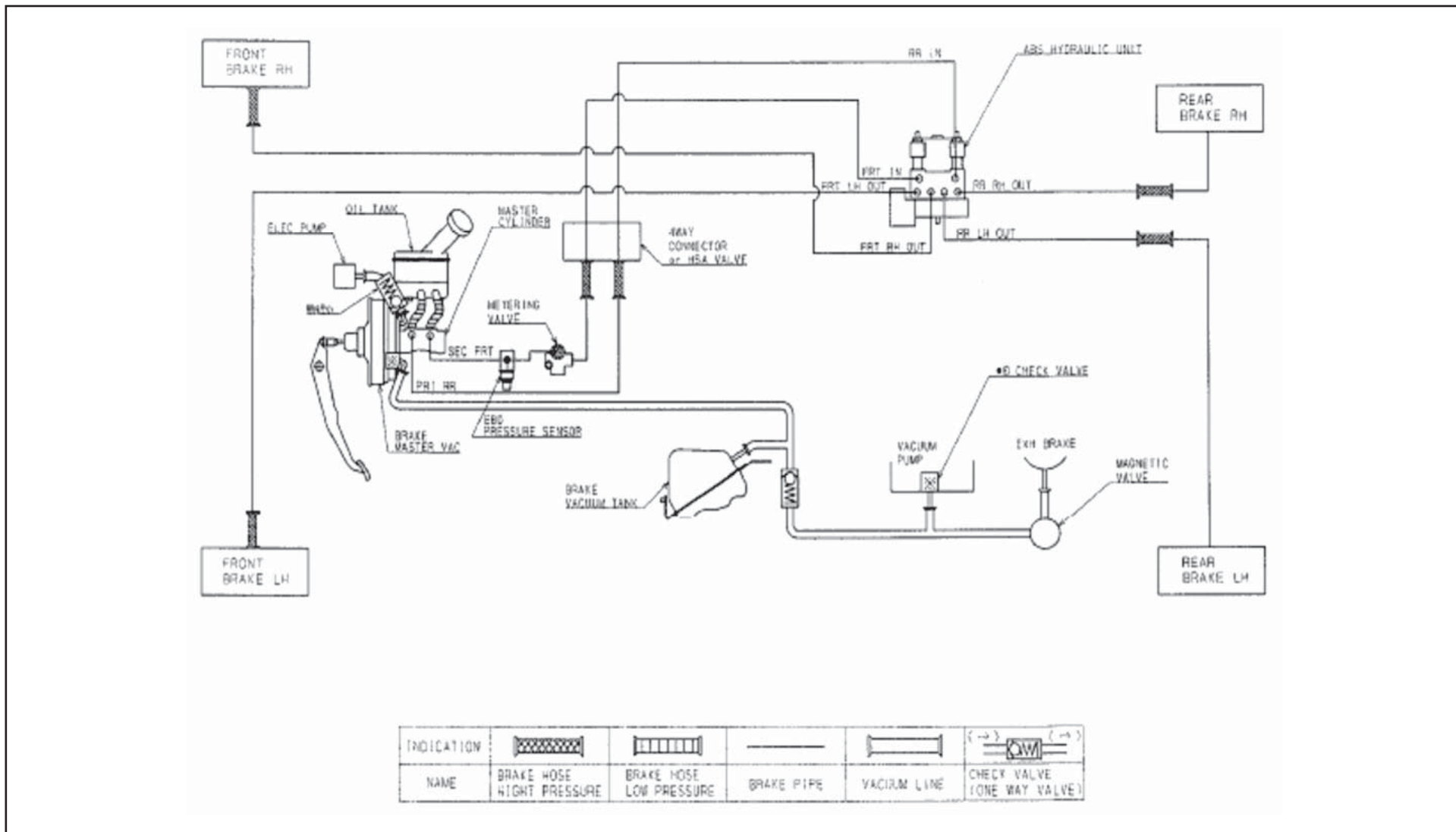


(Vehicle Specifications Index Section – NPR HD, NQR Crew Cab Diesel – continued from previous page)

Brake System Diagram 14,500 GVW

Vacuum Over Hydraulic

Please refer to introduction section of book for antilock system cautions and wheelbase modification requirements.

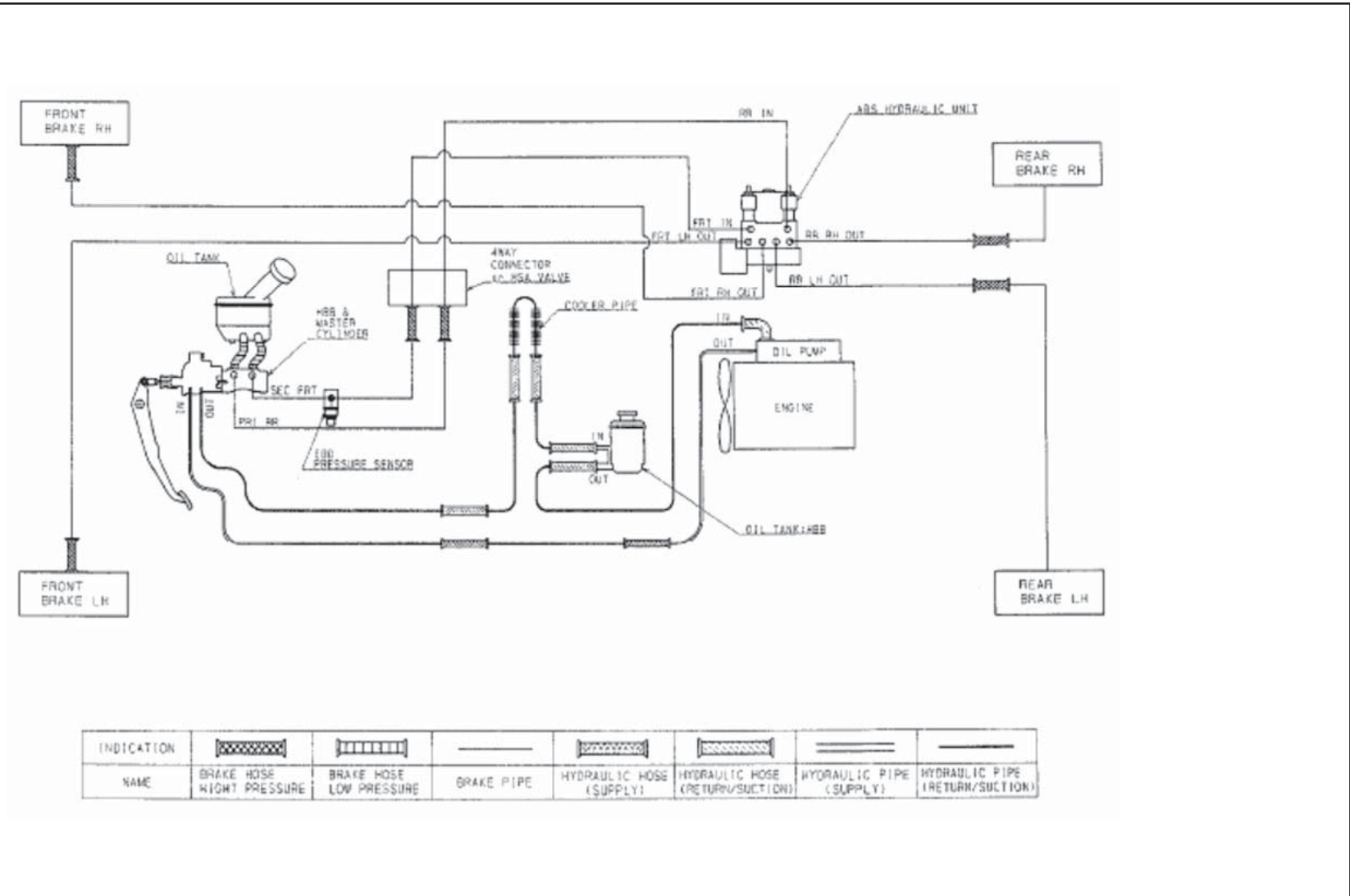


(Vehicle Specifications Index Section – NPR HD, NQR Crew Cab Diesel – continued from previous page)

Brake System Diagram 17,950 GVW

Full Hydraulic

Please refer to introduction section of book for antilock system cautions and wheelbase modification requirements.



(Vehicle Specifications Index Section – NPR HD, NQR Crew Cab Diesel – continued from previous page)

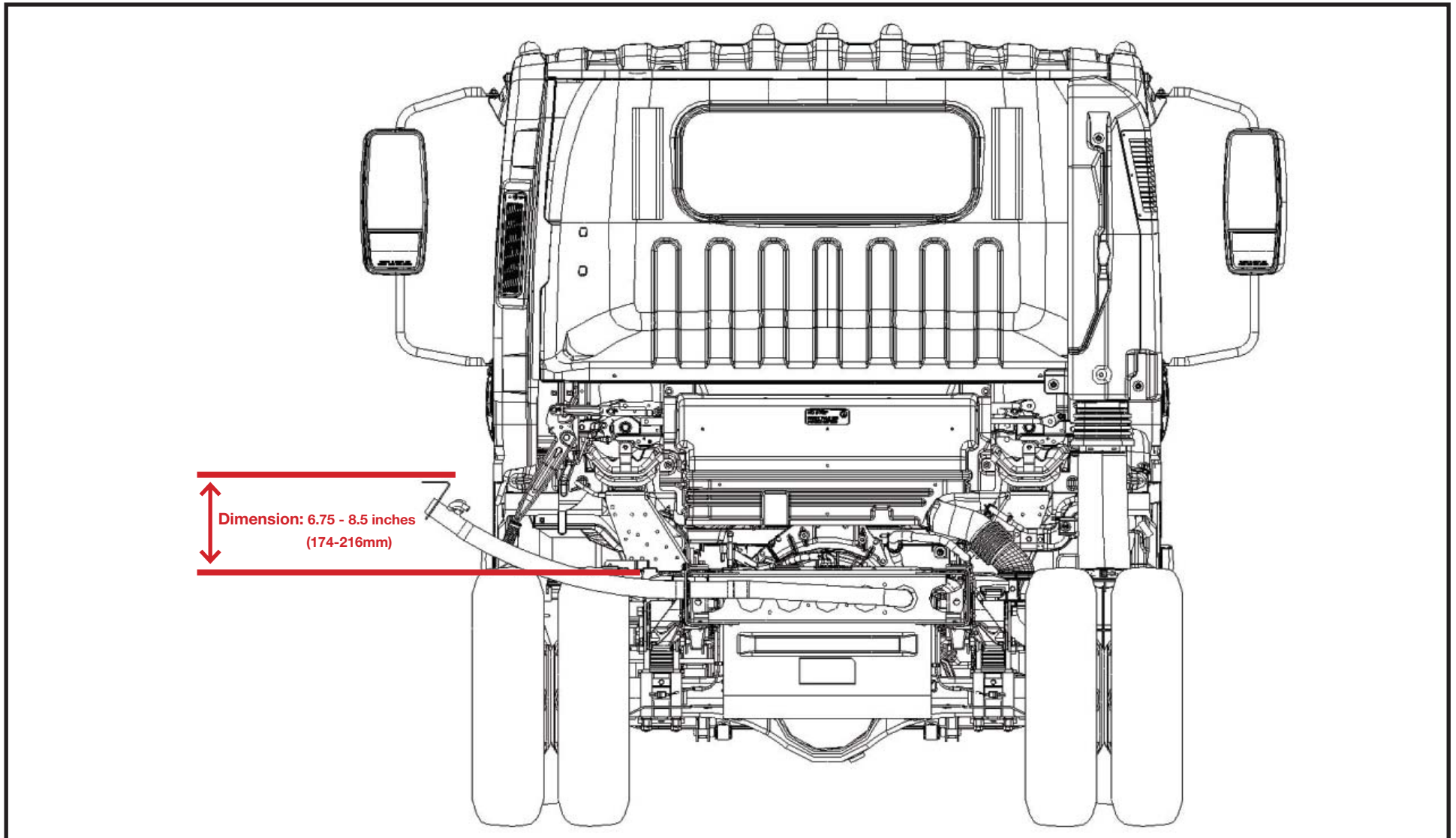
Diesel Fuel Fill

Installation Instructions

1. Disconnect battery.
2. Loosen hose from the tie downs. Remove caps from plate on rail.
3. Install hoses onto the plate.
4. Extend hose out from the driver side of the rail to body rail.
5. The filler neck must be mounted to allow the fill plate bracket to be parallel to the frame horizontal (see figure 4).
6. Cover with protector wrap and secure with tie wraps.
7. Filler hose is set for 102 inches outside width body.
8. Filler neck (dimension A) must be between 6.85 inches and 8.5 inches above frame.
9. Secure the filler plate to the bottom of the body and check for leaks.
10. Ensure that fill hose does not sag, creating an area where the fuel could pool in the fill hose.
11. Reconnect battery.

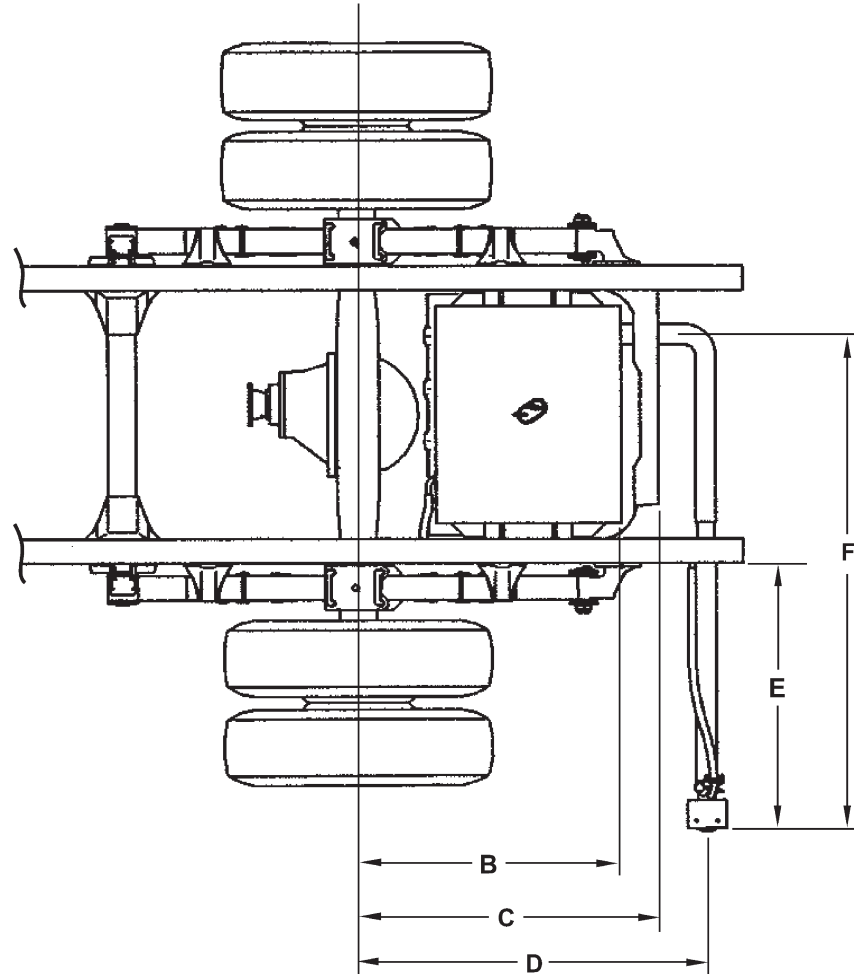
(Vehicle Specifications Index Section – NPR HD, NQR Crew Cab Diesel – continued from previous page)

Rear View Fuel Fill



(Vehicle Specifications Index Section – NPR HD, NQR Crew Cab Diesel – continued from previous page)

Top View Fuel Fill

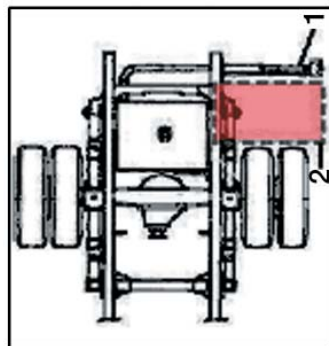


Dimensions:

- B = 29.75 inches (756 mm)
- C = 34.00 inches (863 mm)
- D = 39.29 inches (998 mm)
- E = 33.86 inches (784 mm)
- F = 59.60 inches (1,438 mm)

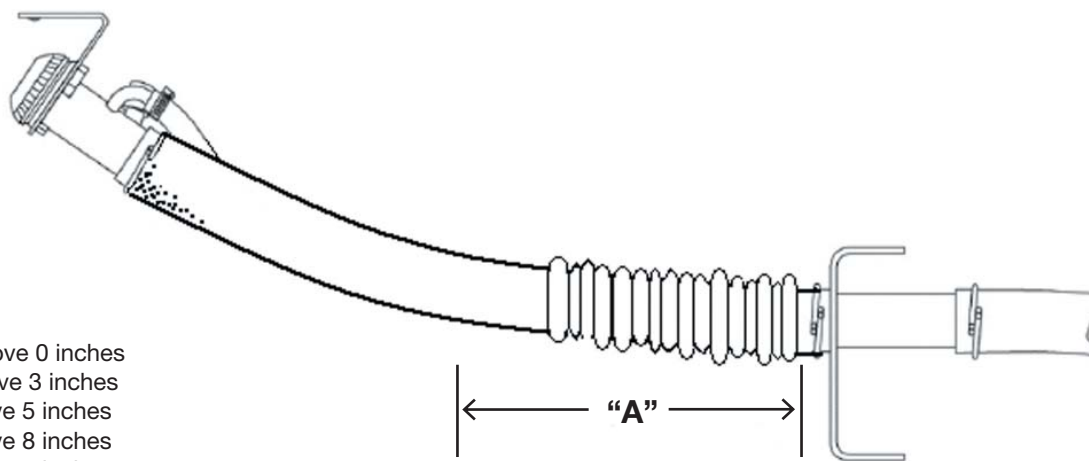
(Vehicle Specifications Index Section – NPR HD, NQR Crew Cab Diesel – continued from previous page)

Hose Modification for Various Width Bodies and fuel fill vent Protection



Fuel fill vent and neck should be protected from road spray

1. FUEL FILLER NECK
2. RECOMMENDED MUD FLAP MOUNTING AREA (RED ZONE).



“A” Dimensions:

- 102 inch wide body remove 0 inches
- 96 inch wide body remove 3 inches
- 90 inch wide body remove 5 inches
- 86 inch wide body remove 8 inches
- 80 inch wide body remove 8 inches

NOTE: Shorten hose by “A Dimension” based on chart at left.

(Vehicle Specifications Index Section – NPR HD, NQR Crew Cab Diesel – continued from previous page)

Ultra Low Sulfur Diesel Label

**Per EPA Title 40, Part 86, 86:007—35(c),
The decal illustrated below must be installed on the vehicle.
The decal is included in the fuel fill parts box.**

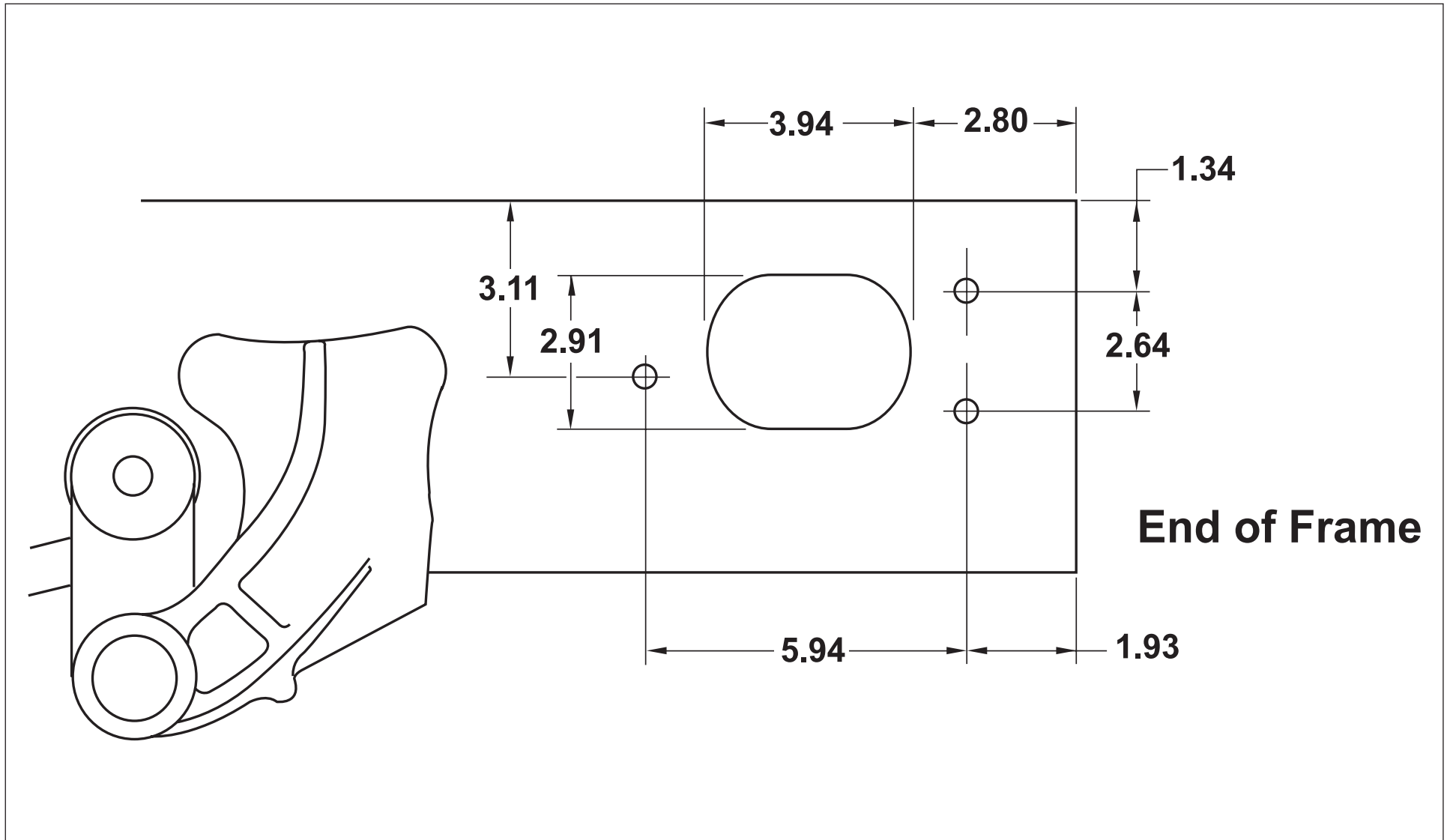


INSTRUCTIONS FOR DECAL PLACEMENT:

1. The decal must be placed as close as possible to the fuel inlet and be clearly visible.
 2. The decal should be placed above or to the side of the fuel cap to avoid corrosion by possible contact with fuel.
 3. The decal may be placed on aerodynamic fairings, bodies, etc. as long as the decal is clearly visible and in close proximity to the fuel inlet.
 4. For installed bodies that have a fuel door, the decal should be placed above or to the side of the fuel door.
- Thoroughly clean the area of all grease, dirt, etc. before application of the decal. Apply the decal at room temperature, 65° to 75° F.

(Vehicle Specifications Index Section – NPR HD, NQR Crew Cab Diesel – continued from previous page)

Through the Rail Fuel Fill Frame Hole



(Vehicle Specifications Index Section – NPR HD, NQR Crew Cab Diesel – continued from previous page)

2011 Model Year N-Diesel Fuel Filler Kit Instructions

Several important changes have been made to the fuel filler kit on Isuzu N-series diesel products for the 2011 model year. Please review these instructions prior to installation of the fuel filler kit.

Parts Kit: There are two separate parts kits used for the 2011 model year N-diesel products. Fuel filler kit part number 898171 9090 is used for 14,500 lb and higher GVWR chassis (NPR-HD, NQR, NRR), For reference kit part number 898171 9080 is used for 12,000 lb GVWR chassis (NPR models). Parts list is shown in **Tables 1**. Parts photos are shown in **Figure 1**.

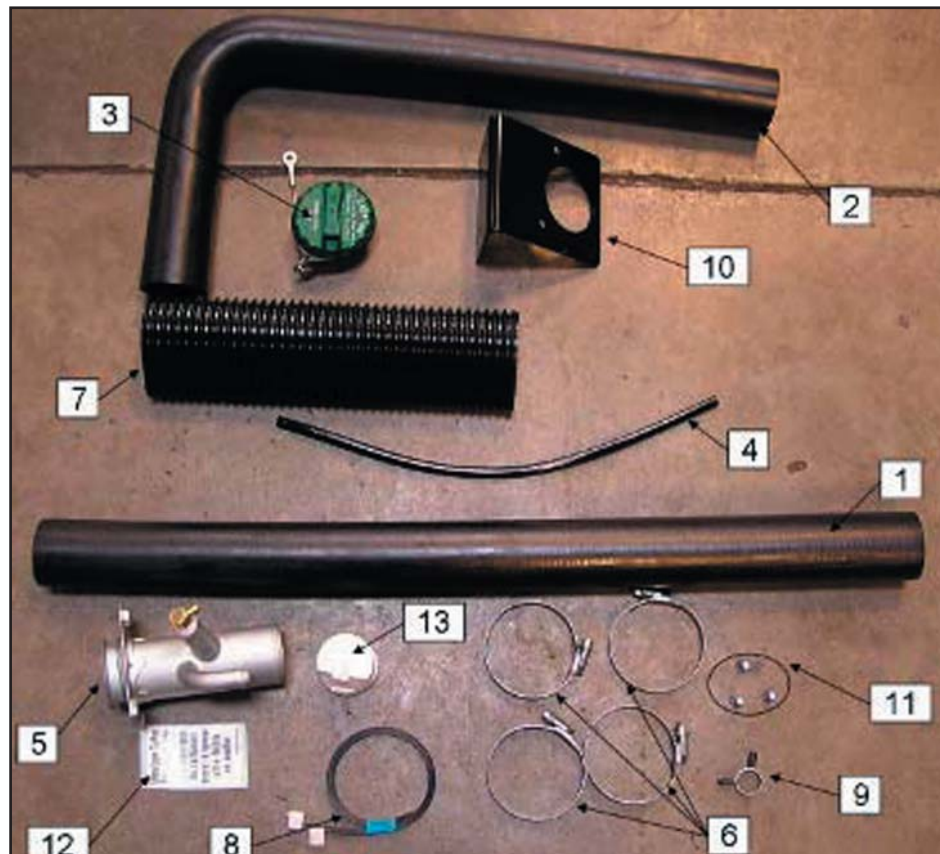


Figure 1

FUEL FILLER KIT, NPR-HD, NQR, NRR 898171 9090			
ITEM #	PART NAME	PART #	QTY
1	HOSE: FUEL FILLER NECK	898171 211Y	1
2	HOSE: FUEL FILLER	898006 450Y	1
3	CAP: FILLER	897218 702Y	1
4	HOSE: ROLL-OVER VALVE	898164 876Y	1
5	NECK ASM: FUEL FILLER	898164 877Y	1
6	CLIP: JOINT	898133 349Y	4
7	PROTECTOR: FILLER HOSE	897114 063Y	1
8	CLIP: BAND, HOSE FIXING	109707 107Y	2
9	CLIP: RUBBER, HOSE	894242 034Y	1
10	BRACKET: FILLER NECK	897116 621Y	1
11	SCREW: FILLER NECK	897581 217Y	3
12	CAUTION PLATE	898070 422Y	1
13	SHUTTER: FUEL TANK	898164 404Y	1

Table 1

(Vehicle Specifications Index Section – NPR HD, NQR Crew Cab Diesel – continued from previous page)

Installation Instructions and Considerations:

The fuel tank shutter valve (13) is a new component for 2011 model year. This component is meant to improve fuel splash-back performance of the fuel system, and must be installed in the tank for all 2011 model year N-diesel vehicles. This plastic valve snaps into place in the inlet of the fuel tank. The valve should be installed so that the plastic clip is at the top of the valve, so that the flap door opens up, as shown in **Figures 2 and 3** below.

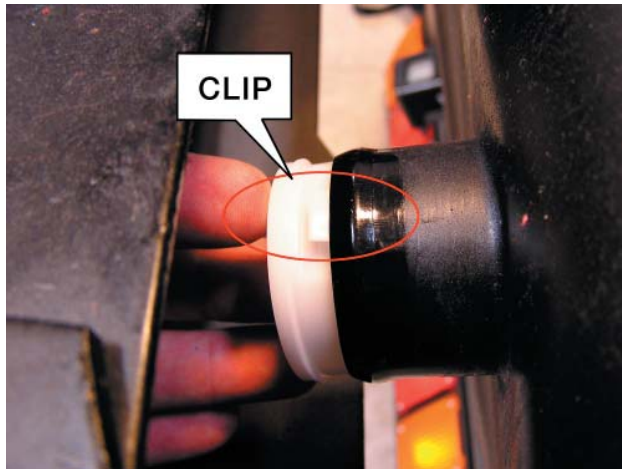


Figure 2



Figure 3

The fuel filler hose should be installed flush against the tank. The clamp should be installed between 1/16" and 3/8" from the tank. This is shown in **Figure 4** below.

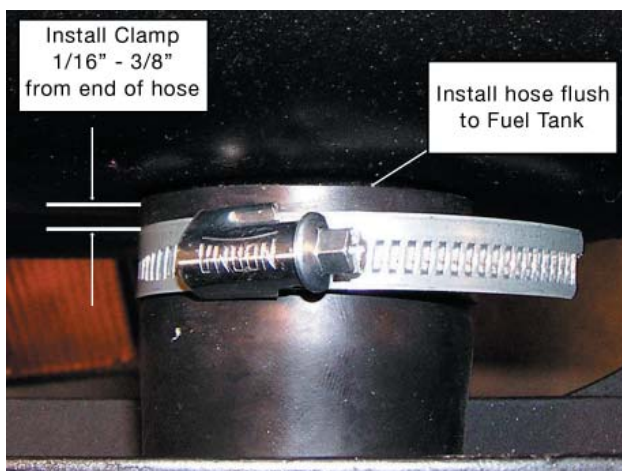
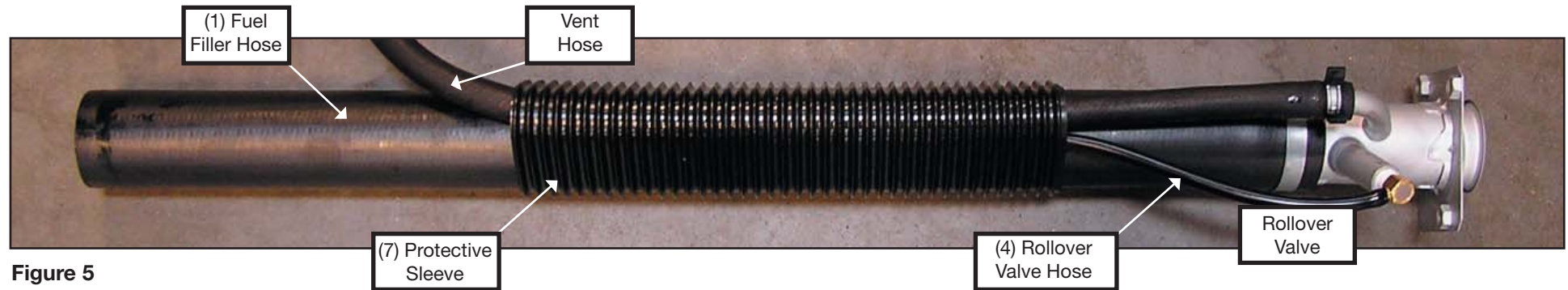


Figure 4

(Vehicle Specifications Index Section – NPR HD, NQR Crew Cab Diesel – continued from previous page)

Roll-Over Valve Tubing

New for 2011 model year, the roll-over valve has a hose attachment that will make this valve less sensitive to water intrusion. In order for the valve to work properly, it is critical that the hose be installed to the rollover valve. The proper assembly of the outer hose is shown in **Figure 5**.



Filler Neck Installation:

The fuel filler neck (5) must be installed with the proper orientation on the body. The neck should be installed with the roll-over valve pointing upward, with the bottom edge of the neck oriented parallel to the ground, plus or minus 33, minus 7 degrees. See **Figure 6**. for the proper orientation.

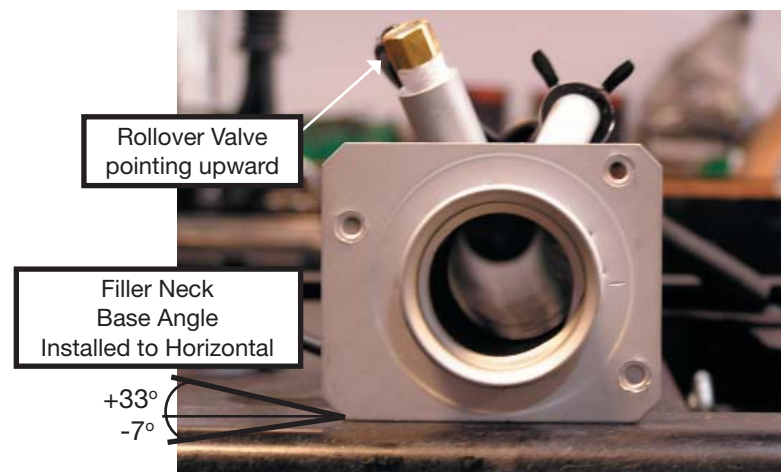


Figure 6

NRR Diesel Specifications

Model	NRR
GVWR	19,500 lbs.
WB	109 in., 132.5 in., 150 in., 176 in., 200 in., 212 in
Engine	Isuzu 4-cylinder, in-line 4-cycle, turbocharged, intercooled, direct injection diesel.
Model/Displacement	4HK1-TC/317 CID (5.19 liters)
HP (Gross)	210 HP/2550 RPM w auto trans
	190 HP/2650 RPM w man trans
Torque (Gross)	441 lb ft torque/1850 RPM w auto trans
	376 lb ft torque/1600 RPM w man trans
Equipment	Dry element air cleaner with vertical intake; 2 rows 569 square in. radiator; 7 blade 20.1in diameter fan with viscous drive. Cold weather starting device and an oil cooler. Engine oil level check switch and light. Engine warning system with audible warning for low oil pressure, high coolant temperature, and low coolant level. Engine cruise control and engine idle up function. Rear engine cover.
Transmission	Aisin A465 6 speed automatic transmission with fifth and sixth gear overdrive with lock up in 2nd, 3rd, 4th, 5th and 6th, PTO capability. Optional MZZ 6 speed manual transmission.
Steering	Integral power steering 18.8-20.9:1 ratio. Tilt and telescoping steering column.
Front Axle	Reverse Elliot "I" -Beam rated at 6,830 lb.
Suspension	Semi-elliptical steel alloy tapered leaf springs with stabilizer bar and shock absorbers.
GAWR	6,830 lb.
Rear Axle	Full floating single speed with hypoid gearing rated at 14,550 lb.
Suspension	Semi-elliptical steel alloy multi-leaf springs and shock absorbers.
GAWR	13,660 lb
Wheels	19.5x6.0-K 6 hole disc wheels, painted white.
Tires	225/70R-19.5E (12 pr) tubeless steel belted radials, all season tread front and rear.
	Dual circuit power assisted hydraulic service brakes with EBD (Electronic Brake Distribution) system for load proportioning of the brake system front disc and self-adjust outboard mounted drum rear. The parking brake is a mechanical, cable actuated, internal expanding drum type, transmission mounted. The exhaust brake is standard and is vacuum operated. 4 channel anti-lock brake system.
Fuel Tank	30 gal. rectangular steel fuel tank mounted in frame rail behind rear axle. Fuel water separator with dash mounted indicator light.

NOTE: These selected specifications are subject to change without notice.

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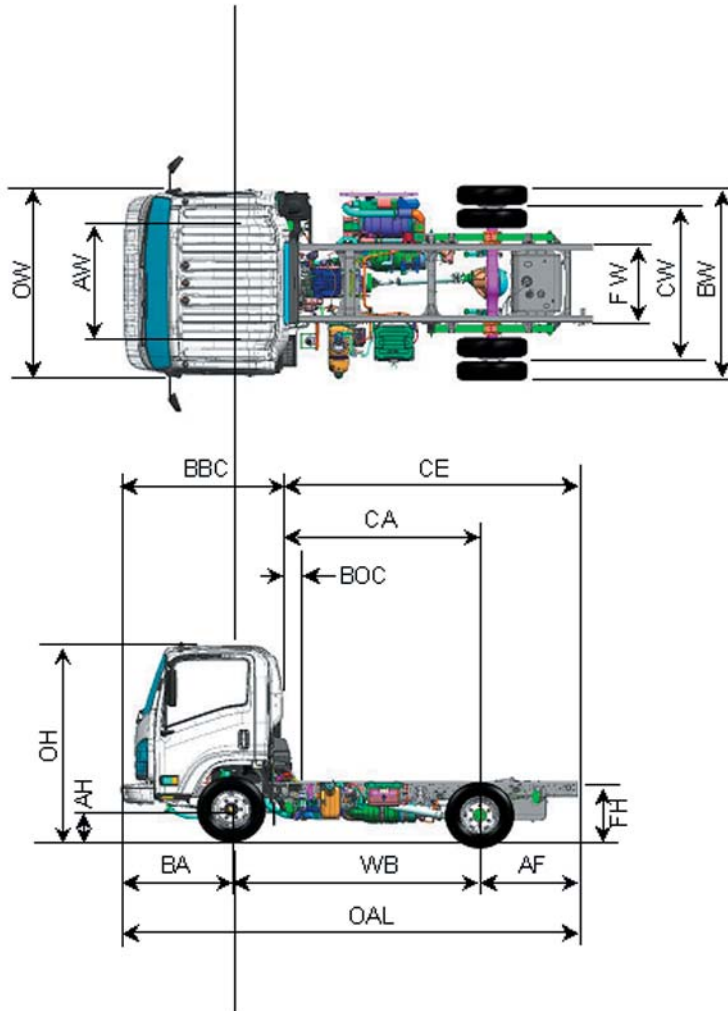
(Vehicle Specifications Index Section – NRR – continued from previous page)

Model	NRR
GVWR	19,500 lbs.
Frame	Ladder type channel section straight frame rail 33.5 in wide through the total length of the frame. Yield strength 44,000 psi, section modulus 7.20 in ³ . RBM 316,800.
Cab	All steel low cab forward, BBC 70.9 in, 45° mechanical tilt with torsion assist.
Equipment	TRICOT and JERSEY KNIT combination cloth covered high back driver's seat with two occupant passenger seat. Dual cab mounted exterior mirrors with integral convex mirror. Tilt and telescoping steering column. Power windows and door locks, floor mats, tinted glass.
Electrical	12 Volt, negative ground, dual Delco maintenance free batteries, 750 CCA each, 110 Amp alternator with integral regulator.
Options	AM/FM/CD Radio Delete, engine block heater; engine oil pan heater fuel tank mounted on right hand rail (33 gal), spare wheel, wheel simulators, air deflector, air conditioning, PTO enable switches, back up alarm, heated mirrors, engine shutdown, Mirror bracket for 102 inch wide body, fire extinguisher and triangle kit mounted in rear organizer, cross rail horizontal DPF with vertical exhaust, 2nd fuel tank (33 gal), Limited Slip Differential and chrome grille. *200 and 212 wheelbase chassis (NU5 NU6) will require you to add the following options to your order: White cab/Side mounted fuel tank with power windows and door locks, air conditioning (OCC 74) AM/FM CD Stereo radio (IL7), Air Deflector (IF4), Back up Alarm (UZF)

NOTE: These selected specifications are subject to change without notice.

(Vehicle Specifications Index Section – NRR – continued from previous page)

Vehicle Weights, Dimensions and Ratings



Dimension Constants:

Code	Inches	Code	Inches
AH	7.5	BW	83.3
AW	65.6	CW	65
BA	48.3	FW	33.5
BBC	70.7	OH	92.4
BOC	7.7	OW	81.3
FH	33.0		

Variable Chassis Dimensions:

Unit	WB	CA*	CE*	OAL	AF
Inch	109.0	86.5	129.6	200.5	43.1
Inch	132.5	110.0	153.1	224.0	43.1
Inch	150.0	127.5	170.6	241.5	43.1
Inch	176.0	153.5	196.6	267.5	43.1
Inch	200.0	177.5	220.6	291.5	43.1
Inch	212.0	189.5	232.6	303.5	43.1

* Effective CA & CE are CA or CE less BOC.

In-Frame Tank

19,500 lb GVWR Manual Transmission Model Chassis Curb and Maximum Payload Weights

Model	WB	Unit	Front	Rear	Total	Payload
NT1	109.0 in	lb	4213	2502	6715	12785
NT2	132.5 in	lb	4297	2513	6810	12690
NT3	150.0 in	lb	4363	2491	6854	12646
NT4	176.0 in	lb	4414	2500	6914	12586

In-Frame Tank

19,500 lb GVWR Automatic Transmission Model Chassis Curb and Maximum Payload Weights

Model	WB	Unit	Front	Rear	Total	Payload
NU1	109.0 in	lb	4253	2518	6771	12729
NU2	132.5 in	lb	4339	2526	6865	12635
NU3	150.0 in	lb	4405	2504	6909	12591
NU4	176.0 in	lb	4456	2513	6969	12531
NU5	200.0 in	lb	4556	2563	7119	12381
NU6	212.0 in	lb	4556	2563	7119	12381

Side Mounted Tank

19,500 lb GVWR Manual Transmission Model Chassis Curb and Maximum Payload Weights

Model	WB	Unit	Front	Rear	Total	Payload
NT4	176.0 in	lb	4556	2354	6910	12590

Side Mounted Tank

19,500 lb GVWR Automatic Transmission Model Chassis Curb and Maximum Payload Weights

Model	WB	Unit	Front	Rear	Total	Payload
NU4	176.0 in	lb	4598	2367	6965	12535

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(Vehicle Specifications Index Section – NRR – continued from previous page)

Truck Weight Limits:

GVWR Designed Maximum	19,500 lbs.
GAWR, Front	7,275 lbs.
GAWR, Rear	13,660 lbs.

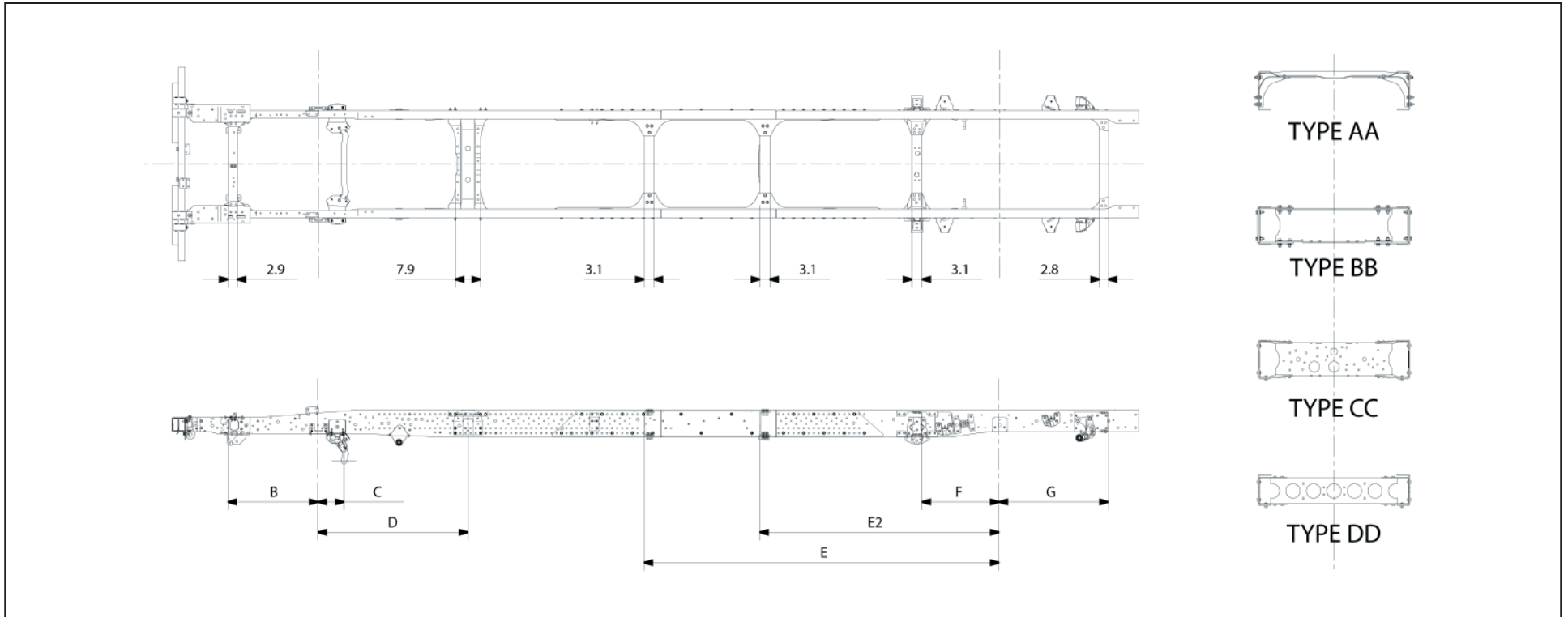
Technical Notes:

Chassis Curb Weight reflects standard equipment and fuel, but no driver or payload.

Maximum Payload Weight is the allowed maximum for equipment, body, payload and driver and is calculated by subtracting chassis curb weight from the GVWR.

(Vehicle Specifications Index Section – NRR – continued from previous page)

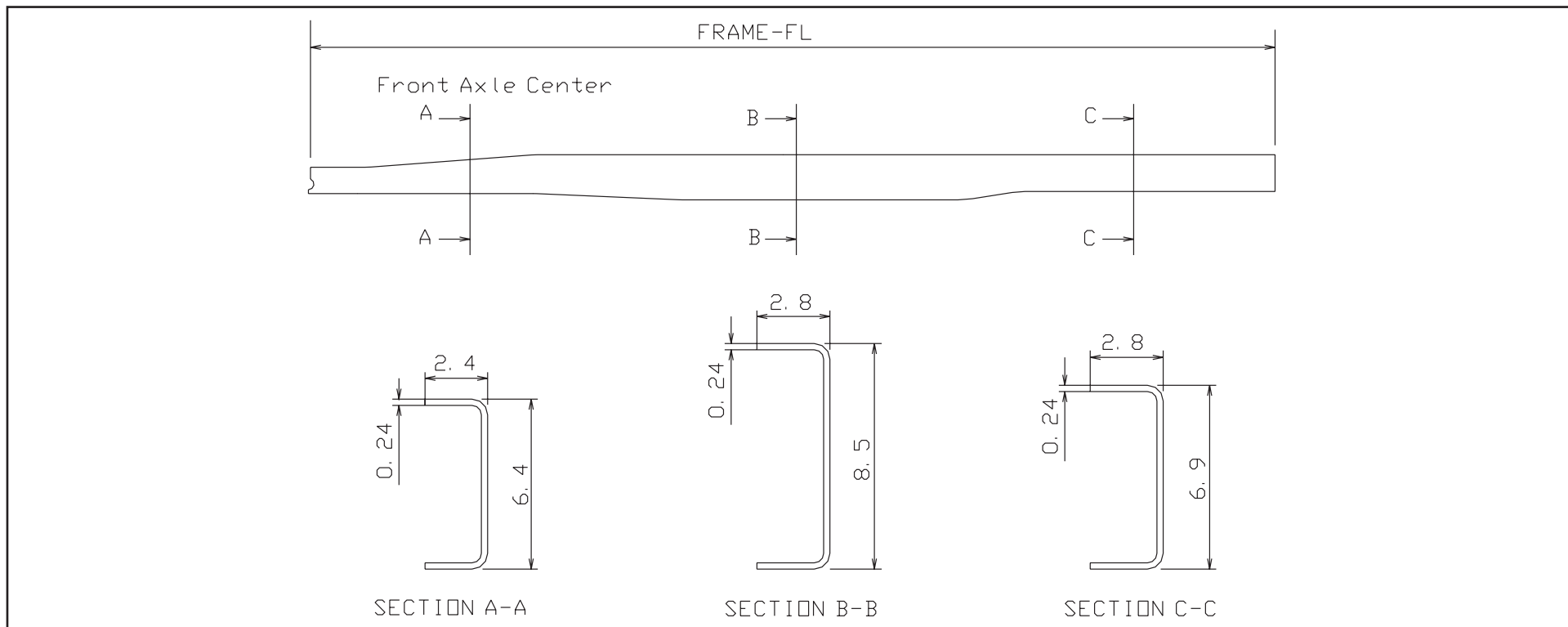
Frame and Crossmember Specifications



Wheelbase	Frame Thickness	Crossmember Type/Location											
		B	C	D		E		E2		F		G	
109	0.24	28.3	7.9	AA	46.5	-		-		CC	24.2	DD	33.8
132.5	0.24	28.3	7.9	AA	46.5	BB	57.5	-		CC	24.2	DD	33.8
150	0.24	28.3	7.9	AA	46.5	BB	57.9	-		CC	24.2	DD	33.8
176	0.24	28.3	7.9	AA	46.5	BB	74.4	-		CC	24.2	DD	33.8
200	0.24	28.3	7.9	AA	46.5	BB	98.4	BB	74.4	CC	24.2	DD	33.8
212	0.24	28.3	7.9	AA	46.5	BB	110.4	BB	74.4	CC	24.2	DD	33.8

(Vehicle Specifications Index Section – NRR – continued from previous page)

Frame Chart

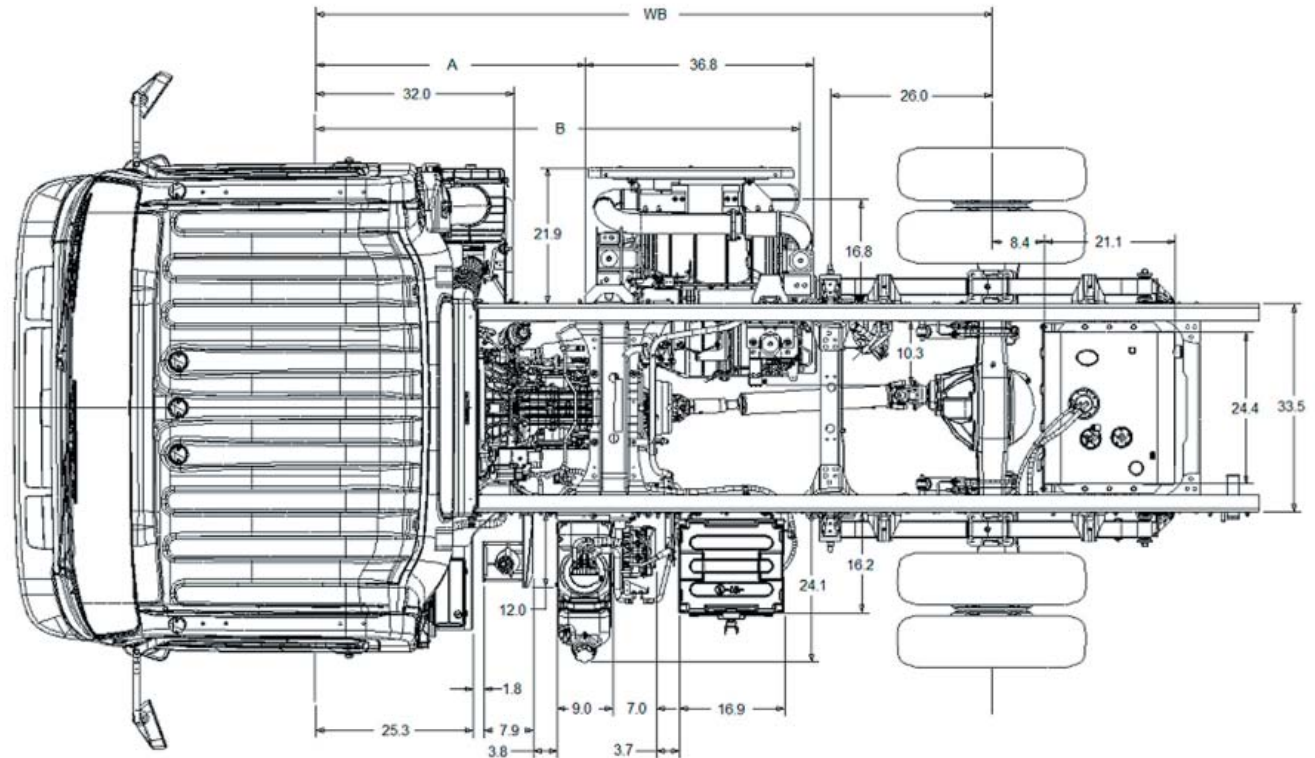


Wheelbase	Frame FL	Frame Thickness
109.0	182.5	0.24
132.5	206.1	0.24
150.0	223.8	0.24
176.0	249.8	0.24
200.0	273.8	0.24
212.0	285.8	0.24

(Vehicle Specifications Index Section – NRR – continued from previous page)

Auxiliary Views

WB (in)	A (in)	B (in)
109	43.4	78.0
132.5	49.7	84.3
150	43.4	78.0
176	43.4	78.0
200	43.4	78.0
212	43.4	78.0

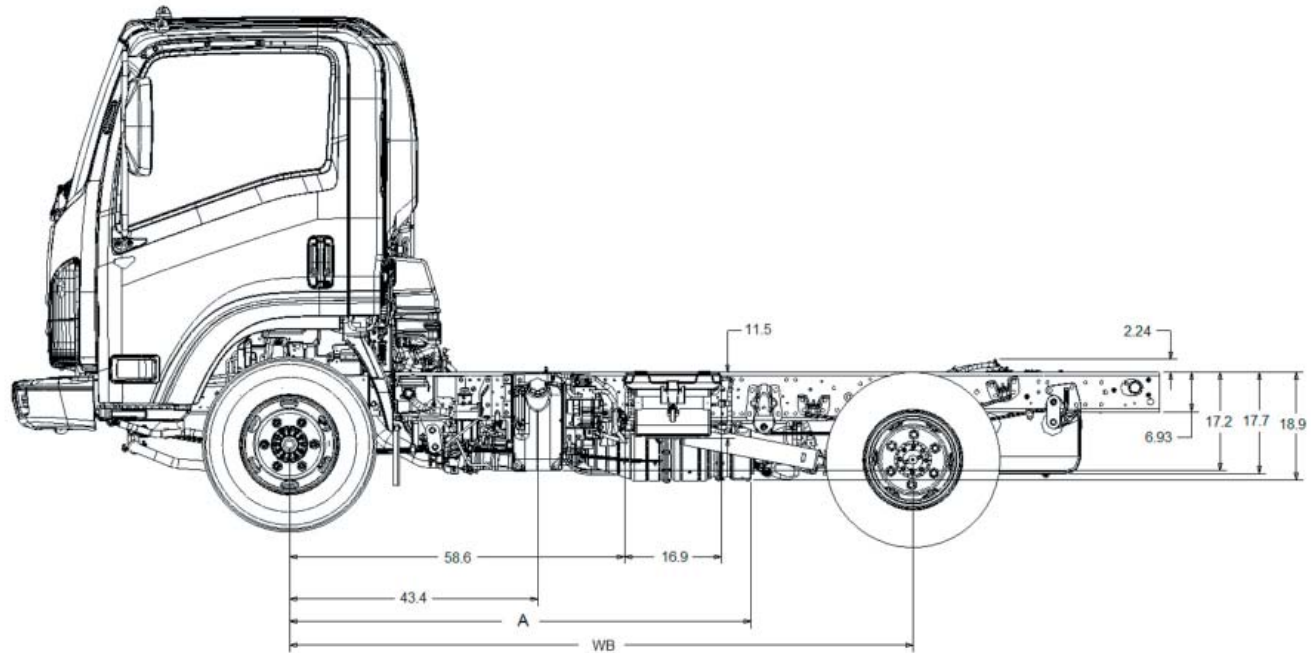


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(Vehicle Specifications Index Section – NRR – continued from previous page)

Auxiliary Views

WB (in)	A (in)
109	80.7
132.5	87.0
150	80.7
176	80.7
200	80.7
212	80.7

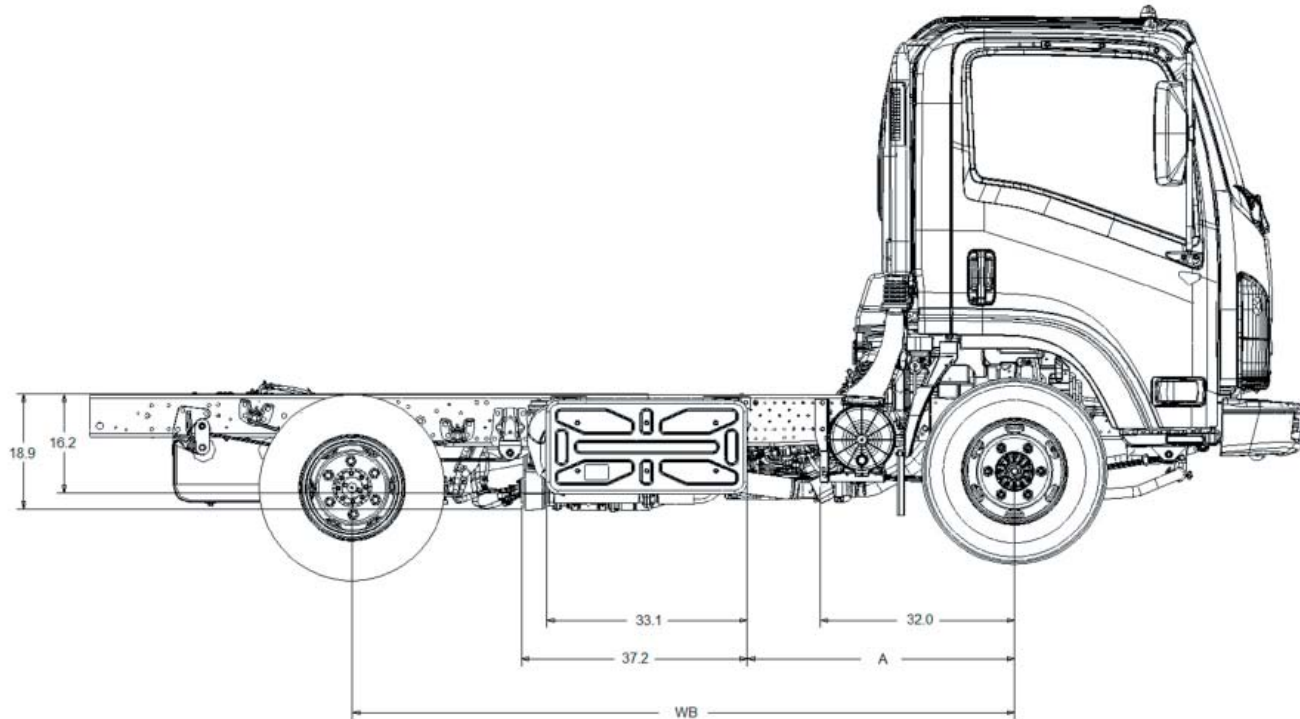


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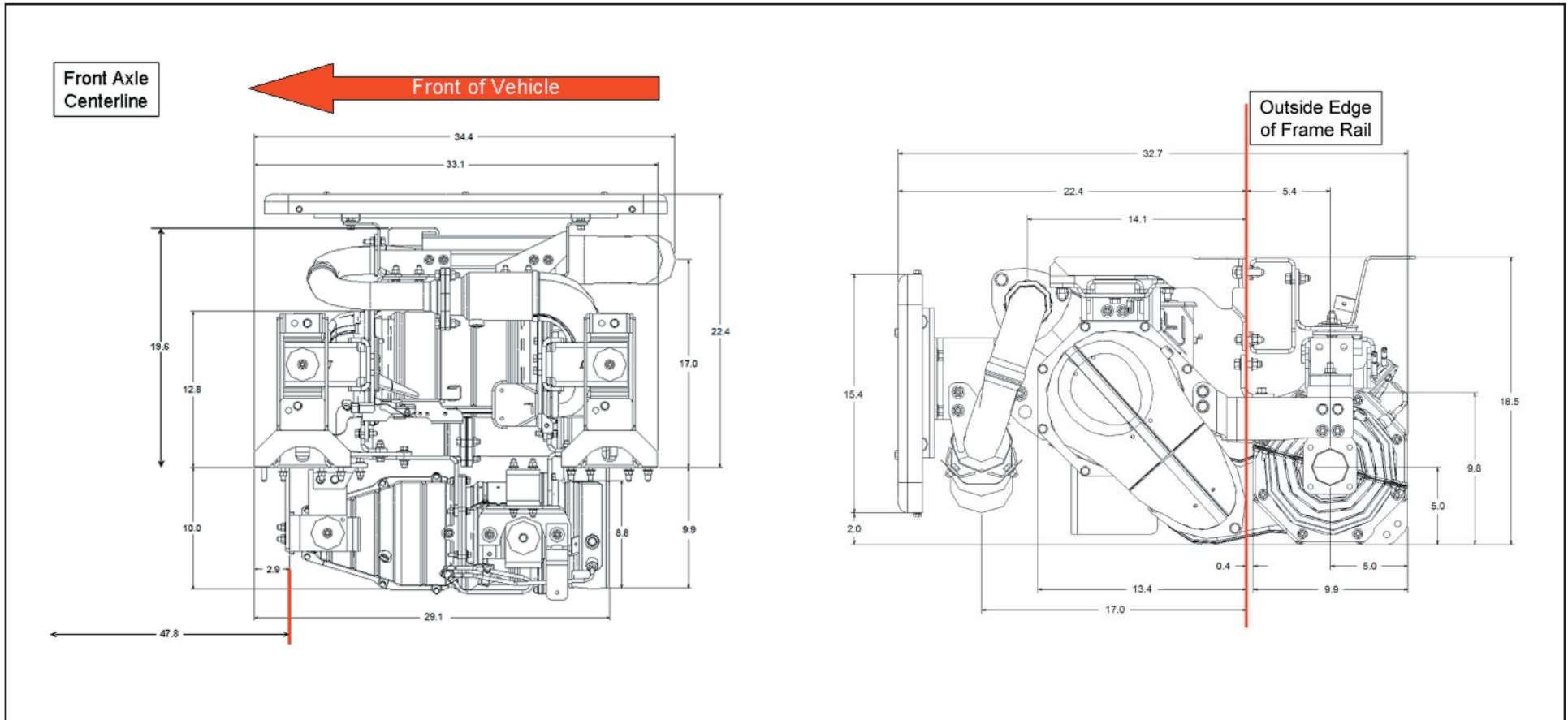
Auxiliary Views

WB (in)	A (in)
109	44.0
132.5	50.3
150	44.0
176	44.0
200	44.0
212	44.0



(Vehicle Specifications Index Section – NRR – continued from previous page)

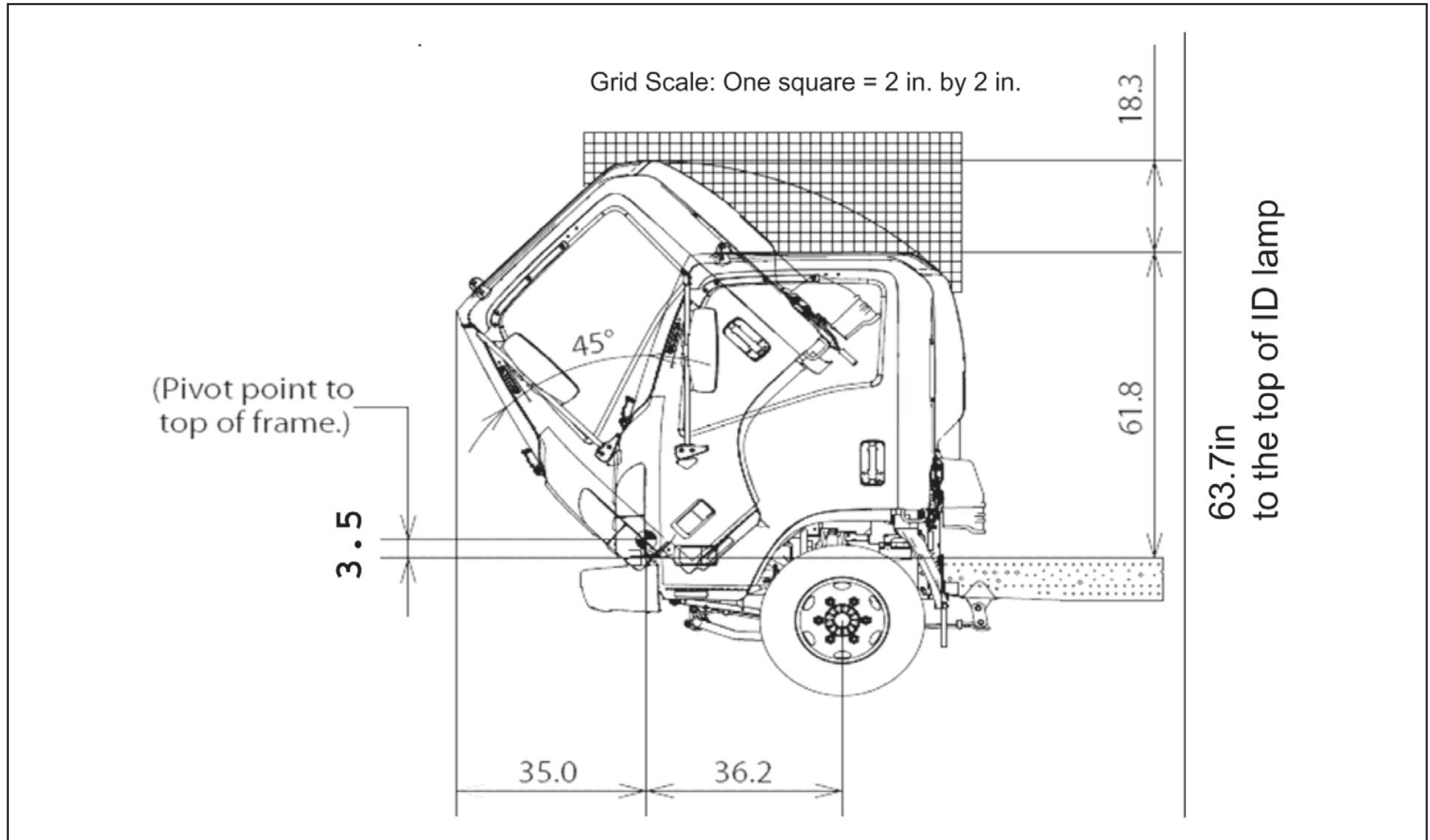
Auxiliary Views



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Cab Tilt



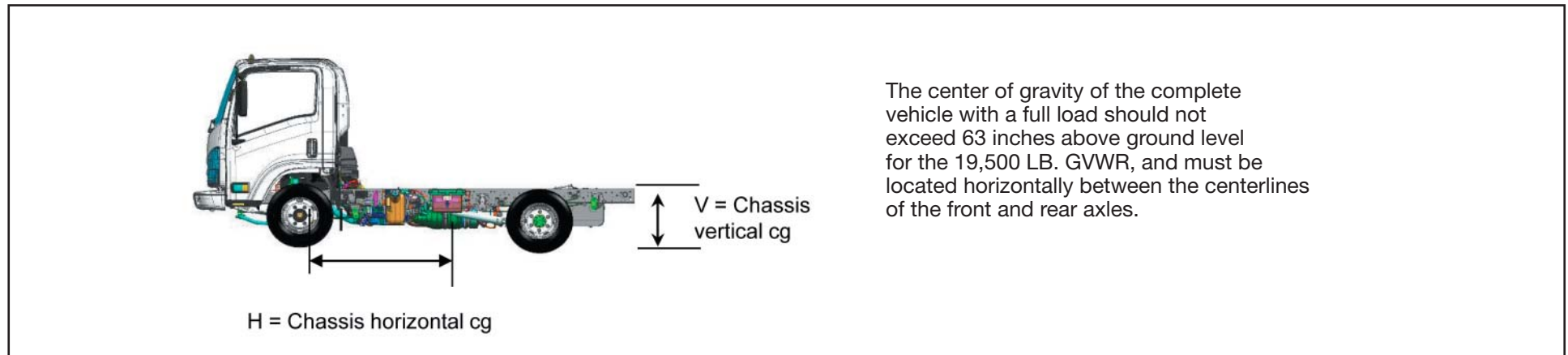
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Center of Gravity

The center of gravity of the chassis cab.

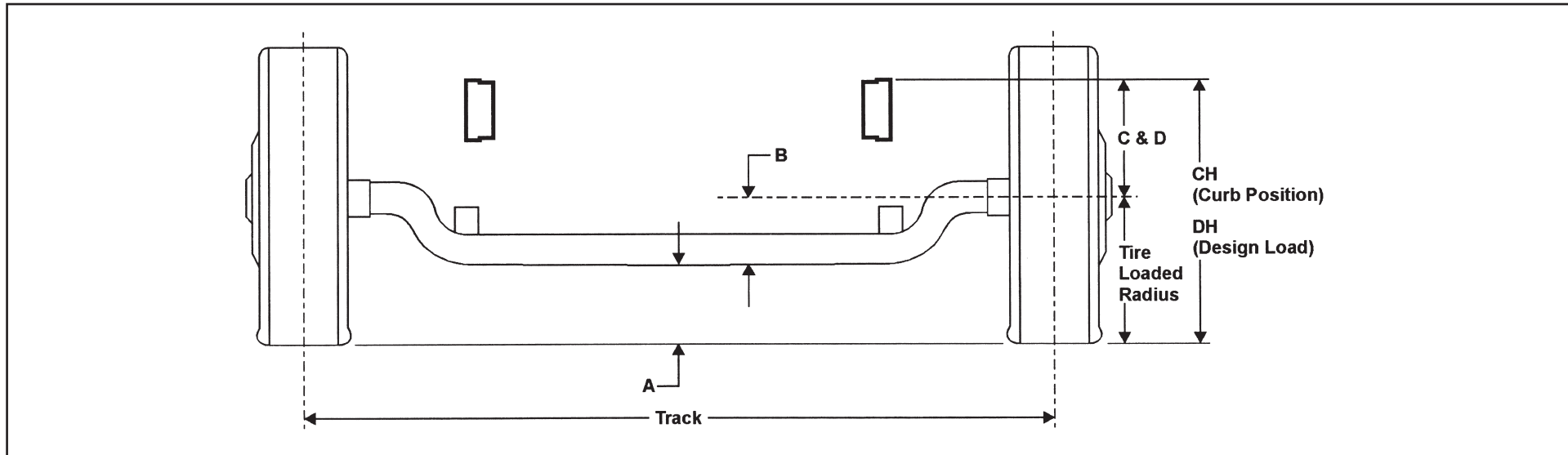
Horizontal and Vertical CG of Chassis			
WB	V	H	H
		in frame tank	side tank
110	23.4	38	N/A
132.5	23.3	44.6	N/A
150	23.4	49.5	N/A
176	23.4	61.4	56.7
200	23.4	73.3	N/A
212	23.2	85.2	N/A



NOTE: The maximum dimensions for a body installed on the NRR/W5500-HD are 102 inches wide (outside) by 91 inches high (inside). Any larger body applications must be approved by Isuzu Commercial Trucks of America Application Engineering. In the West Coast call 1-562-2295240 and in the East Coast call 1-770-740-1620 x 262.

(Vehicle Specifications Index Section – NRR – continued from previous page)

Front Axle Chart



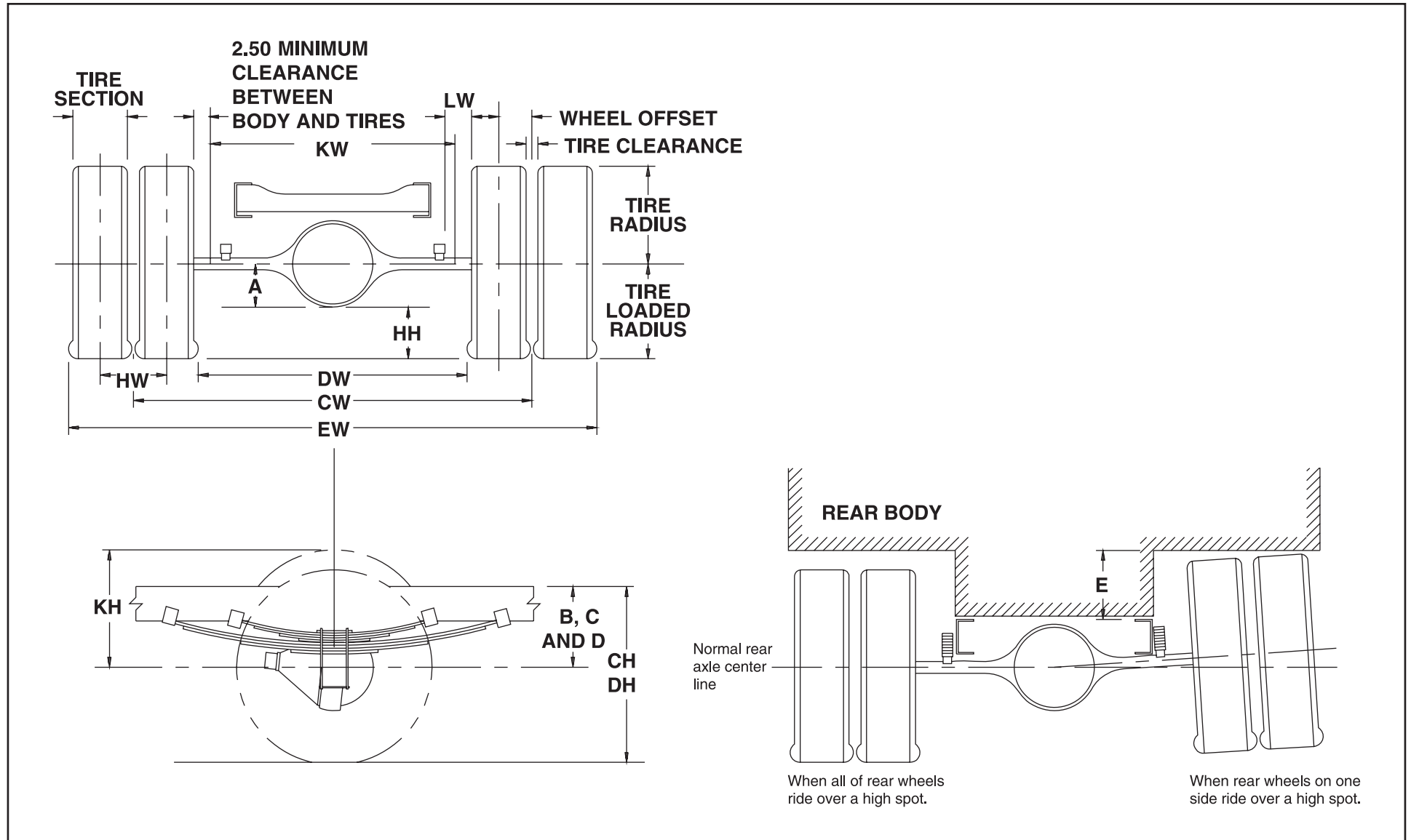
Formulas for calculating height dimensions:

- A = Tire Loaded Radius – B
- C = Centerline of Axle to Top of Frame Rail at Curb Position
- D = Centerline of Axle to Top of Frame Rail at Design Load
- CH = C + Tire Unloaded Radius
- DH = D + Tire Loaded Radius

Tire	GVWR	GAWR	A	B	C	D	CH	DH	Track	Tire Radius	
										Unload	Load
225/70R 19.5F	19,500 lbs.	7,275 lbs.	8.3	6.6	12.3	11.5	28.3	26.4	65.5	16	14.91

(Vehicle Specifications Index Section – NRR – continued from previous page)

Rear Axle Chart



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(Vehicle Specifications Index Section – NRR – continued from previous page)

Definitions		
A	Centerline of axle to bottom of axle bowl.	DH Rear Frame Height: Vertical distance between the normal top of frame rail and the ground-line through the centerline of the rear axle at design load.
B	Centerline of axle to top of frame rail at metal-to-metal position.	DW Minimum distance between the inner surfaces of the rear tires.
C	Centerline of axle to top of frame rail at curb position.	EW Maximum Rear Width: Overall width of the vehicle measured at the outermost surface of the rear tires.
D	Centerline of axle to top of frame rail at design load.	HH Rear Tire Clearance: Minimum clearance between the rear axle and the ground-line.
E	Rear Tire Clearance: Minimum clearance required for tires and chain measured from the top of the frame at the vehicle centerline of the rear axle, when rear wheels on one side ride over a high spot.	HW Dual Tire Spacing: Distance between the centerlines of the tires in a set of dual tires.
		KW Tire Bounce Clearance: Minimum distance required for tire bounce as measured from the centerline of the rear axle and the top of the rear tire when one wheel rides over a high spot.
CH	Rear Frame Height: Vertical distance between the normal top of frame rail and the ground-line through the centerline of the rear axle at curb position.	CW Track Dual Rear Wheel Vehicle: Distance between the centerlines of the dual wheels measured at the ground-line.
Tire Section, Tire Radius, Tire Loaded Radius, Tire Clearance		See Tire Chart for values.

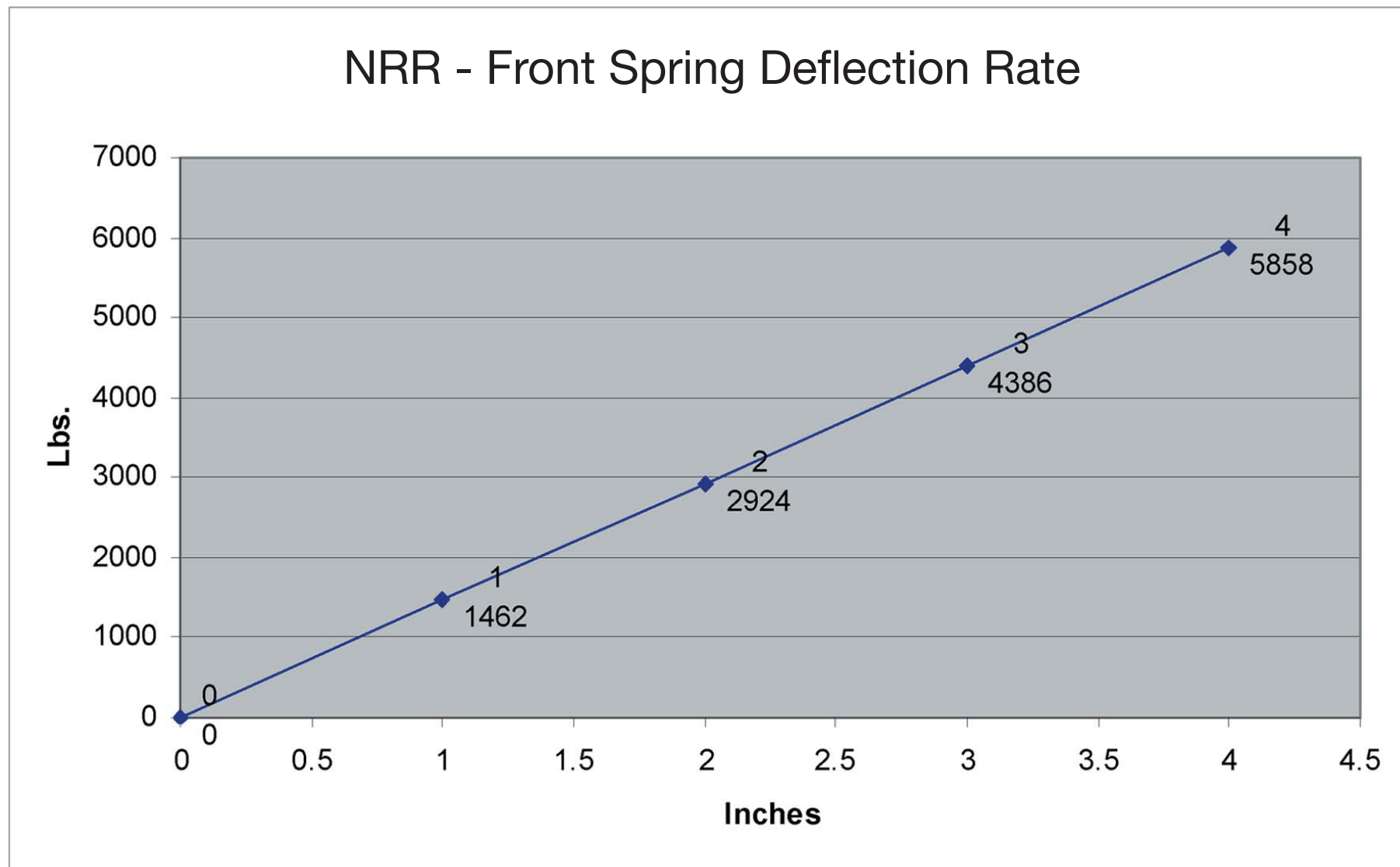
Formulas for Calculating Rear Width and Height Dimensions			
CW	= Track	HH	= Tire loaded radius – A
CH	= Tire loaded radius + C	JH	= KH – B
DH	= Tire loaded radius + D	KH	= Tire radius + 3.00 inches
DW	= Track + 2 tire sections – tire clearance	KW	= DW – 5.00 inches
EW	= Track + 2 tire sections + tire clearance	LW	= 1.00-inch minimum clearance between tires and springs

NOTE: Track and overall width may vary with optional equipment.

Tire	GAWR	Track CW	A	B	C	D	E
225/70R 19.5F	13,660 lbs.	65.0	7.7 (A/T)	9.3 (A/T)	15.6	13.4	8.4

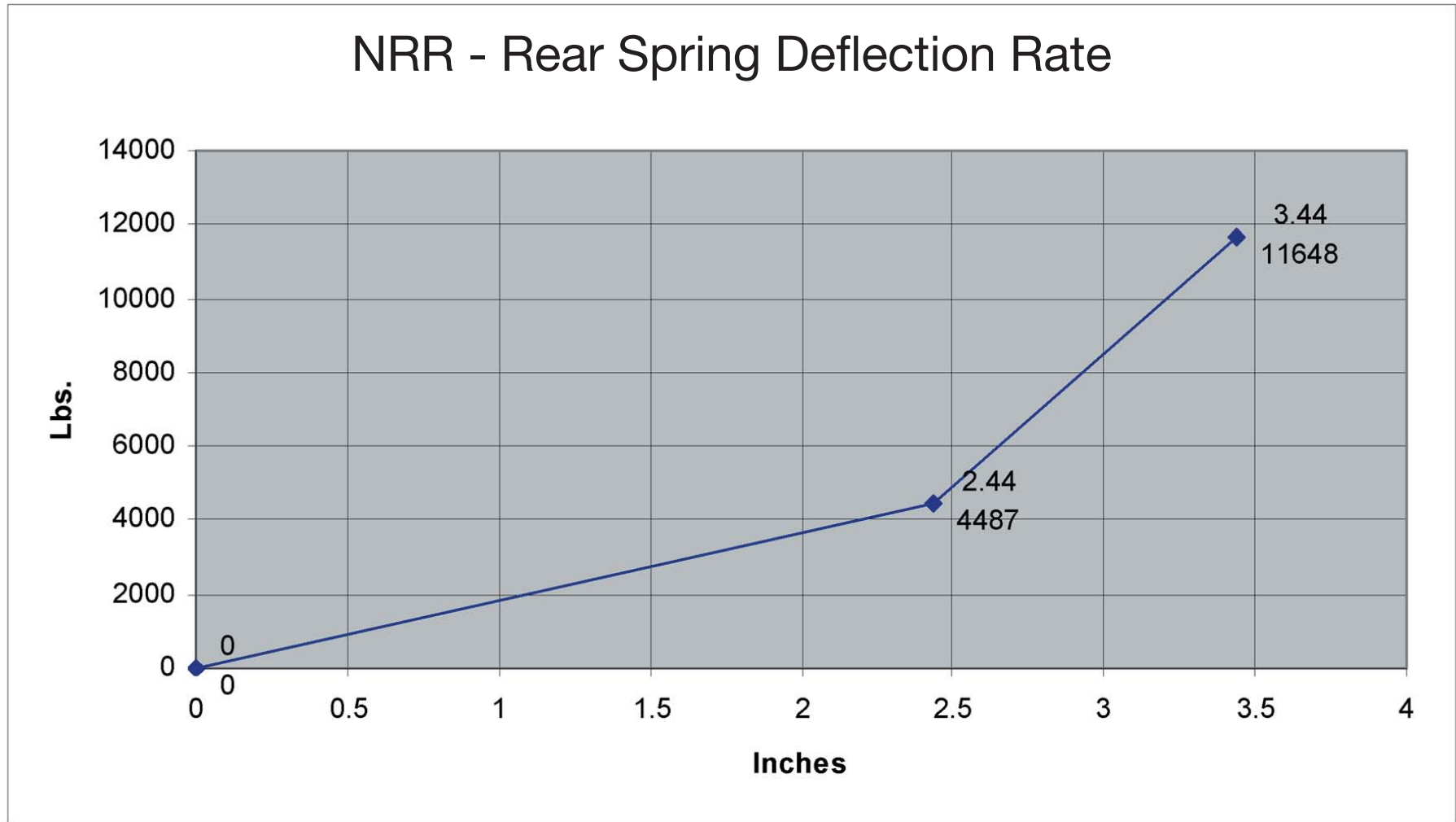
(Vehicle Specifications Index Section – NRR – continued from previous page)

Suspension Deflection Charts



(Vehicle Specifications Index Section – NRR – continued from previous page)

Suspension Deflection Charts



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Tire and Disc Wheel Chart

Tire

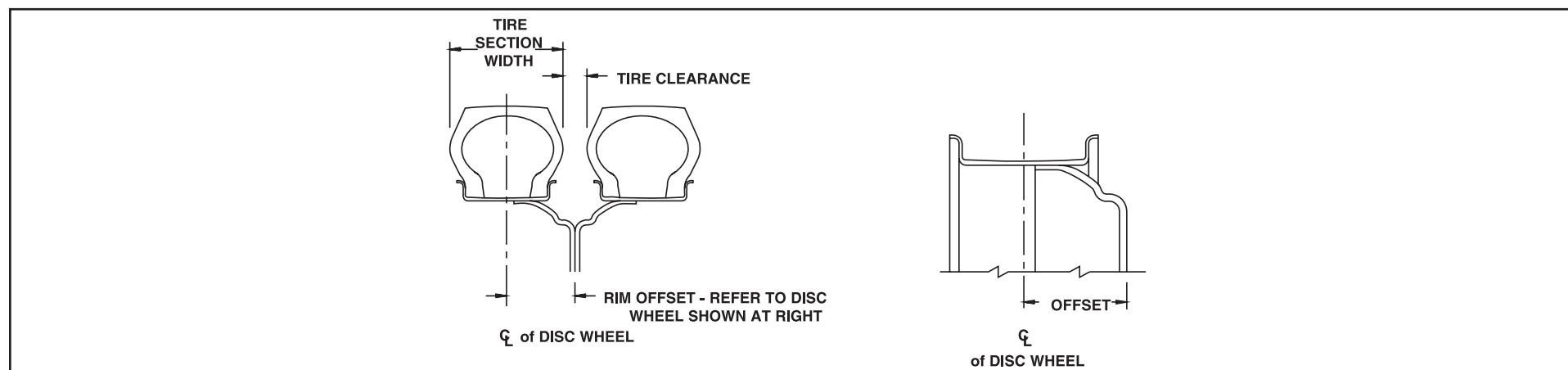
Tire Size	Tire Load Limit and Cold Inflation Pressures				Maximum Tire Load Limits		GVWR (Lb.)
	Single		Dual		Front	Rear	
	Lb.	PSI	Lb.	PSI	2 Single	4 Dual	
225/70R 19.5F	3,640	95	3,415	95	7,280	13,660	19,500

Tire Size	GVWR (Lb.)	Tire Radius				Tire Section Width	Tire Clearance	Design Rim Width
		Loaded		Unloaded				
		Front	Rear	Front	Rear			
225/70R 19.5F	19,500	14.91	14.96	16.00	16.00	8.7	1.3	6.0

Disc Wheel

Wheel Size	Bolt Holes	Bolt Circle Dia.	Ft./Rr. Nut Size*	Rear Stud Size*	Nut/Stud Torque Specs.	Inner Circle	Outside Offset	Disc Thickness	Rim Type	Material Mfg.
19.5 x 6.00 K	6 JIS	8.75	1.6142 (41 mm) BUD HEX	0.8268 (21 mm) SQUARE	325 ft.-lb. (440 N•m)	6.46	5.0	0.35	15° DC	Steel TOPY

*O.D. Wrench Sizes

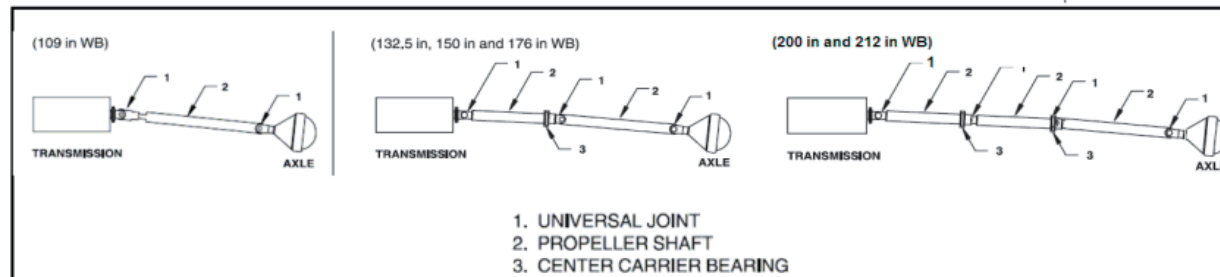


(Vehicle Specifications Index Section – NRR – continued from previous page)

Propeller Shaft NRR

WB	PLANE VIEW	SIDE VIEW
109		
132.5		
150		
176		
200		
212		

TYPICAL INSTALLATIONS SHOWING YOKES 'IN PHASE.' 'IN PHASE' MEANS THAT THE YOKES AT EITHER END OF A GIVEN PROPELLER SHAFT ASSEMBLY ARE IN THE SAME PLANE.



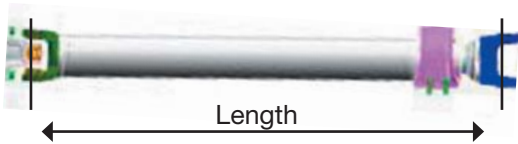
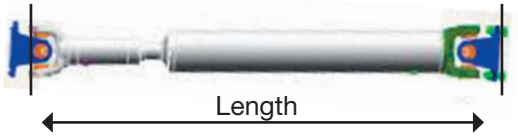
Wheelbase	Plane View			Side View		
	A Auto. Trans.	B Auto. Trans.	C Auto. Trans.	D Auto. Trans.	E Auto. Trans.	F Auto. Trans.
109 in.	—	3.4°	—	8.6°	—	—
132.5 in.	0°	2.8°	—	2.7°	4.8°	—
150 in.	0°	2.8°	—	0.1°	4.6°	—
176 in.	0°	2°	—	0.5°	2.6°	—
200 in.	0°	0°	2.0°	0.5°	0°	2.6°
212 in.	0°	0°	2.0°	0.5°	0°	2.6°

NOTE: All driveline angles are at unloaded condition (curb position with typical cargo body).

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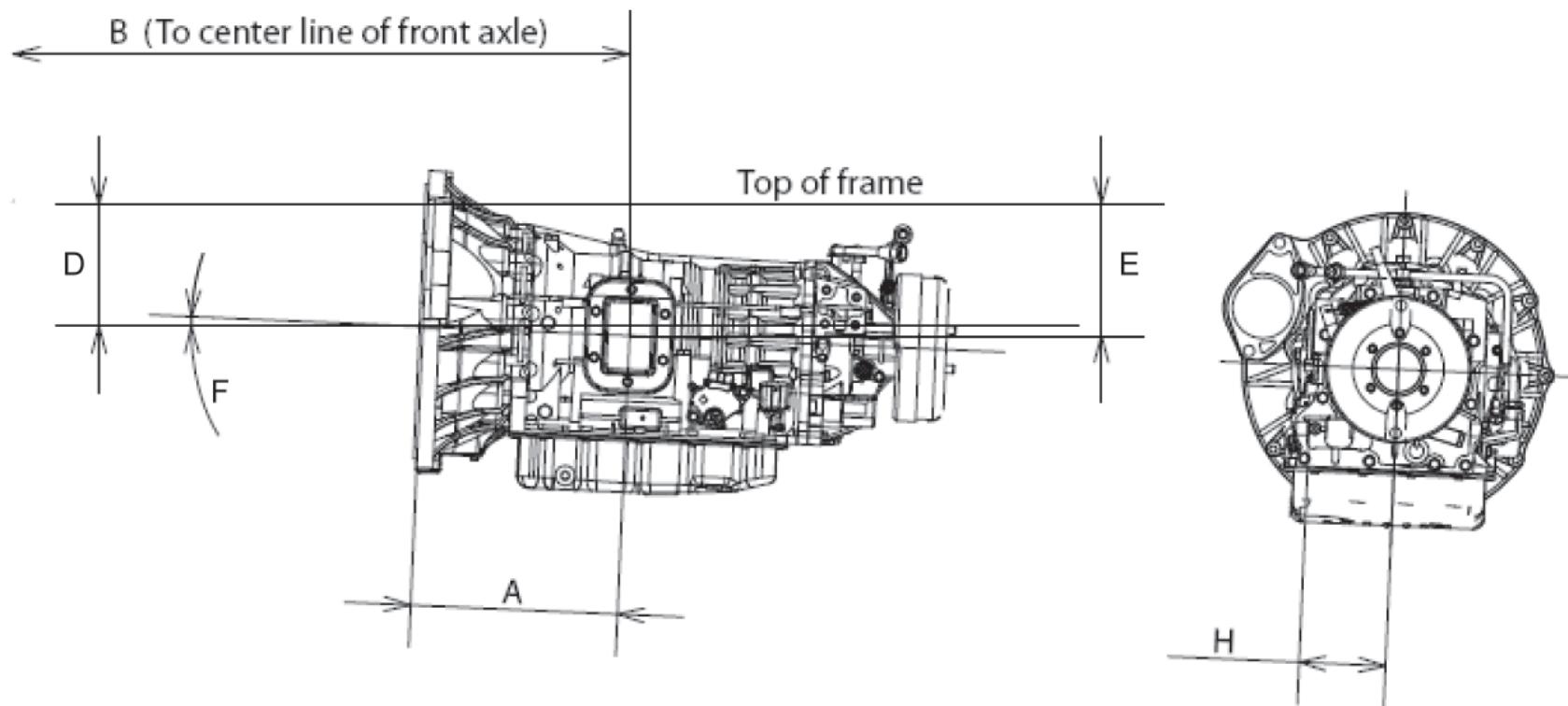
Trans. Type	6 Automatic. Transmission					
Wheelbase	109	132.5	150	176	200	212
No. of Shafts	1	2	2	2	2	2
Shaft #1 O.D.	3.54	3.54	3.54	3.54	3.54	3.54
Thickness	0.126	0.126	0.126	0.126	0.126	0.126
Length	35.6	22.91	40.24	49.69	49.69	49.69
Type	D	D	B	B	B	B
Shaft #2 O.D.	N/A	3.54	3.54	3.54	3.54	3.54
Thickness	N/A	0.126	0.126	0.126	0.126	0.126
Length	N/A	36.02	36.34	52.95	24.00	36.00
Type	N/A	D	D	D	B	B
Shaft #3 O.D.	N/A	N/A	N/A	N/A	3.54	3.54
Thickness	N/A	N/A	N/A	N/A	0.126	0.126
Length	N/A	N/A	N/A	N/A	52.95	52.95
Type	N/A	N/A	N/A	N/A	D	D

Type	Description	Model	Illustration
Type B	1 st shaft in 2-piece driveline 2 nd shaft in 3-piece driveline	P30	
Type D	1 st shaft in 1-piece driveline 2 nd shaft in 2-piece driveline 3 rd shaft in 3-piece driveline	P30	

(Vehicle Specifications Index Section – NRR – continued from previous page)

PTO Location, Drive Gear and Opening Information

AUTOMATIC TRANSMISSION



(Vehicle Specifications Index Section – NRR – continued from previous page)

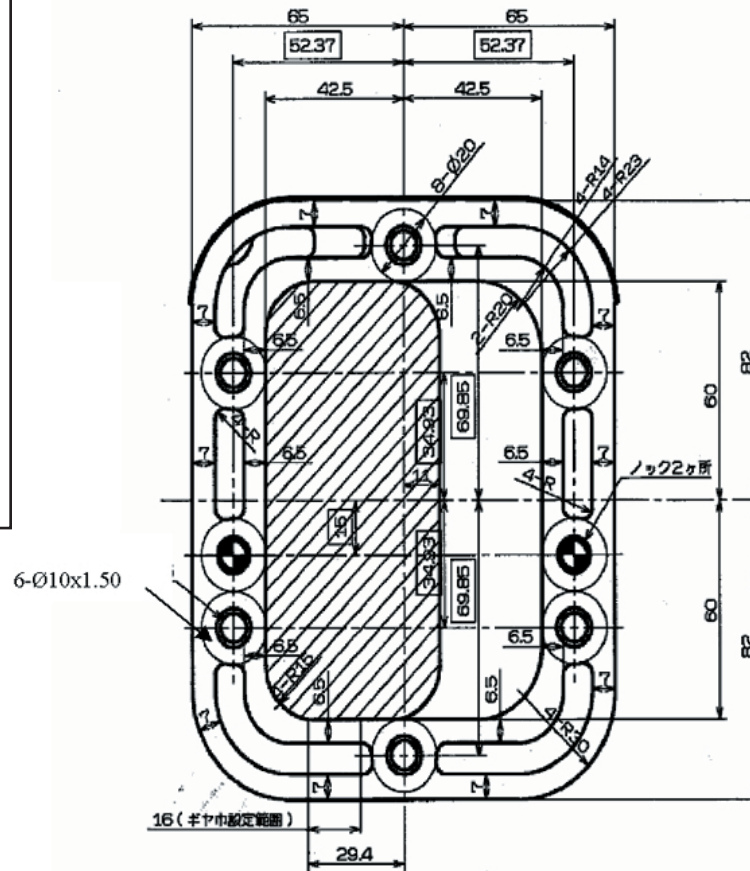
Trans.	Opening Location	Bolt Pattern	A	B	C	D	E	F	H	PTO Drive Gear Location	Ratio of PTO Drv. Gear Spd. to Eng. Spd.	No. of Teeth	Pitch	Helix Angle	Max. Output Torque
Aisin ⁽¹⁾	Left	(Dr 2)	12.35	36.89	0	7.85	7.31	2.5°	5.16	PTO Gear	1:1 with turbine	69	N/A	0°	134 lbs.-ft. @ 1,700 RPM

Opening Diagram

Aisin A460 Automatic Torque Converter Lock Up Function.

In either the Stationary Preset PTO Mode or Stationary Variable PTO Mode, when engine rpm exceeds 1200 RPM, the torque converter will lock up. The engine rpm can not be modified and the lockup function cannot be turned off. Please not that with PTO applications that operate around 1200 RPM, the transmission software holds the torque converter in lockup until engine speed falls below 1100 RPM

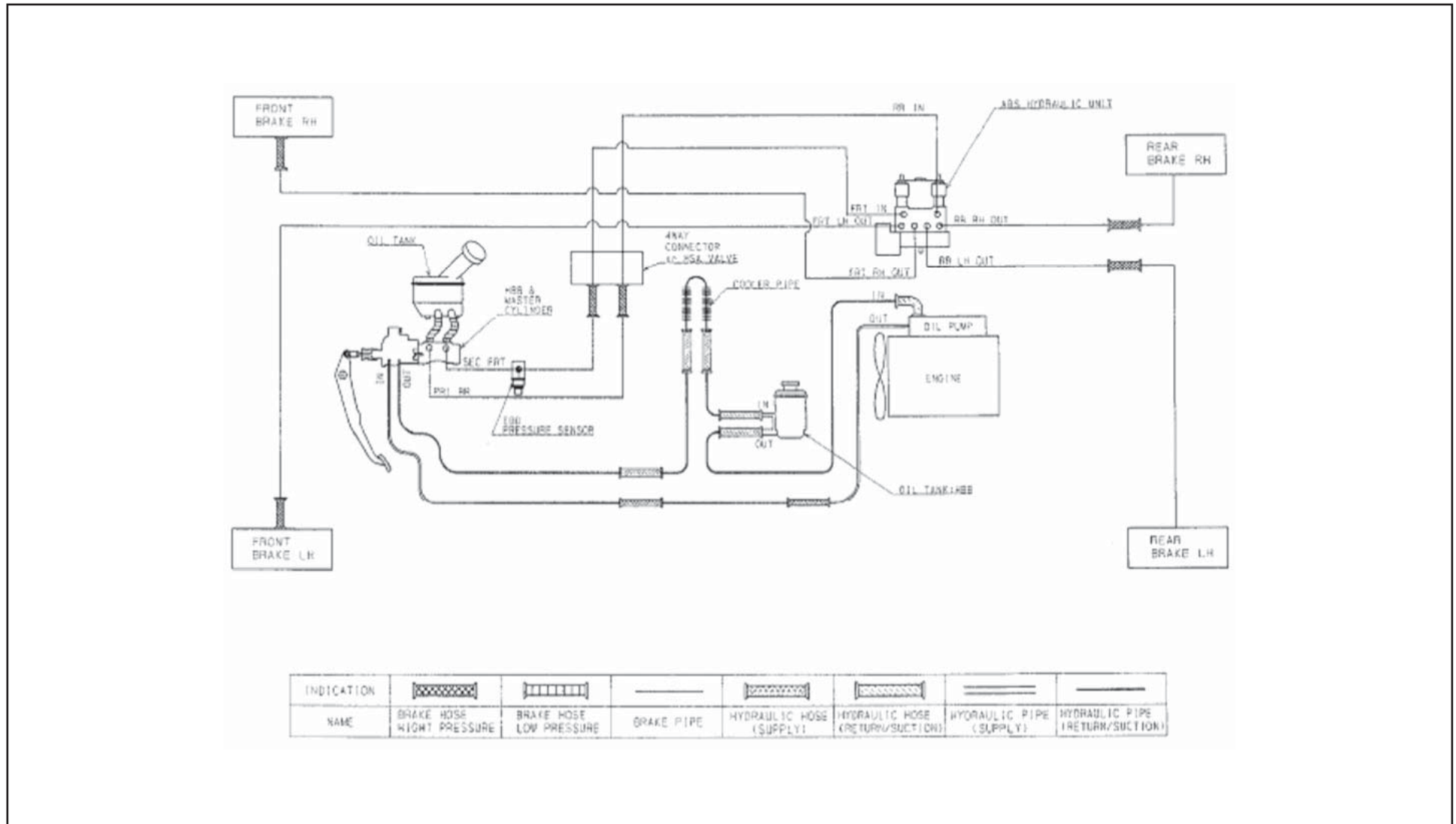
The lock up function will cancel if the transmission shift lever is moved from the park or neutral positions which will remove the trasmission from the stationary mode.



(Vehicle Specifications Index Section – NRR – continued from previous page)

Brake System Diagram, Hydraulic Brake Booster

Please refer to Introduction Section of book for antilock system cautions and wheelbase modification requirements.



(Vehicle Specifications Index Section – NRR – continued from previous page)

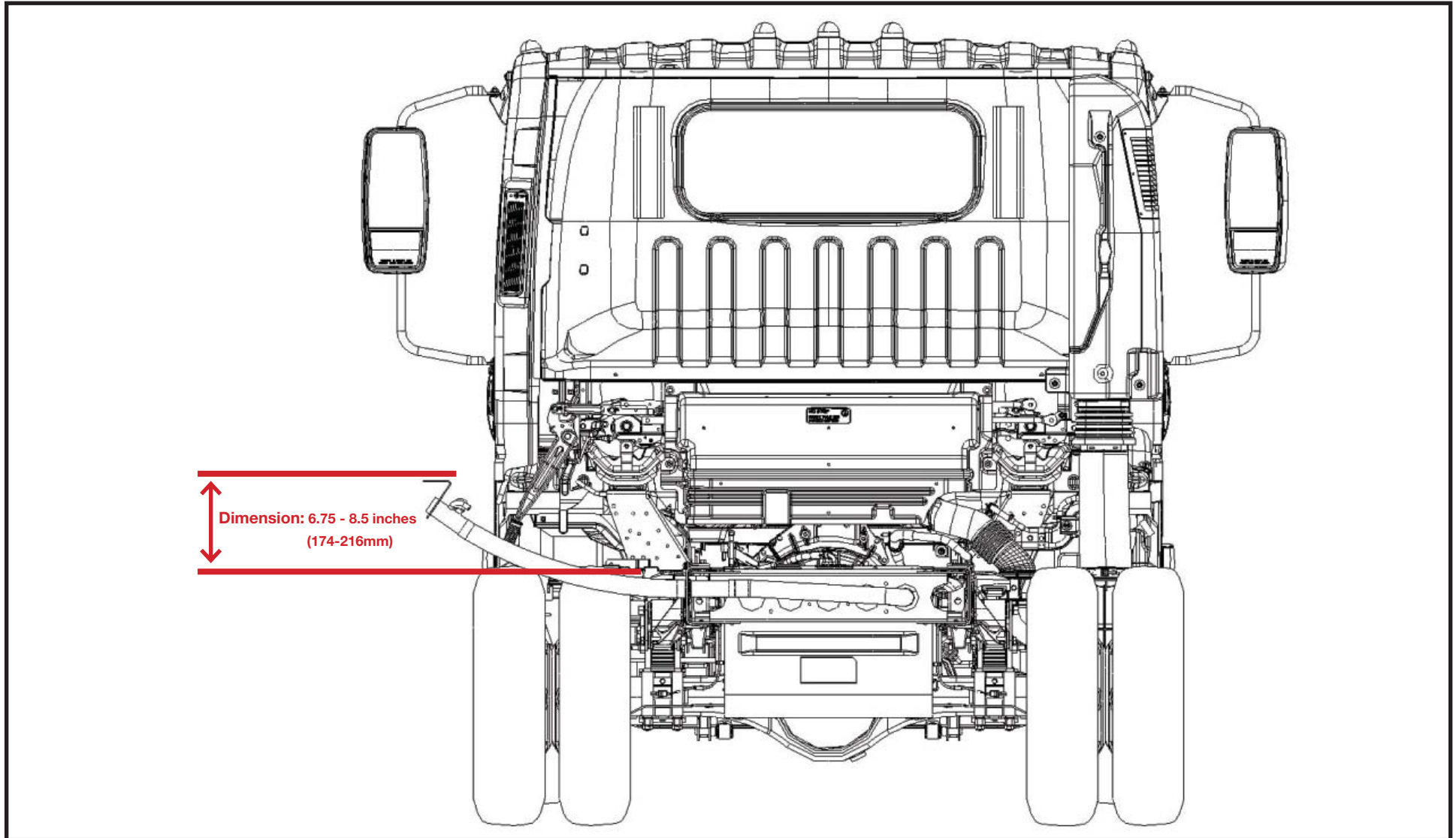
Diesel Fuel Fill

Installation Instructions

1. Disconnect battery.
2. Loosen hose from the tie downs. Remove caps from plate on rail.
3. Install hoses onto the plate.
4. Extend hose out from the driver side of the rail to body rail.
5. The filler neck must be mounted to allow the fill plate bracket to be parallel to the frame horizontal (see figure 4).
6. Cover with protector wrap and secure with tie wraps.
7. Filler hose is set for 102 inches outside width body.
8. Filler neck (dimension A) must be between 6.85 inches and 8.5 inches above frame.
9. Secure the filler plate to the bottom of the body and check for leaks.
10. Ensure that fill hose does not sag, creating an area where the fuel could pool in the fill hose.
11. Reconnect battery.

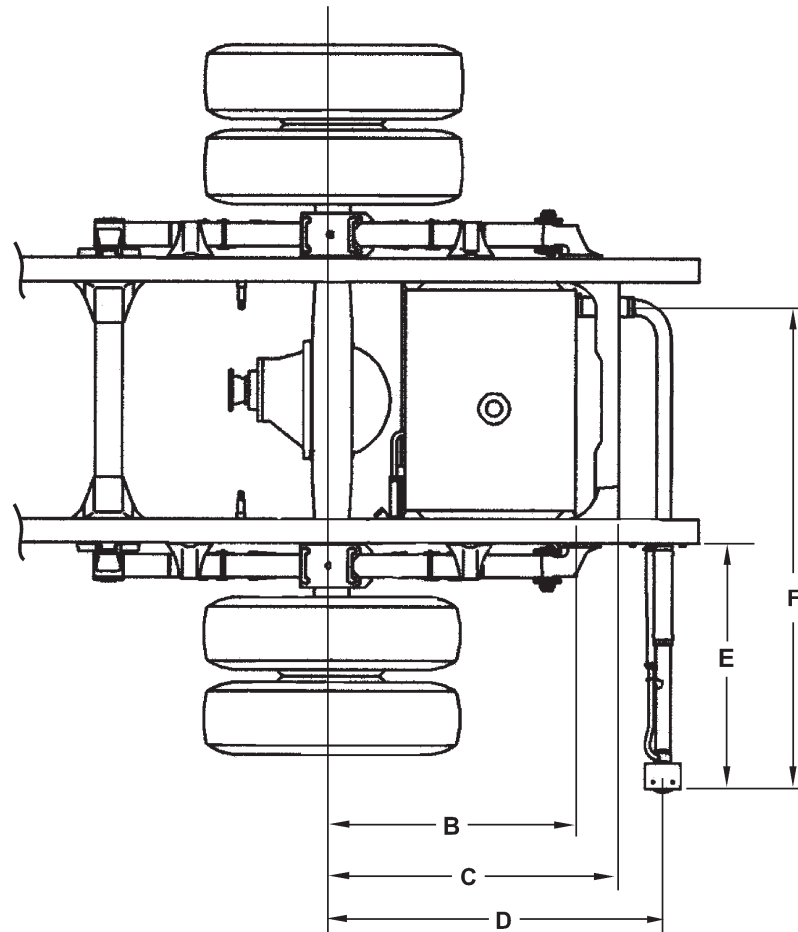
(Vehicle Specifications Index Section – NRR – continued from previous page)

Rear View Fuel Fill



(Vehicle Specifications Index Section – NRR – continued from previous page)

Top View Fuel Fill

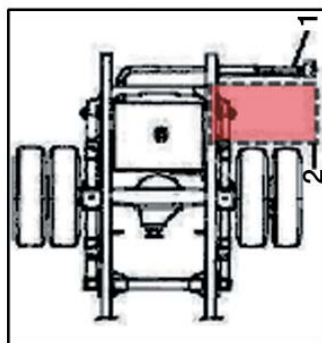


Dimensions:

- B = 29.75 inches (756 mm)
- C = 34.00 inches (863 mm)
- D = 39.29 inches (998 mm)
- E = 33.86 inches (860 mm)
- F = 59.60 inches (1,514mm)

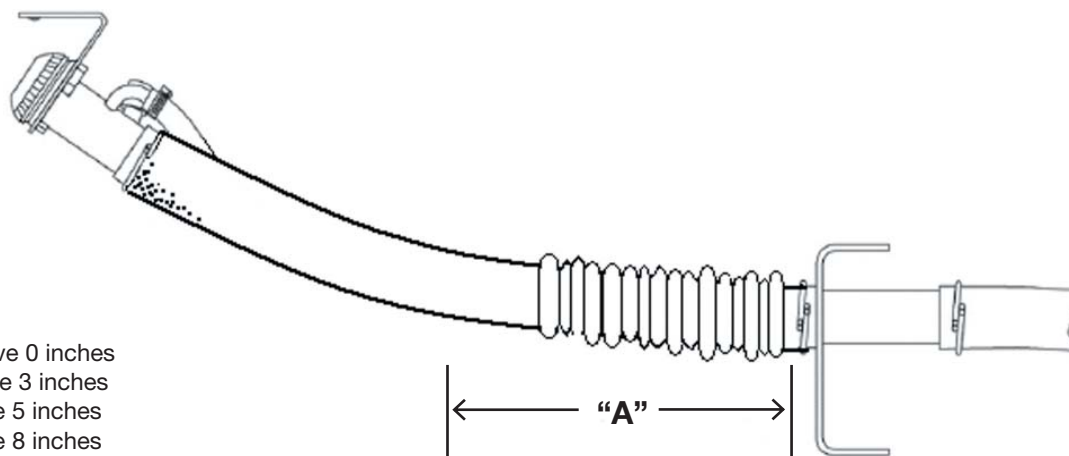
(Vehicle Specifications Index Section – NRR – continued from previous page)

Hose Modification for Various Width Bodies and fuel fill vent Protection



Fuel fill vent and neck should be protected from road spray

1. FUEL FILLER NECK
2. RECOMMENDED MUD FLAP MOUNTING AREA (RED ZONE).



“A” Dimensions:

- 102 inch wide body remove 0 inches
- 96 inch wide body remove 3 inches
- 90 inch wide body remove 5 inches
- 86 inch wide body remove 8 inches
- 80 inch wide body remove 8 inches

NOTE: Shorten hose by “A Dimension” based on chart at left.

(Vehicle Specifications Index Section – NRR – continued from previous page)

Ultra Low Sulfur Diesel Label

**Per EPA Title 40, Part 86, 86:007—35(c),
The decal illustrated below must be installed on the vehicle.
The decal is included in the fuel fill parts box.**

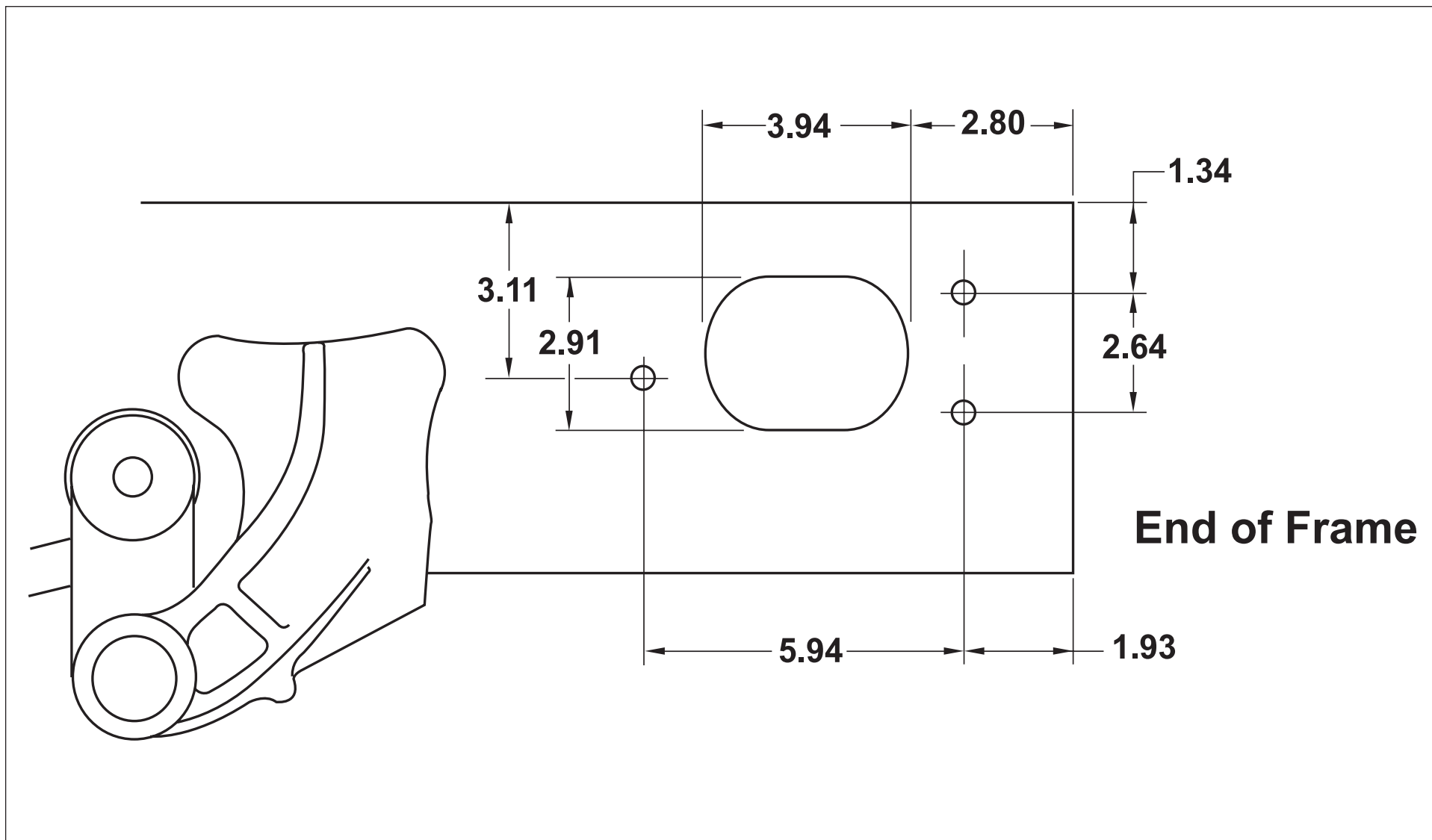


INSTRUCTIONS FOR DECAL PLACEMENT:

1. The decal must be placed as close as possible to the fuel inlet and be clearly visible.
 2. The decal should be placed above or to the side of the fuel cap to avoid corrosion by possible contact with fuel.
 3. The decal may be placed on aerodynamic fairings, bodies, etc. as long as the decal is clearly visible and in close proximity to the fuel inlet.
 4. For installed bodies that have a fuel door, the decal should be placed above or to the side of the fuel door.
- Thoroughly clean the area of all grease, dirt, etc. before application of the decal. Apply the decal at room temperature, 65° to 75° F.

(Vehicle Specifications Index Section – NRR – continued from previous page)

Through the Rail Fuel Fill Frame Hole



(Vehicle Specifications Index Section – NRR – continued from previous page)

2011 Model Year N-Diesel Fuel Filler Kit Instructions

Several important changes have been made to the fuel filler kit on Isuzu N-series diesel products for the 2011 model year. Please review these instructions prior to installation of the fuel filler kit.

Parts Kit: There are two separate parts kits used for the 2011 model year N-diesel products. Fuel filler kit part number 898171 9090 is used for 14,500 lb and higher GVWR chassis (NPR-HD, NQR, NRR), For reference kit part number 898171 9080 is used for 12,000 lb GVWR chassis (NPR models). Parts list is shown in **Tables 1**. Parts photos are shown in **Figure 1**.

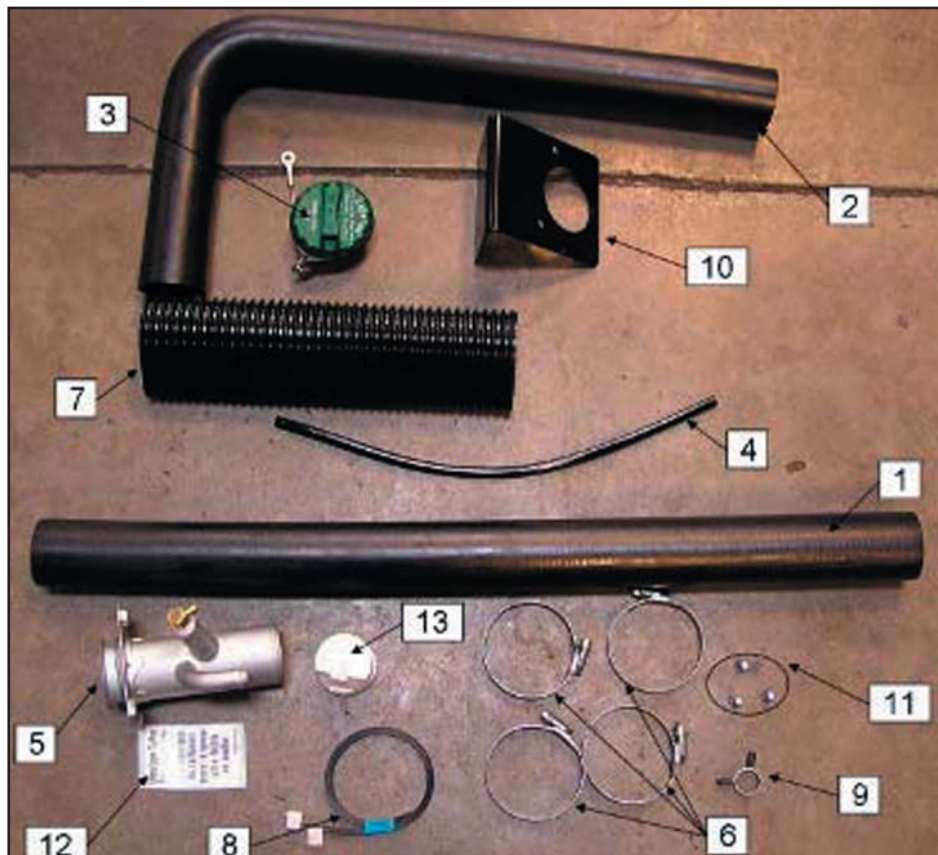


Figure 1

FUEL FILLER KIT, NPR-HD, NQR, NRR 898171 9090			
ITEM #	PART NAME	PART #	QTY
1	HOSE: FUEL FILLER NECK	898171 211Y	1
2	HOSE: FUEL FILLER	898006 450Y	1
3	CAP: FILLER	897218 702Y	1
4	HOSE: ROLL-OVER VALVE	898164 876Y	1
5	NECK ASM: FUEL FILLER	898164 877Y	1
6	CLIP: JOINT	898133 349Y	4
7	PROTECTOR: FILLER HOSE	897114 063Y	1
8	CLIP: BAND, HOSE FIXING	109707 107Y	2
9	CLIP: RUBBER, HOSE	894242 034Y	1
10	BRACKET: FILLER NECK	897116 621Y	1
11	SCREW: FILLER NECK	897581 217Y	3
12	CAUTION PLATE	898070 422Y	1
13	SHUTTER: FUEL TANK	898164 404Y	1

Table 1

(Vehicle Specifications Index Section – NRR – continued from previous page)

Installation Instructions and Considerations:

The fuel tank shutter valve (13) is a new component for 2011 model year. This component is meant to improve fuel splash-back performance of the fuel system, and must be installed in the tank for all 2011 model year N-diesel vehicles. This plastic valve snaps into place in the inlet of the fuel tank. The valve should be installed so that the plastic clip is at the top of the valve, so that the flap door opens up, as shown in **Figures 2 and 3** below.

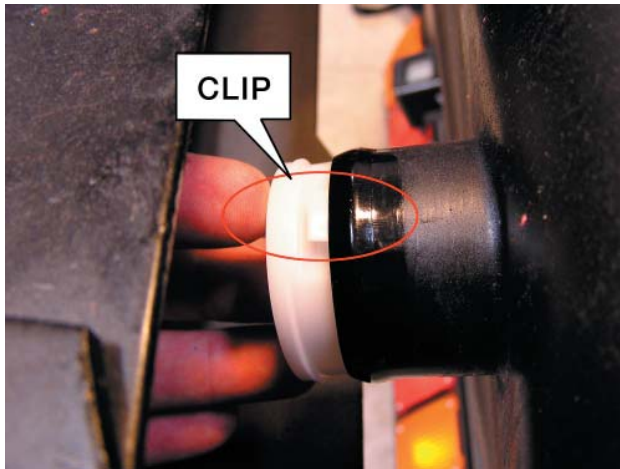


Figure 2



Figure 3

The fuel filler hose should be installed flush against the tank. The clamp should be installed between 1/16" and 3/8" from the tank. This is shown in **Figure 4** below.

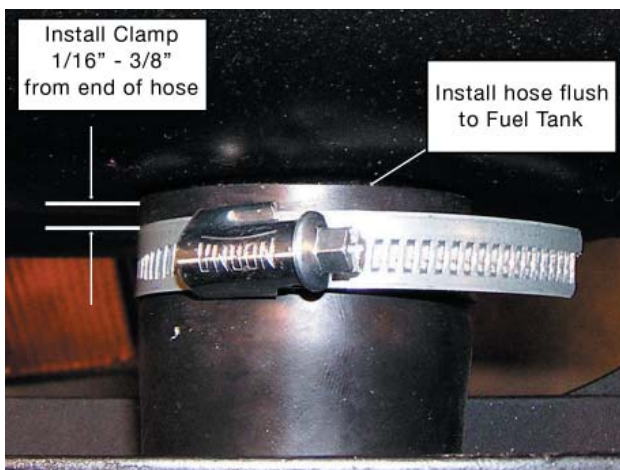
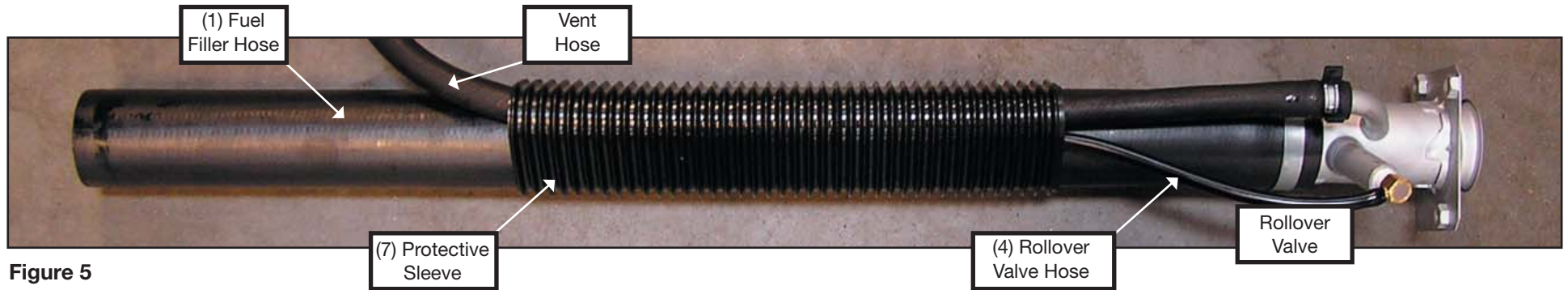


Figure 4

(Vehicle Specifications Index Section – NRR – continued from previous page)

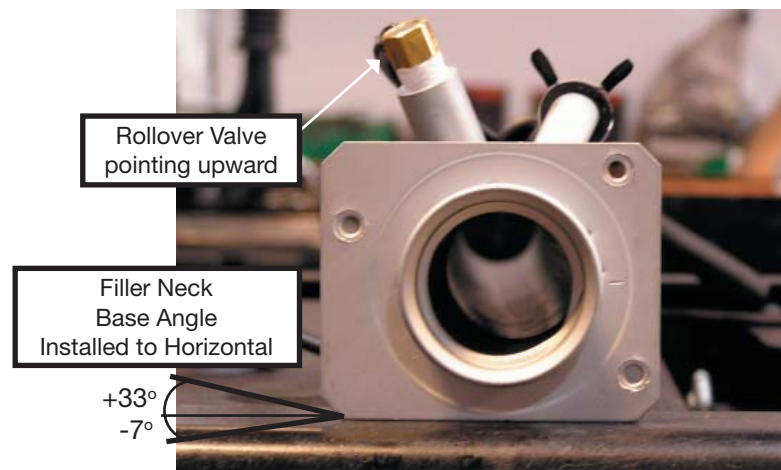
Roll-Over Valve Tubing

New for 2011 model year, the roll-over valve has a hose attachment that will make this valve less sensitive to water intrusion. In order for the valve to work properly, it is critical that the hose be installed to the rollover valve. The proper assembly of the outer hose is shown in **Figure 5**.






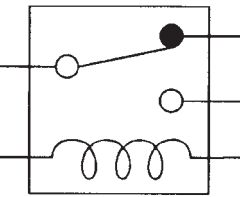

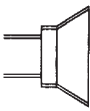
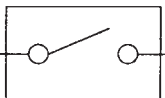
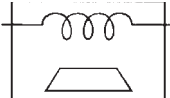

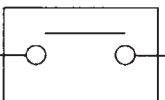
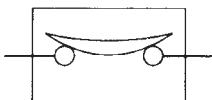

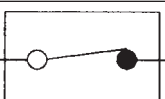

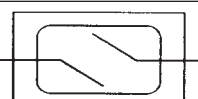



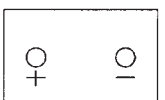

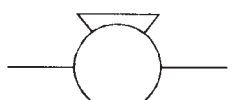
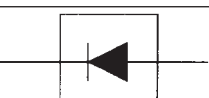
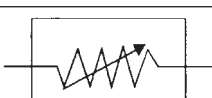
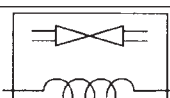


Filler Neck Installation:

The fuel filler neck (5) must be installed with the proper orientation on the body. The neck should be installed with the roll-over valve pointing upward, with the bottom edge of the neck oriented parallel to the ground, plus or minus 33, minus 7 degrees. See **Figure 6**. for the proper orientation.



2009 Model year NPR, NPR HD Gas Electrical Symbols

Symbol	Meaning	Symbol	Meaning	Symbol	Meaning
	Fuse		Electronic Parts		Coil (Inductor), Solenoid Magnetic Valve
	Fusible Link		Resistor		Relay
	Fusible Link Wire		Speaker		
	Switch		Buzzer		Connector
	Switch		Circuit Breaker		Light-Emitting Diode
	Switch (Normal Close Type)		Bulb		Reed Switch
	Contact Wiring		Double-Filament Bulb		Condenser
	Battery		Motor		Horn
	Diode		Variable Resistor Rheostat		Vacuum Switching Valve

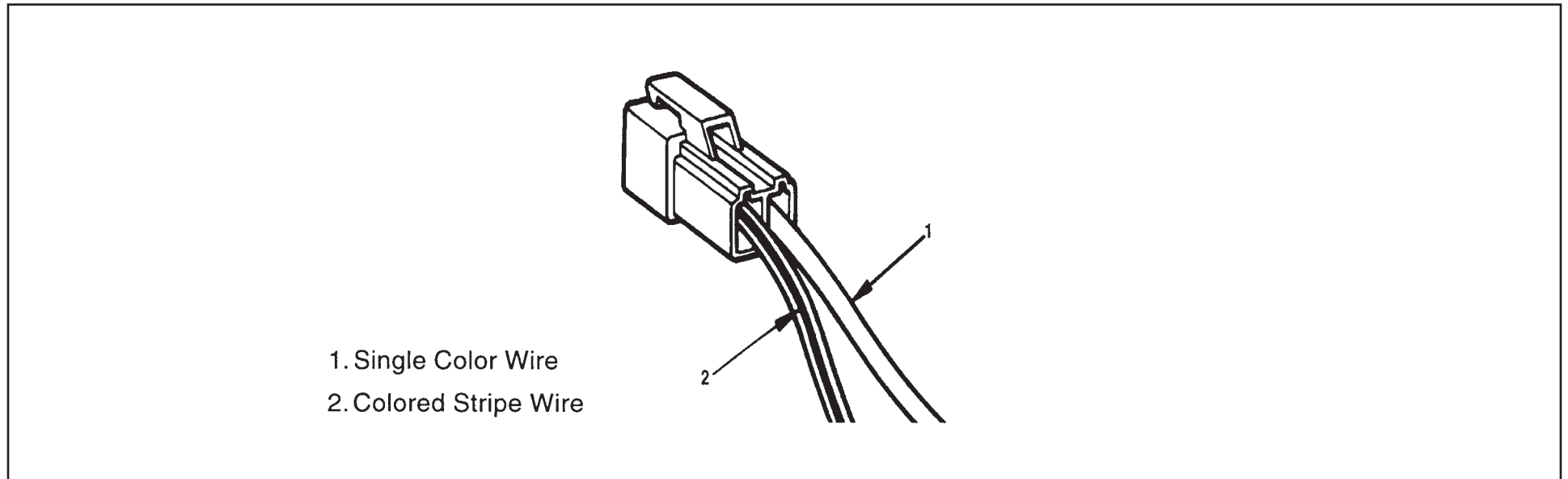
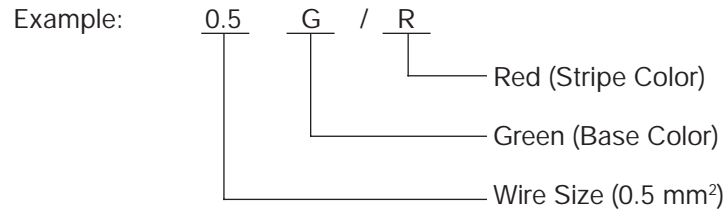
Abbreviations

Abbreviation	Definition	Abbreviation	Definition
3A/T	6-Speed Automatic Transmission	IG	Ignition
4A/T	4-Speed Automatic Transmission	kW	kilowatt
A/T	Automatic Transmission	LH	Left hand
ABS	Anti-lock brake system	LO	Low
APP	Accelerator pedal position	LWB	Long wheelbase
ATF	Automatic Transmission Fluid	M/T	Manual Transmission
AUTO	Automatic	M/V	Magnetic valve
BRKT	Bracket	MAF	Mass airflow
C/B	Circuit breaker	MIL	Check engine light
CKP	Crankshaft position	OD	Over drive
CMP	Camshaft position	OPT	Option
COMB	Combination	PTO	Power Take Off
CONT	Control	RH	Right hand
D.R.L.	Day time running light	RR	Rear
DC	Direct current	SCV	Suction control valve
ECM	Electronic control module	ST	Start
ECT	Engine coolant temperature	STD	Standard
ECU	Electronic control unit	SW	Switch
EGR	Exhaust gas reticulation	SWB	Short wheelbase
EHCU	Electronic and hydraulic control unit	TCM	Transmission control module
FL	Fusible link	V	Volt
FRT	Front	VSV	Vacuum switching valve
FT	Fuel Temperature	W	Watt (S)
H/L	Headlight	W/	With
HI	High	W/O	Without
IAT	Intake air temperature	W/S	Weld splice
IC	Integrated circuit	WOT	Wide-open throttle

Wiring

Wire Color

All wires have color-coded insulation. Wires belonging to a system's main harness will have a single color. Wires belonging to a system's sub-circuits will have a colored stripe. Striped wires use the following code to show wire size and colors.



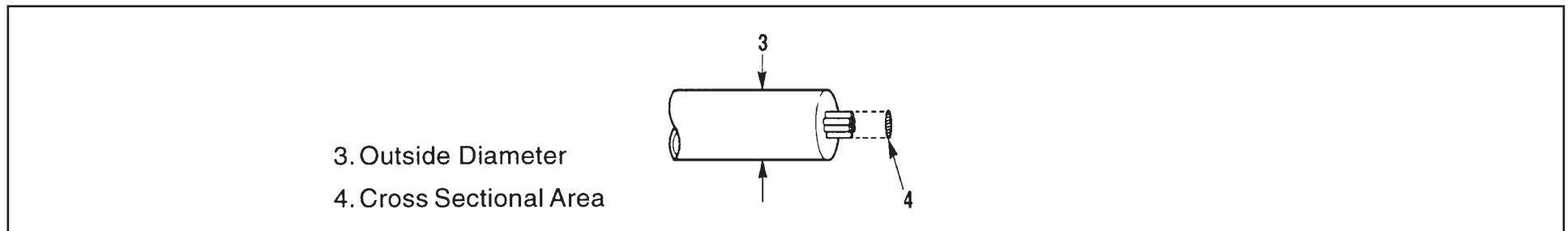
(Vehicle Specifications Index Section – 2009 Model Year NPR, NPR HD Gas Electrical – continued from previous page)

Abbreviations are used to indicate wire color within a circuit diagram. Refer to the following table.

Color-Coding	Meaning	Color-Coding	Meaning
B	Black	BR	Brown
W	White	LG	Light Green
R	Red	GR	Grey
G	Green	P	Pink
Y	Yellow	LB	Light Blue
L	Blue	V	Violet
O	Orange		

Wire Size

The size of wire used in a circuit is determined by the amount of current (amperage), the length of the circuit, and the voltage drop allowed. The following wire size and load capacity are specified by AWG (American Wire Gauge). (Nominal size means approximate cross sectional area.)



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(Vehicle Specifications Index Section – 2009 Model Year NPR, NPR HD Gas Electrical – continued from previous page)

Nominal Size	Cross Sectional Area (mm ²)	Outside Diameter (mm)	Allowable Current (A)	AWG Size (Cross reference)
0.3	0.372	1.8	9	22
0.5	0.563	2.0	12	20
0.85	0.885	2.2	16	18
1.25	1.287	2.5	21	16
2	2.091	2.9	28	14
3	3.296	3.6	37.5	12
5	5.227	4.4	53	10
8	7.952	5.5	67	8
15	13.36	7.0	75	6
20	20.61	8.2	97	4

- LED lights used on 2008-2009 MY N Series Chassis with 6.0L V8 Gasoline Engine

INFORMATION

Isuzu has determined that some up-fitter applications, which include the use of LED brake lights, may cause the factory cruise control to become inoperative. This condition is created when the factory filament style brake lamp bulbs is replaced with LED type bulbs. The engine control module (ECM) uses the brake lamp circuit to detect the position of the brake pedal for correct operation of the cruise control system. The ECM monitors the condition of the brake lamp circuit by continuously measuring the brake lamp circuit voltage. This voltage is dependant upon the correct operation of the factory filament type brake lamp bulbs. If the filament type bulbs are replaced with LED type bulbs, the circuit resistance value will increase causing the brake lamp circuit voltage to remain high with the brake pedal released. Therefore, the ECM "thinks" the brake pedal is applied at all times inhibiting the cruise control system from functioning properly. In this case, the MIL may not illuminate to identify this concern. If a customer has this complaint and the vehicle is equipped with LED brake lights, follow the diagnostic steps below to determine if the condition is caused by the LED style bulbs. Should this diagnosis confirm LED style bulbs are the cause of this condition, complete the repair procedure below. This procedure provides the necessary information for location and installation of the Isuzu LED load resistor. This resistor will correctly replace the resistance value in the brake lamp circuit provided previously by the factory brake lamp bulbs.

DIAGNOSIS

1. Confirm only LED style bulbs are installed in the Brake lamp circuit.
2. Connect IDSS and select the appropriate vehicle information.
3. Using IDSS, monitor the Brake Pedal Position (BPP) Circuit Signal in the Engine - Cruise Data data list.
4. With the ignition key "ON" and the engine "OFF" press and release the brake pedal while monitoring the BPP signal in the IDSS as listed in step 3.
The data should switch from "Released" to "Applied" as you press and release the pedal.
5. If the signal does not switch and indicates "Applied" all the times, the LED style bulbs are affecting this circuit. Follow the Repair Procedure below to correct this condition.
6. If the signal switches as indicated in step 4, refer to the service manual for additional diagnosis.

REPAIR PROCEDURE

1. Disconnect the negative battery terminal.
2. Locate connector H-66 at the center rear of the last cross member.
3. Cut down the extension harness to 100mm and strip away 15mm of insulation.
4. Splice the extension harness together with the chassis harness near connector H-66 at the solid green wire from pin # 2 and the solid black wire from pin # 7.

Note: Follow the splicing method as outlined in the appropriate service manual.

5. Waterproof the new connections.
6. Connect the resistor to the extension harness.
Secure the resistor to the chassis harness with vinyl tape.

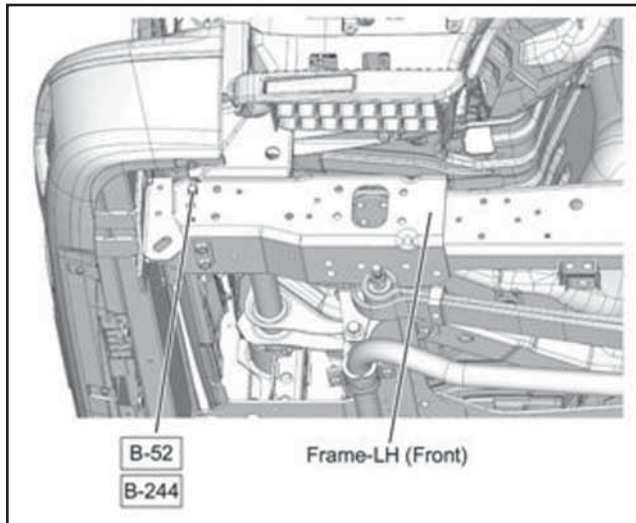
Note: Be sure the new connection and resistor are properly waterproofed and secured.

7. Connect the negative battery terminal
8. Using IDSS, confirm the Brake Pedal Position (BPP) Circuit Signal is switching from "Released" to "Applied" when the brake pedal is depressed and released.
9. Test drive the vehicle to confirm cruise control operation is normal.

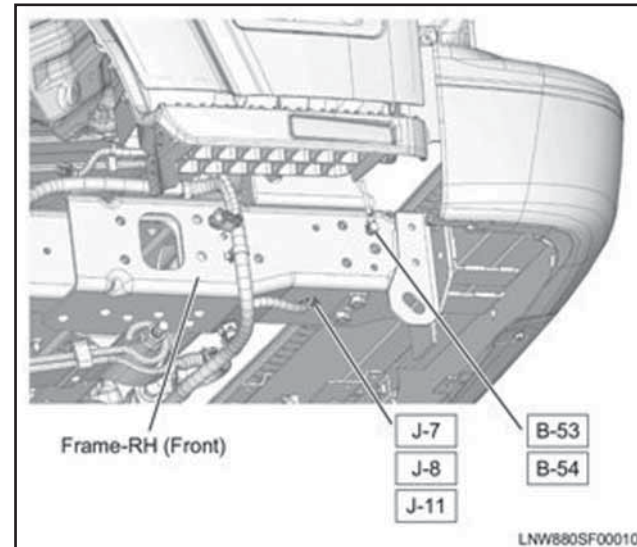
PARTS INFORMATION

The following parts are available from AIPDN (American Isuzu Parts Distribution Network)
Part Number Description Quantity
1-82629-039-0 (97745579) Extension Harness 1 Required 2-90610-900-0 (97780060) Resistor 1 Required
WARRANTY INFORMATION IMPORTANT: This condition is not a defect from manufacturing. This is not a warrantable repair.

Grounding Point Location



B-52
B-244

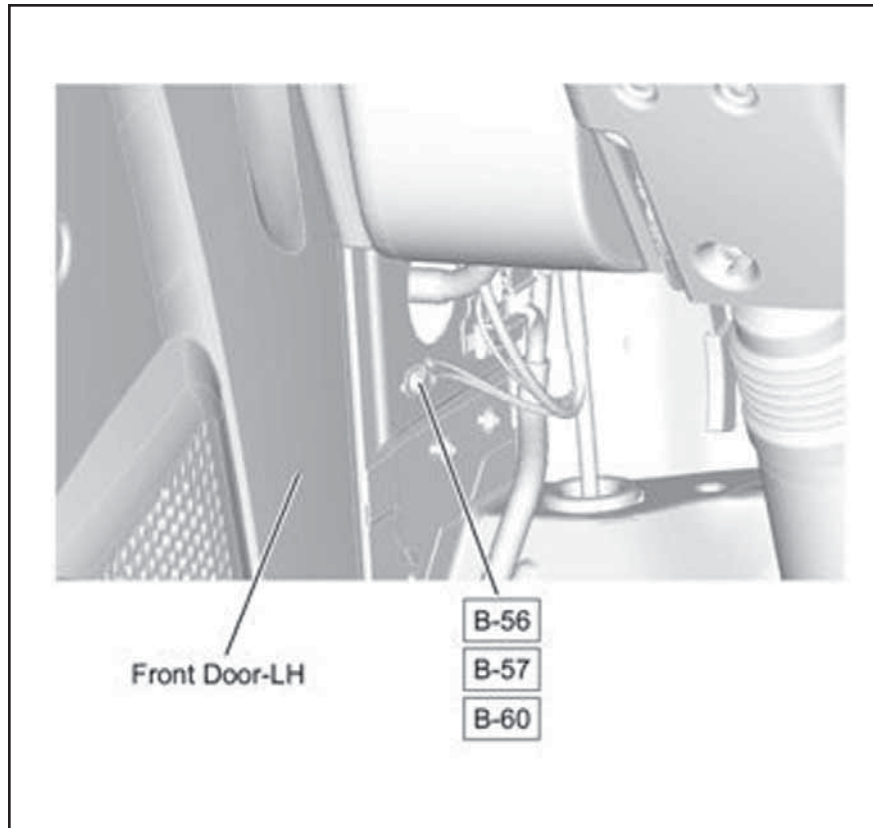


J-7
J-6
J-11

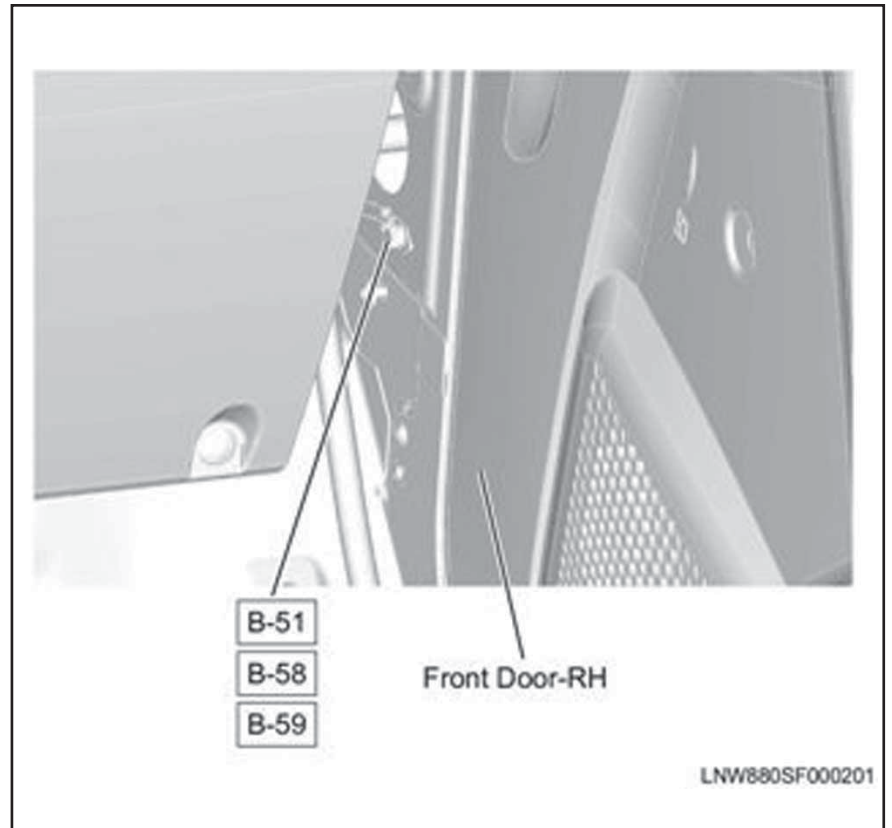
B-53
B-54

Grounding Point Location

B-56, B-57, B-60

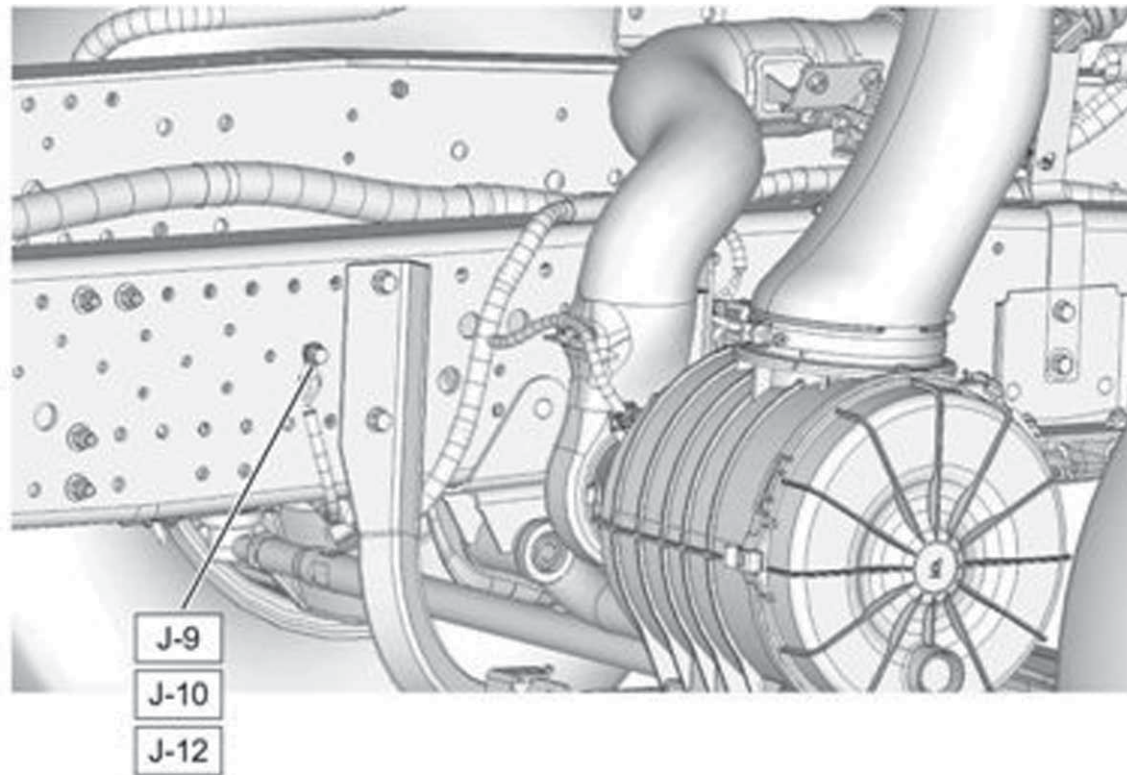


B-51, B-58, B-59



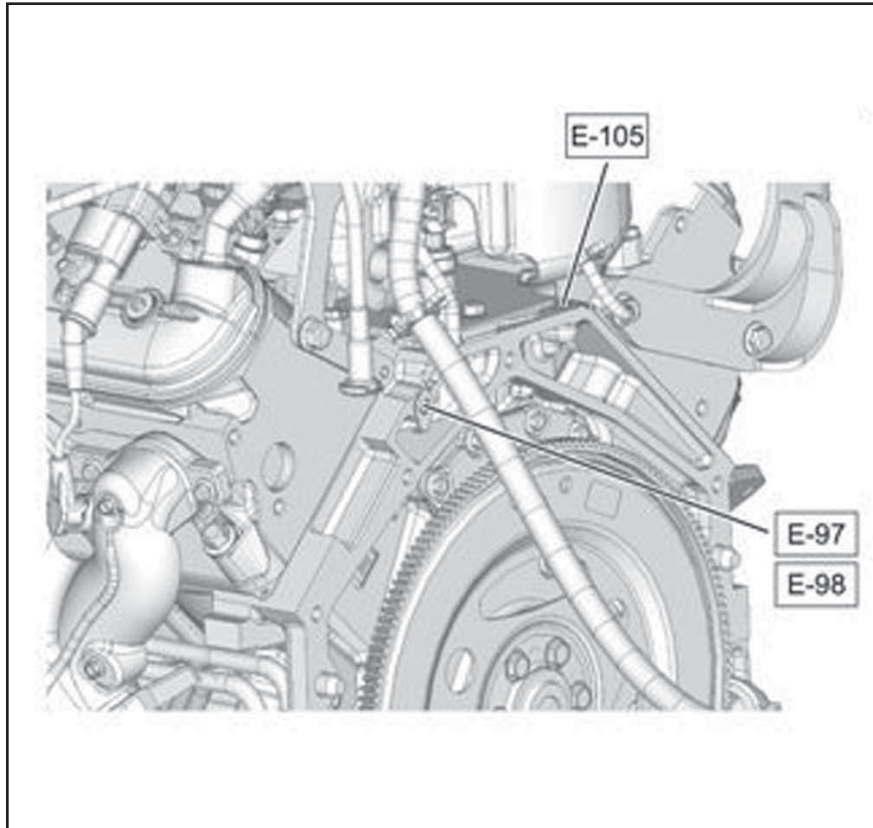
Grounding Point Location

J-9, J-10, J-12

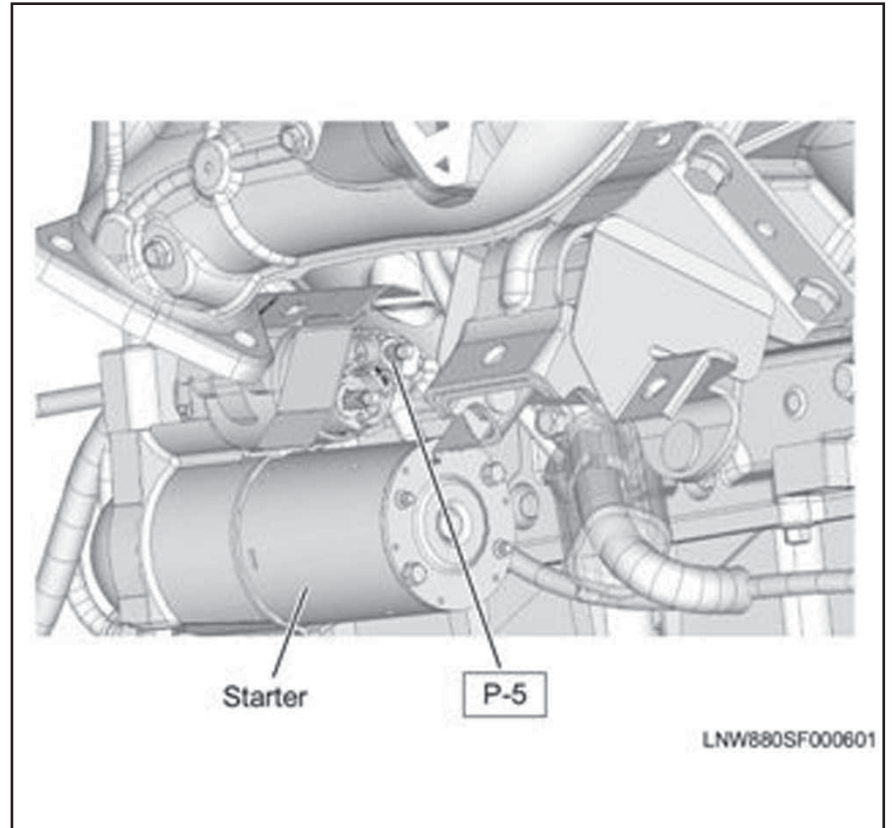


Grounding Point Location

E-97, E-98, E-105



P-5



(Vehicle Specifications Index Section – 2009 Model Year NPR, NPR HD Gas Electrical – continued from previous page)

Reference Table of Grounding Points

Connector Number	Main Parts (Load)
B-48 B-53	Sub Junction Block, Illumination Control Switch, DRL Control Unit , Audio, Side Marker Light RH, Mirror Heater RH, Rear Power Window Switch Rh,Headlight RH
B49	Front Power Window Switch LH, Combination Switch, Rear Power Window Switch Blower Resistor Headlight LH, Vacuum Pump Motor Mirror Heated LH
B-57, B-58	Sub Junction Block, Cigar Lighter, ACC Socket
B-60, B-51	Fan Control Switch, Front Wiper Motor
B-105	IP Cluster
B264	Main Switch., A/C Switch, Door Lock Relay, Door Lock Switch Electronic Thermostat, Front Turn Light LH Front Turn Light, RH Front Position Light, LH, Front Positoin Light RH
E-97	Ignition Coil, A/C Compressor
E-98	Powertrain Control Module (PCM), MAF & IAT Sensor
E105	Transmission control module (TCM), NSBU Switch
J-7	Rear Manufacturers Connector
J-8	Fuel Pump
J-9	Diode 2, License Plate Light, Rear Combination Light LH, Rear Combination Light RH, Condenser Fan Motor, Triple Pressure Switch, Fuel Pump Relay, Marker Light Relay, Back Up Buzzer
J-10	Front Manufacturers Connection
J-11	Electronic Hydraulic Control Unit (EHCU)
J-12	Rear Manufacturers Connector

Rear Body Lamp Switch

Rear Body Dome Lamp Switch is available as a: Port Installed Option IX2, Dealer Installed Option, and Body Company Installed Option.

Rear Body Dome Lamp Switch Part Number 8-98011-708-2



Installation Procedure

PREPARATION

- Inspect and ensure all components are free from defects or damages.

PROCEDURE

- 1) Remove dash cover. (Figure 1)
- 2) Remove top filler plug from left side dash area. (Figure 2)
- 3) Insert - Rear Dome Lamp Switch in top hole. (Figure 3)
- 4) Attach black connector to switch. (Figure 4)
- 5) Ensure light illuminates when pressed. Depress to turn "OFF". (Figure 5)
- 6) Re-install dash panel. (Figure 6)
- 7) Ensure that no scratches or damage have been made to dash panel.

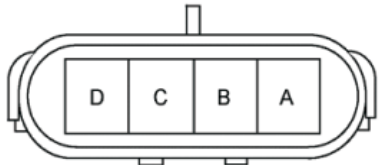


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(Vehicle Specifications Index Section – 2009 Model Year NPR, NPR HD Gas Electrical – continued from previous page)

Body Room Light, I.D. and Marker Lamp Connector Location and Circuit Diagram (continued)

J-118 Rear Manufacture Connector-Connector End View



Connector Part Information

- 12010974
- 4-WAY M (BLK)

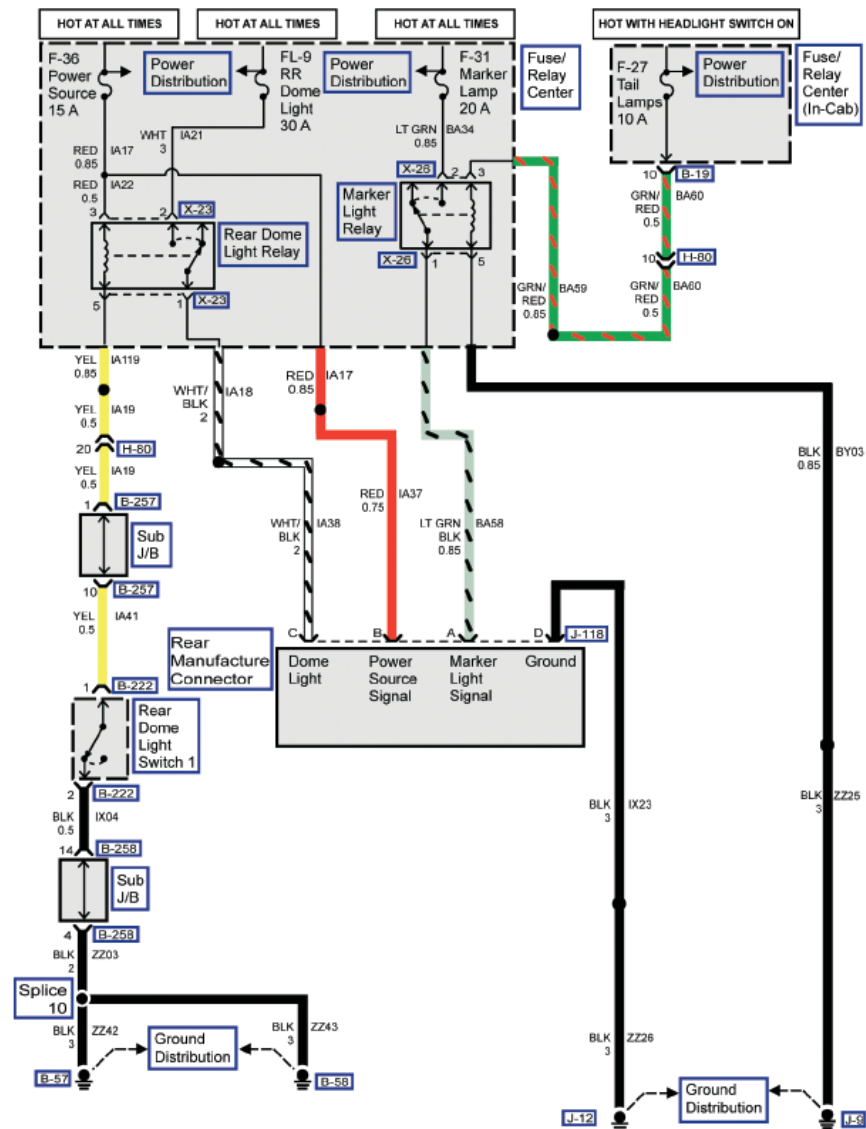
Pin	Wire Color	Circuit Number	Function
A	LT GRN/ BLK	BA58	Marker Light Voltage
B	RED	IA37	Power Source Voltage F-36
C	WHT/BLK	IA38	Rear Dome Light Relay Control
D	BLK	IX23	Ground J-12

Center Rear of the Last Crossmember

Packard Body Pulg Connector Parts	
Chassis Housing ASM	1201-0974
Terminal	1208-9040
Terminal	1212-4587
Seal	1208-9679
Seal	1201-5193
Body Housing ASM	1201-5797
Housing	1201-5787
Connector Seal	1201-0492
Dummy Seal	1201-0300



2011 Isuzu Truck



(Vehicle Specifications Index Section – 2009 Model Year NPR, NPR HD Gas Electrical – continued on next page)

(Vehicle Specifications Index Section – 2009 Model Year NPR, NPR HD Gas Electrical – continued from previous page)

Fuse Location

FUSE LABEL

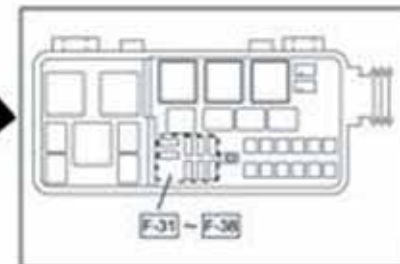
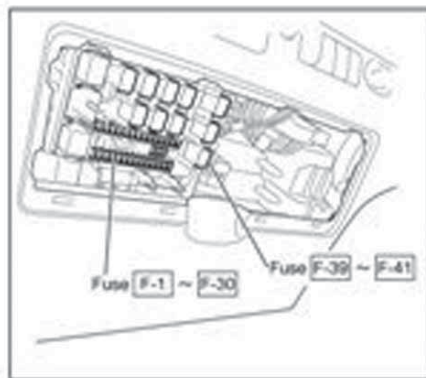
RR PWINDOW		ROOM LAMP AUDIO																	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15					
25A		10A	15A		25A	10A	25A	10A	10A	10A	10A	10A	10A	10A					

P. NO. 896078 1981

	SPARE	SPARE	SPARE	SPARE
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MIRROR HEATER	IGNITION	IGNITION		ECM	METER	ECU (BATT)	MIRROR	AUDIO ACCESSORIES	HORN	TURN HAZARD	TAIL LAMPS	ILLUMINATIONS	CORNERING LAMPS	AIR CONDITIONER
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
15A	10A	10A		10A	10A	10A	10A	15A	15A	15A	10A	10A	10A	10A

D-1	20A	CIGAR
D-2	10A	ACCESSORIES SOCKET
D-3	20A	POWER SOURCE
D-4		



20A F-31	MARKER LAMP
20A F-32	TAIL MAIN
20A F-33	PCM1
20A F-34	PCM2
20A F-35	PCM3
15A F-36	POWER SOURCE
20A F-37	CONDENSER FAN
10A F-38	AIR CONDITIONER

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(Vehicle Specifications Index Section – 2009 Model Year NPR, NPR HD Gas Electrical – continued from previous page)

Fuse Chart

Fuse No.	Capacity	Indication on Label	Main Parts (Load)
F-1	25A	RR P/WINDOW	Rear Power Window Switch RH, Rear Power Window Switch LH Rear Power Window Relay
F-2	—	—	—
F-3	10A	ROOM LAMP, AUDIO	Radio, Data Link Connector, Room Light
F-4	15A	DOOR LOCK	Door Lock Relay
F-5	—	—	—
F-6	25A	P/WINDOW	Front Power Window RH Switch, Front Power Window LH Switch Power Window Relay
F-7	10A	BACK UP LAMP	Shift Lever Switch
F-8	25A	WIPER	Wiper Main Relay, Wiper High Low Relay, Key On Relay, Front Wiper Motor, Front Washer Motor
F-9	10A	H/LAMP LO (LH)	Headlight LH, Headlight Low Relay, DRL Control Unit
F-10	10A	LAMPS (BATT)	DRL Relay, Headlight High Relay, Headlight Low Relay, Tail Relay
F-11	10A	H/LAMP LO (RH)	Headlight RH, Headlight Low Relay, DRL Control Unit
F-12	10A	BRAKE LAMPS	Stoplight Relay
F-13	10A	STARTER	PIM.B, P/N Start Relay
F-14	10A	H/LAMP HI (LH)	Headlight LH, Meter, Headlight High Relay
F-15	10A	H/LAMP HI (RH)	Headlight RH, Headlight High Relay
F-16	15A	MIRROR HEATER	Mirror Heater Switch, Blower Relay, Power Window Relay
F-17	10A	IGNITION2	Rear Window Lock Switch
F-18	10A	IGNITION1	Intermittent Relay, Vacuum Pump Relay
F-19	—	—	—
F-20	10A	ECM	Stoplight Switch, PIM. B, Cruise Main Switch ,TCM Relay
F-21	10A	METER	Key On Relay, P/N Start Relay, Vacuum Pump Relay, Meter, Shift Lever Switch, Charge Relay, EHCUC, Flasher Unit, DRL Relay
F-22	10A	ECU (BATT)	Check Miles Switch, TCM Relay, Meter, Power train Control Module, PIM.B
F-23	10A	MIRROR	—
F-24	15A	AUDIO, ACCESSORIES	Radio, Cigarette Lighter Relay, Power ACC Relay, PIM.A, PIM.B
F-25	15A	HORN	Horn Relay

2009 Isuzu Truck

(Vehicle Specifications Index Section – 2009 Model Year NPR, NPR HD Gas Electrical – continued from previous page)

Fuse Chart (continued)

<u>Fuse No.</u>	<u>Capacity</u>	<u>Indication on Label</u>	<u>Main Parts (Load)</u>
F-25	15A	HORN	Horn Relay
F-26	15A	TURN, HAZARD	Flasher Unit
F-27	10A	TAIL LAMPS	Tail Relay, Front Position Light RH, Front Position Light LH, ID1, ID2, ID3, Marker1, Marker2, Side Marker RH, Side Marker LH
F-28	10A	ILLUMINATIONS	Tail Relay, Meter, Mirror Heater Switch, Blower Switch, Door Lock Switch, Cruise Main Switch, Rear Dome Light Switch, Hazard Switch, Check Miles Switch, Shift Lever Switch, Radio, Illumination Control Switch
F-29	10A	CORNERING LAMPS	Tail Relay, DRL Relay
F-30	10A	AIR CONDITIONER	DEF Switch, A/C Switch, AC Enable Relay, Magnetic Clutch Relay
F-31	20A	MARKER LAMP	Marker Light Relay
F-32	20A	TAIL MAIN	Tail Relay
F-33	20A	PCM1	PCM Main Relay, Power train Control Module Ignition Coil 1, Ignition Coil 3, Ignition Coil 5, Ignition Coil 7, Injector 1, Injector 3, Injector 5, Injector 7
F-34	20A	PCM2	PCM Main Relay, Ignition Coil 2, Ignition Coil 4, Ignition Coil 6, Ignition Coil 8, Injector 2, Injector 4, Injector 6, Injector 8
F-35	20A	PCM3	PCM Main Relay, Front Heater O2 Sensor LH, Front Heater O2 Sensor RH, Rear Heater O2 Sensor LH, Rear Heater O2 Sensor RH, Canister Purge Solenoid
F-36	15A	POWER SOURCE	Rear Dome Light Relay, Front Manufacture Connector, Rear Manufacture Connector
F-37	20A	CONDENSER FAN	Condenser Fan Relay
F-38	10A	AIR CONDITIONER	Magnetic Clutch Relay
F-39 (D-1)	20A	CIGAR	Cigarette Lighter Relay, Cigarette Lighter

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(Vehicle Specifications Index Section – 2009 Model Year NPR, NPR HD Gas Electrical – continued from previous page)

Fuse Chart (continued)

Fuse No.	Capacity	Indication on Label	Main Parts (Load)
F-40 (D-2)	10A	ACCESSORIES SOCKET	Power ACC Relay, ACC Socket
F-41 (D-3)	20A	POWER SOURCE	Power Source

Relay Chart

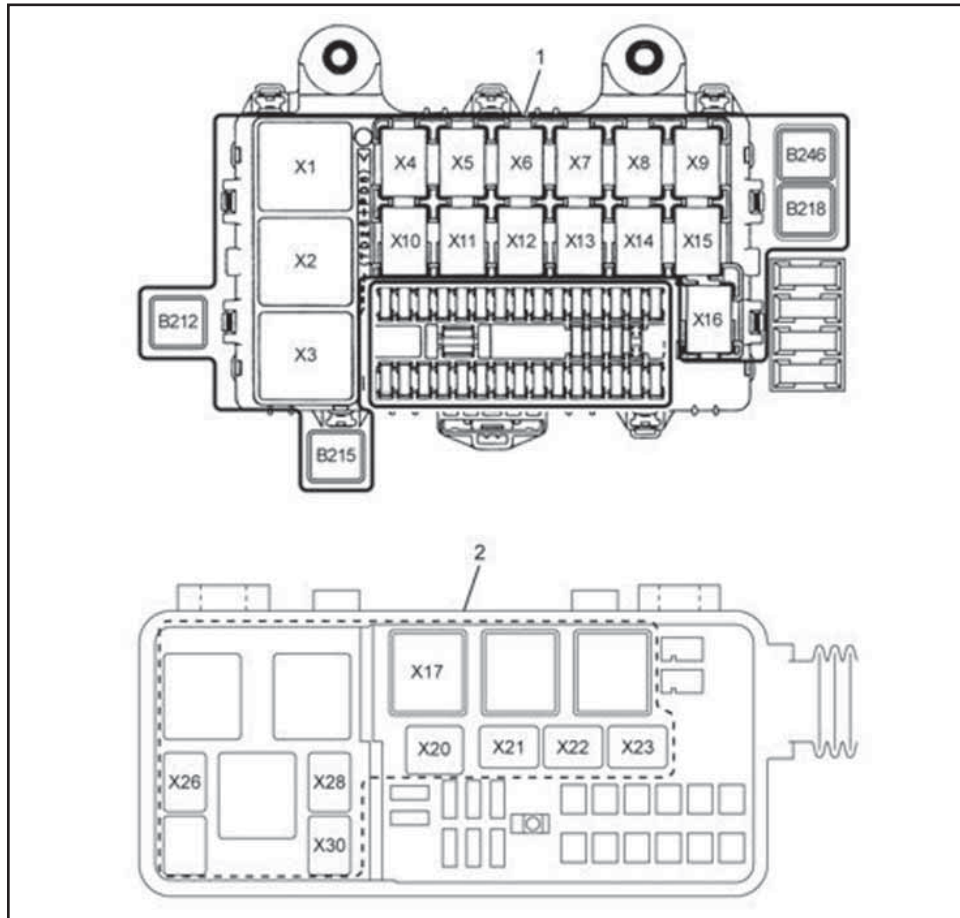
Connector No.	Relay Name
X1	Stoplight
X2	Daytime Running Light
X3	Key On
X4	TCM
X5	P/N Start
X6	Wiper Main
X7	Horn
X8	Wiper High/ Low
X9	-
X10	Rear Power Window
X11	Charge
X12	Front Power Window
X13	Headlights (Low)
X14	Vacuum Pump
X15	Headlight (High)

Connector No.	Relay Name
X16	Taillight
B212	Accessory Power
B215	Blower
B218	Cigarette Lighter
B246	Daytime Running Light
X17	Starter
X20	Magnetic Clutch
X21	Condenser Fan
X22	Fuel Pump
X23	Rear Dome Light
X26	Marker Lamp
X28	PCM Main
X30	A/C Enable

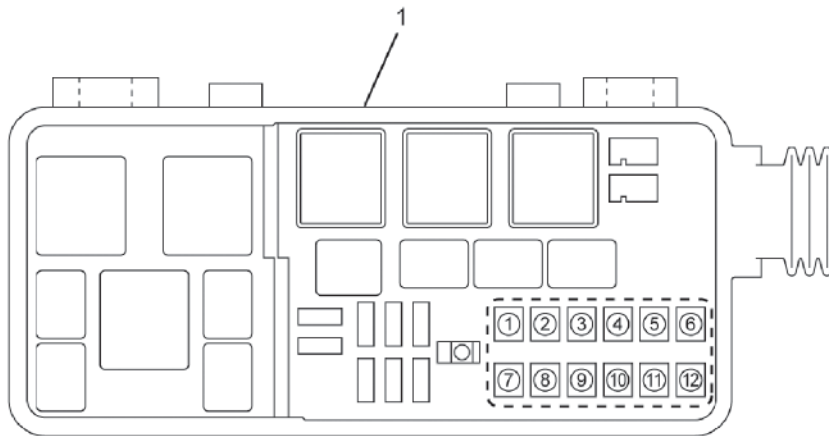
Relay Locations

1, 2

- 1. Fuse Panel in Cab
- 2. Relay Box on Frame



Slow Blow Fuses



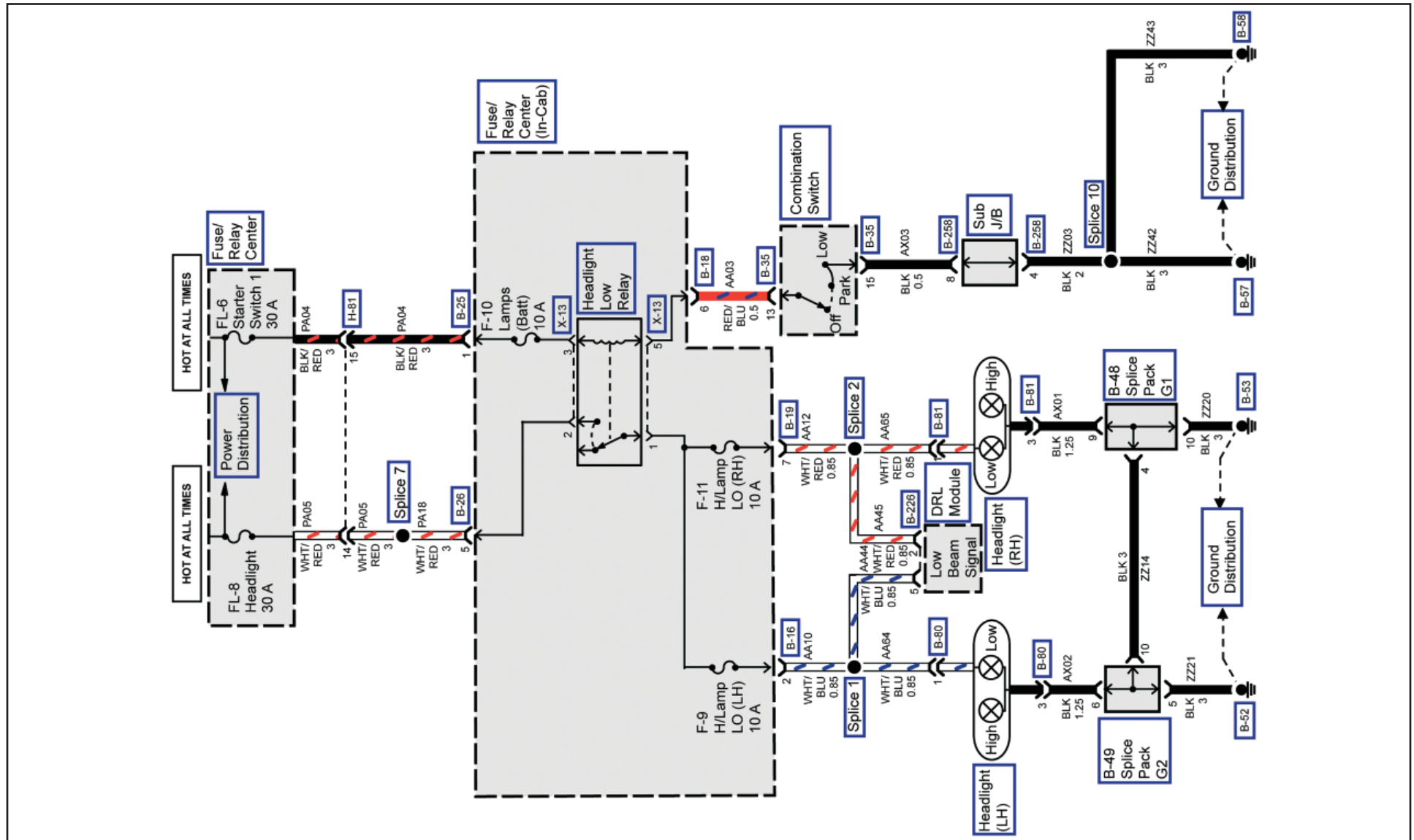
1. Relay Box (on frame)

No.	SBF No.	Name	Capacity
①	FL-1	PCM	40A
②	FL-2	STARTER	60A
③	FL-3	POWER ACC	50A
④	FL-4	FUEL PUMP	30A
⑤	FL-5	STARTER SWITCH 2	40A
⑥	FL-6	STARTER SWITCH 1	30A
⑦	FL-7	HVAC	40A
⑧	FL-8	HEADLIGHT	30A
⑨	FL-9	RR DOME LIGHT	30A
⑩	FL-10	WIPER	50A
⑪	FL-11	ABS	60A
⑫	FL-12	JUNCTION BLOCK	50A

LNW880SF000301

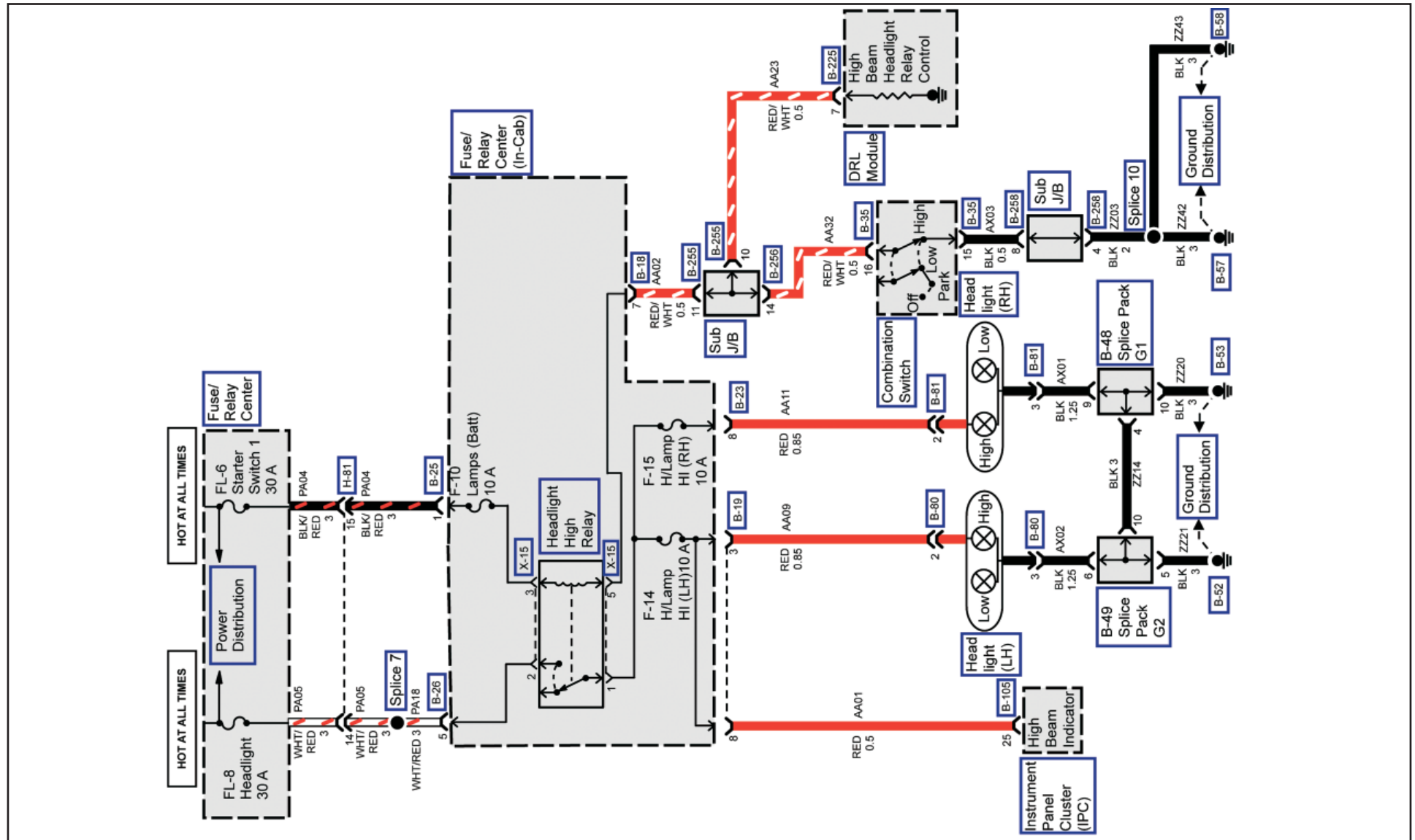
(Vehicle Specifications Index Section – 2009 Model Year NPR, NPR HD Gas Electrical – continued from previous page)

Headlights (Low Beam)



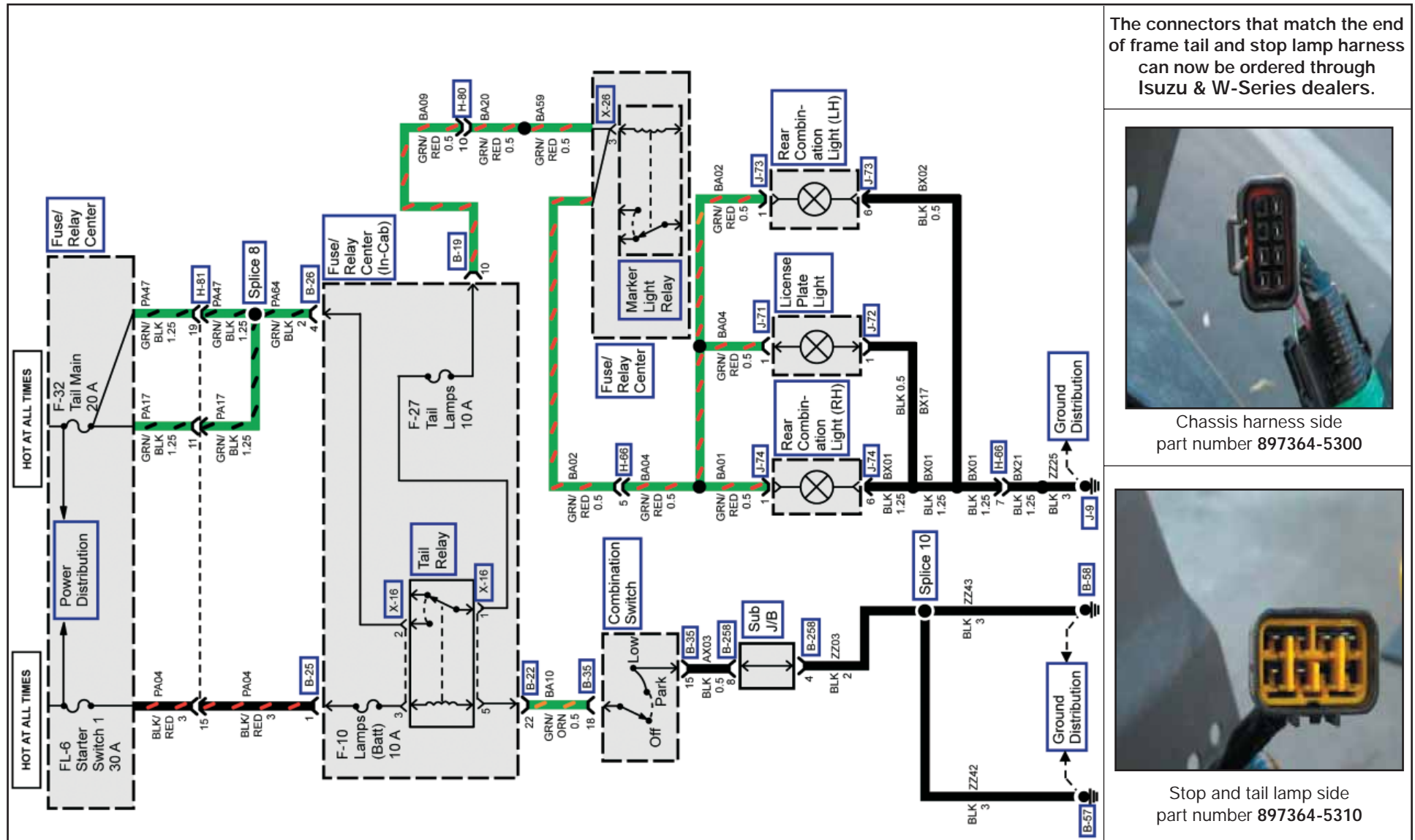
(Vehicle Specifications Index Section – 2009 Model Year NPR, NPR HD Gas Electrical – continued from previous page)

Headlights (High Beam)



(Vehicle Specifications Index Section – 2009 Model Year NPR, NPR HD Gas Electrical – continued from previous page)

Tailights



The connectors that match the end of frame tail and stop lamp harness can now be ordered through Isuzu & W-Series dealers.



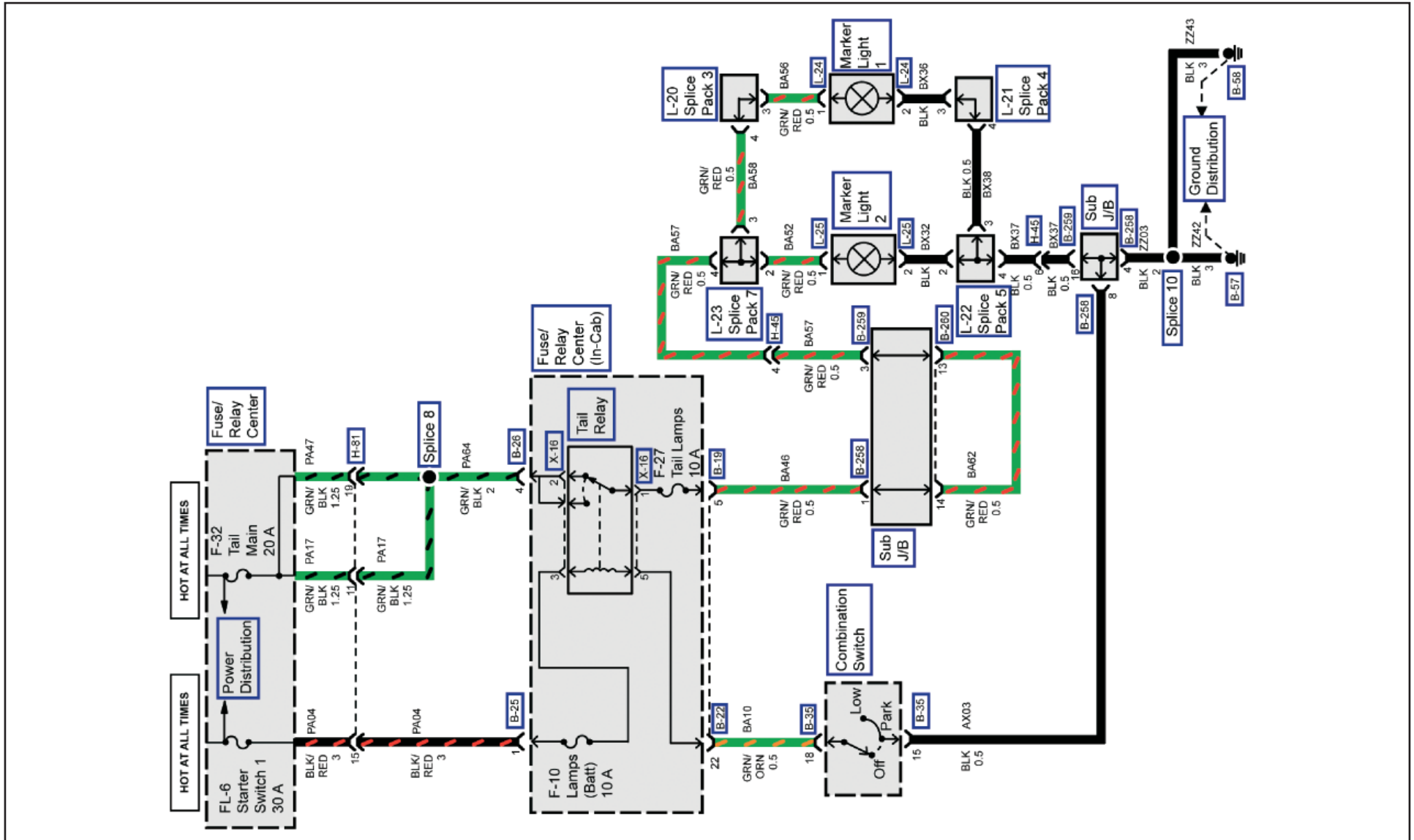
Chassis harness side part number 897364-5300



Stop and tail lamp side part number 897364-5310

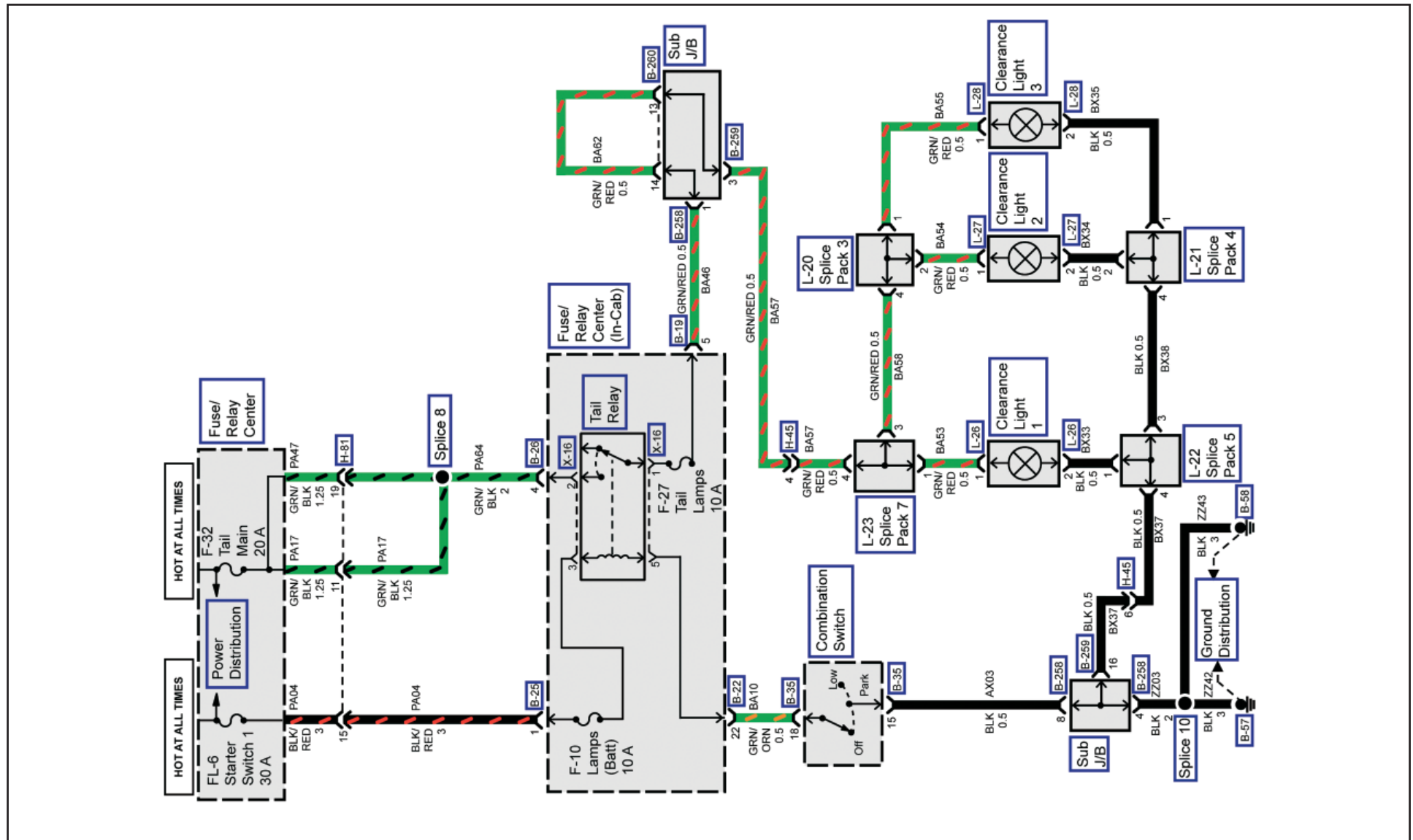
(Vehicle Specifications Index Section – 2009 Model Year NPR, NPR HD Gas Electrical – continued from previous page)

Roof Marker Lights



(Vehicle Specifications Index Section – 2009 Model Year NPR, NPR HD Gas Electrical – continued from previous page)

Roof Clearance Lights



(Vehicle Specifications Index Section – 2009 Model Year NPR, NPR HD Gas Electrical – continued from previous page)

Rear Turn Signal Lights

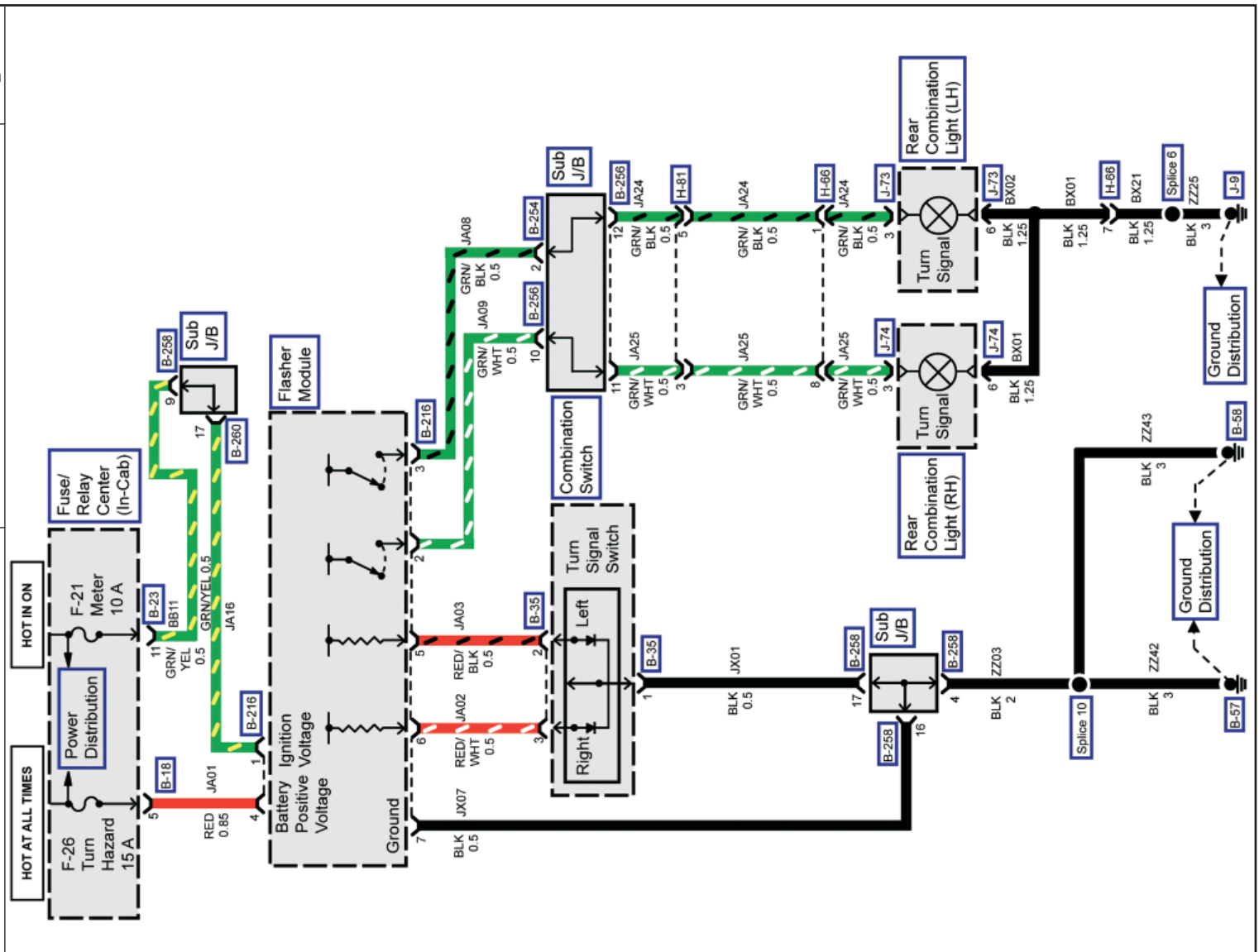
The connectors that match the end of frame tail and stop lamp harness can now be ordered through Isuzu & W-Series dealers.



Chassis harness side part number 897364-5300



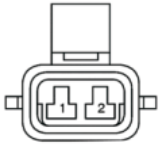
Stop and tail lamp side part number 897364-5310



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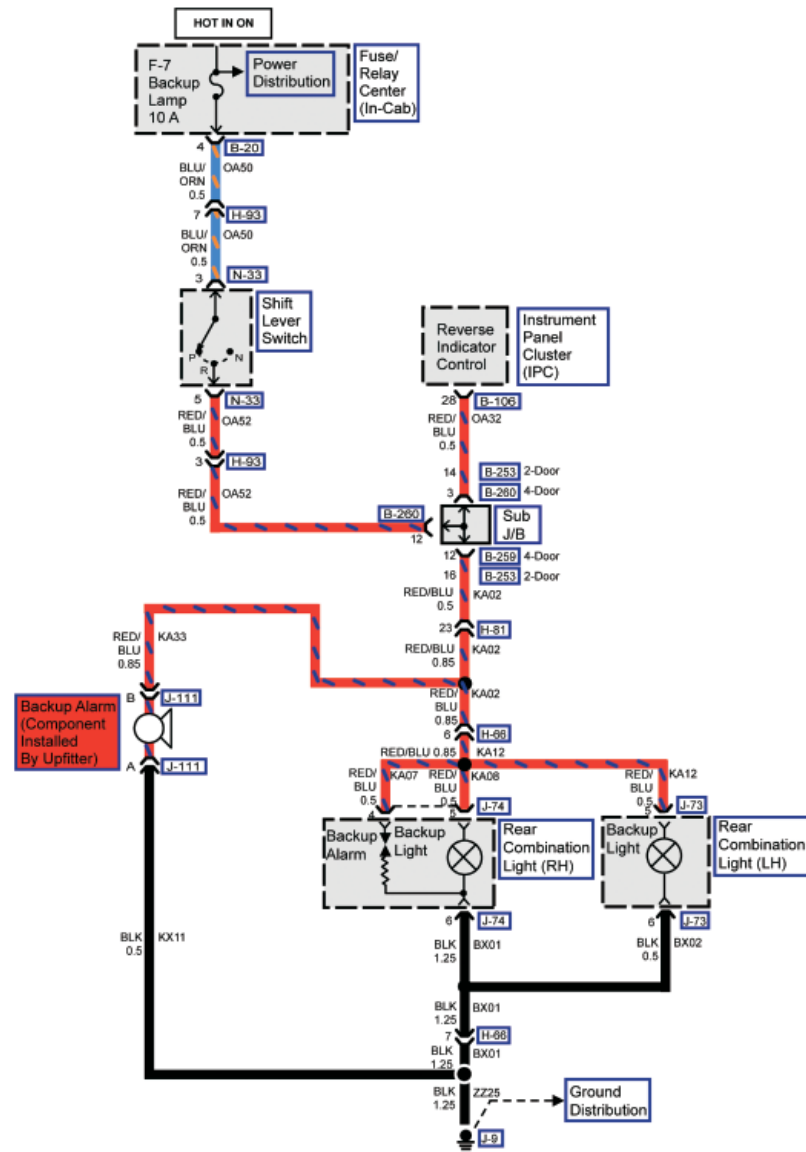
(Vehicle Specifications Index Section – 2009 Model Year NPR, NPR HD Gas Electrical – continued from previous page)

Back up Light, Back up Alarm Circuit

J-111 Backup Alarm Connector End View			
			
Connector Part Information		<ul style="list-style-type: none"> • 15200002 • 2-WAY M (BLK) 	
Pin	Wire Color	Circuit Color	Function
1	BLK	KX11	Ground
2	RED/BLU	KA33	Back Up Alarm Supply Voltage

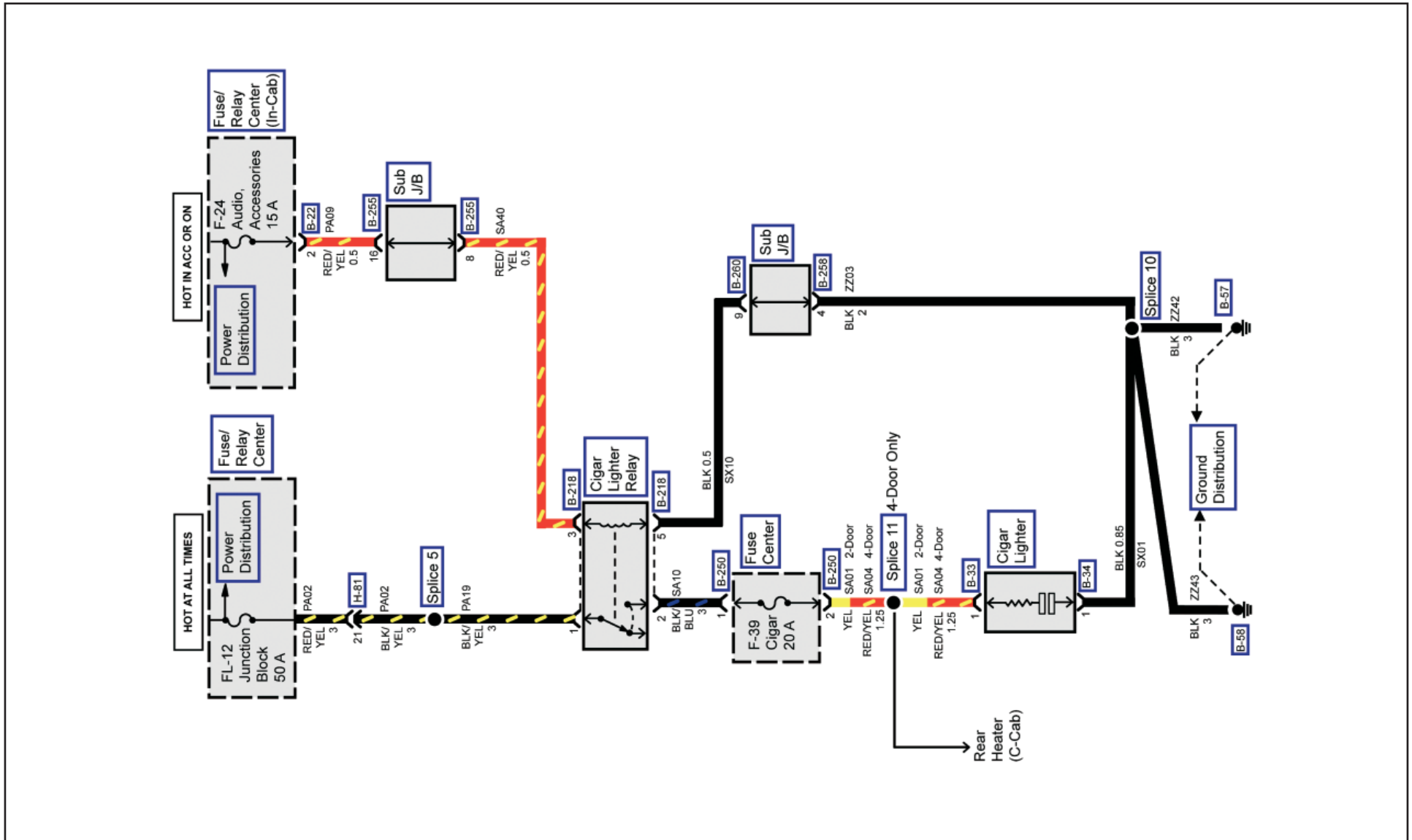
Back Up Alarm Connector located on LH Rail of Last Crossmember.

Chassis Side Connector	
Housings	153000002
Terminal	12124977
Seal	12015899
TPA	15300014
Matching Plug	
PED ASM	15300027



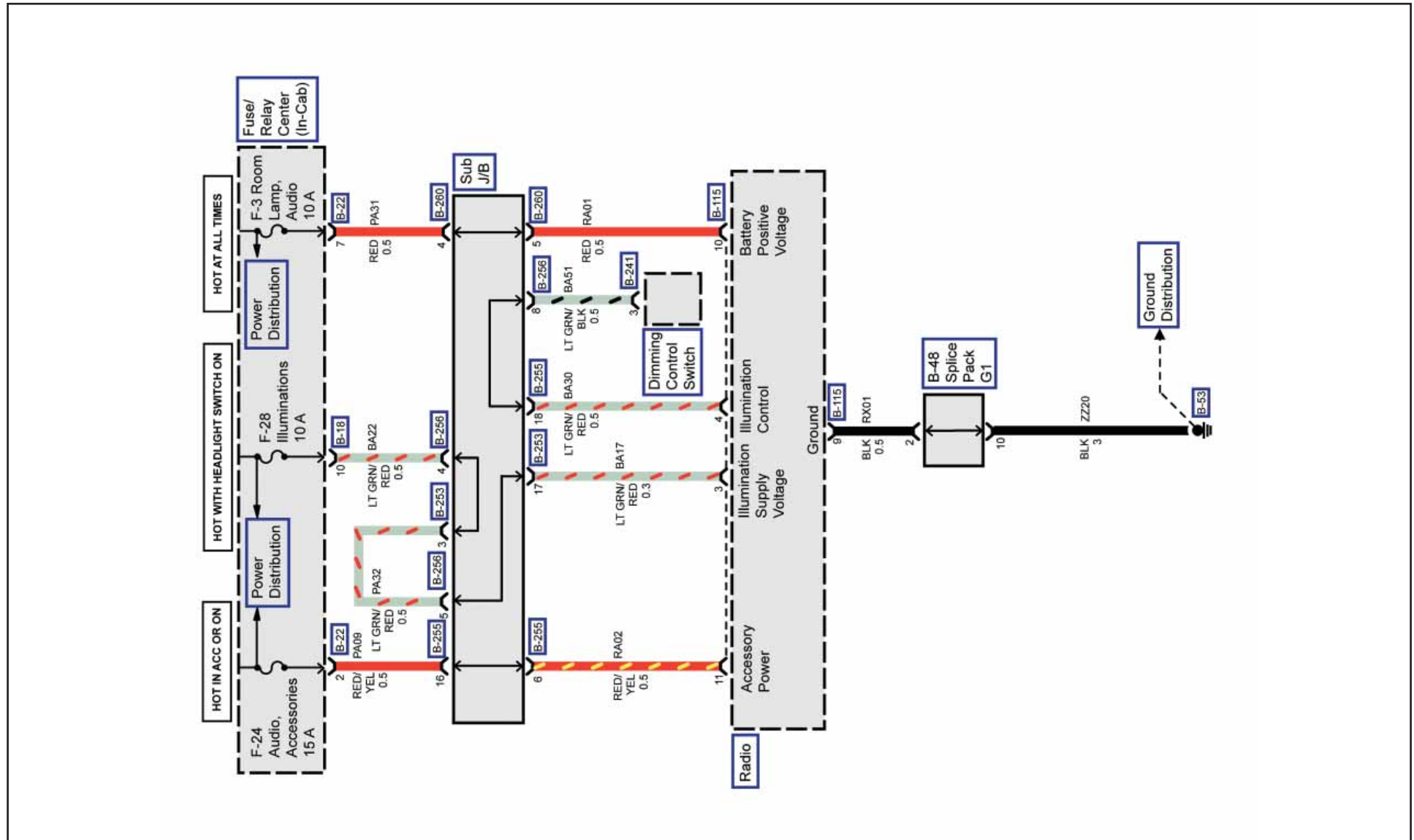
(Vehicle Specifications Index Section – 2009 Model Year NPR, NPR HD Gas Electrical – continued from previous page)

Cigar Lighter Circuits



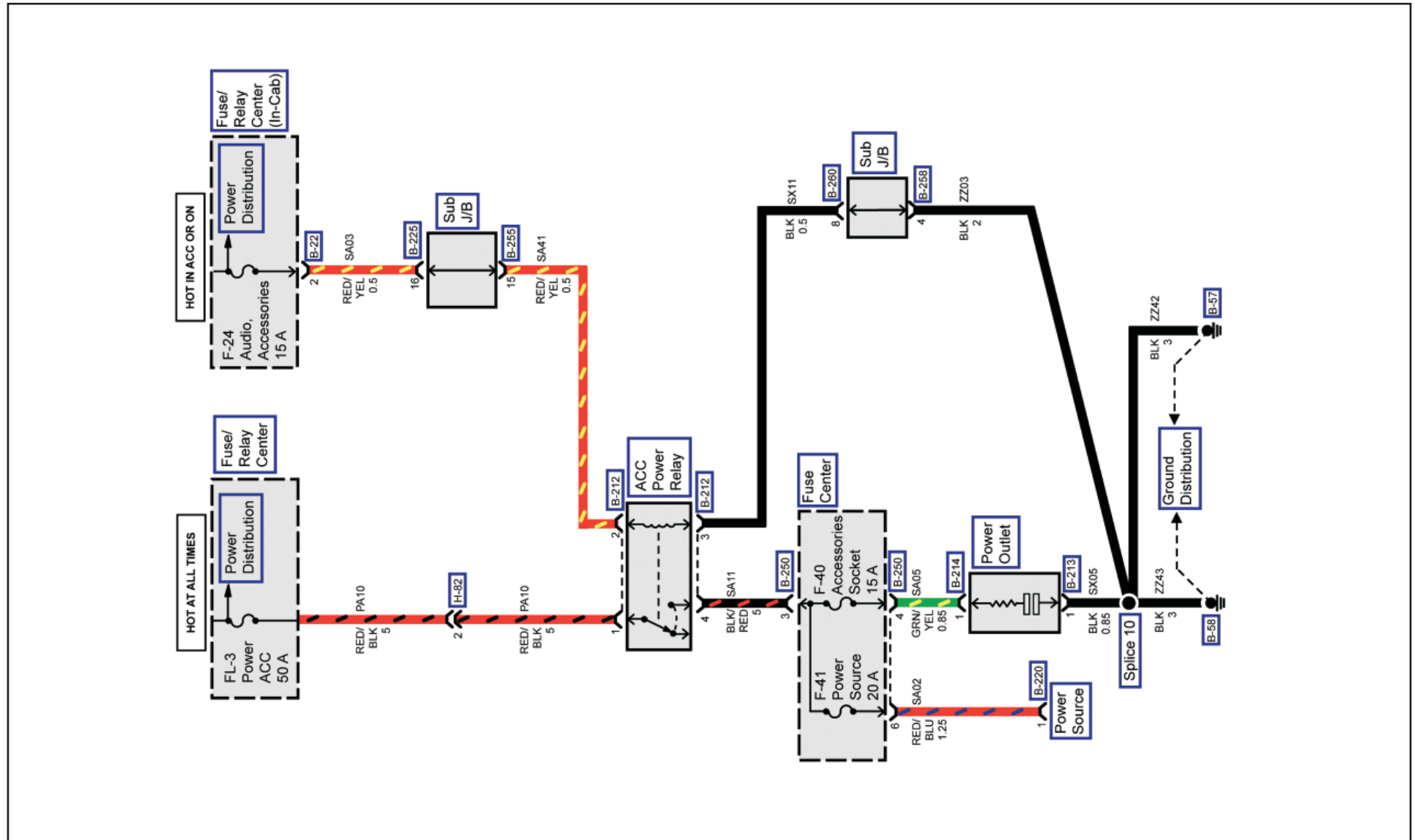
(Vehicle Specifications Index Section – 2009 Model Year NPR, NPR HD Gas Electrical – continued from previous page)

Radio Circuits



(Vehicle Specifications Index Section – 2009 Model Year NPR, NPR HD Gas Electrical – continued from previous page)

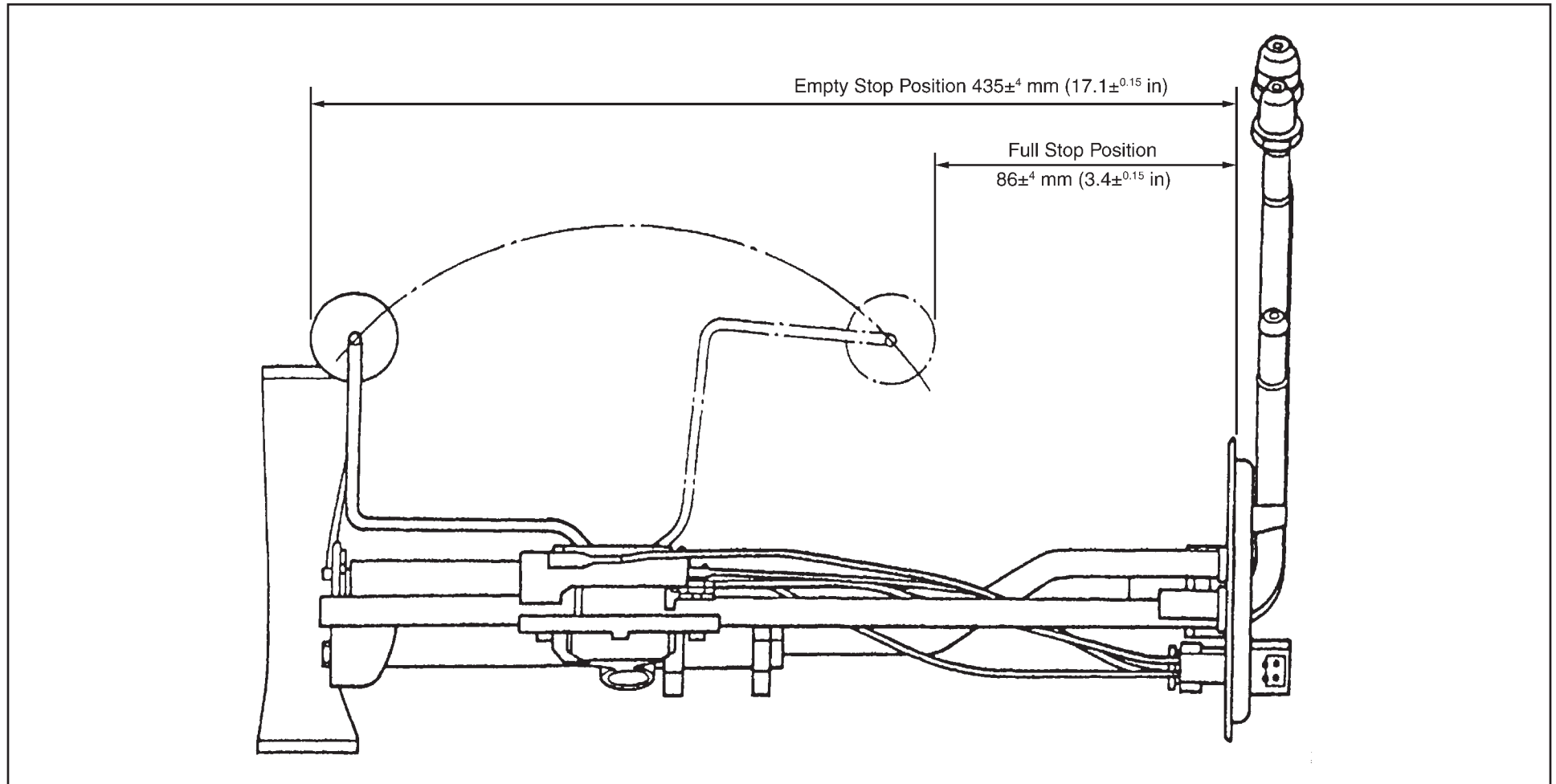
Auxiliary Power Source Circuit Diagram



(Vehicle Specifications Index Section – 2009 Model Year NPR, NPR HD Gas Electrical – continued from previous page)

Fuel Tank Sending Unit Resistance Values

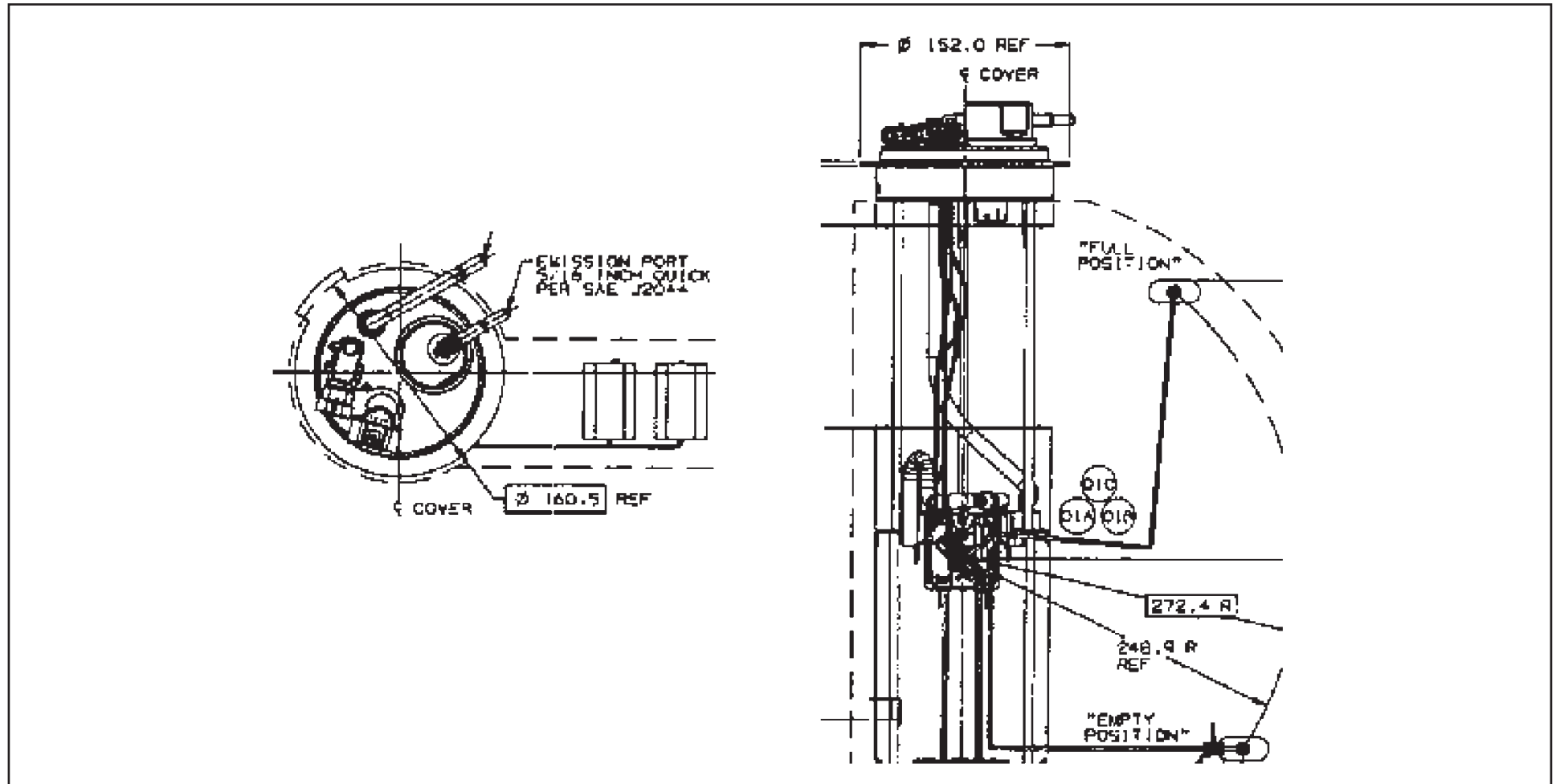
Float Position	Standard Resistance (Ω)
Empty Stop	248.5
Full Stop	40








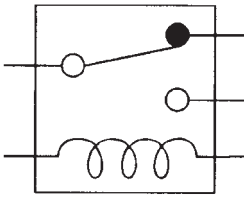

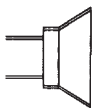
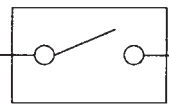
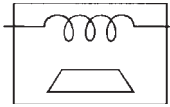

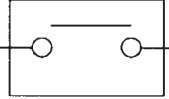
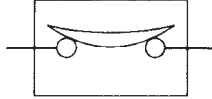
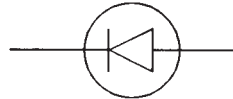
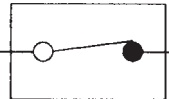

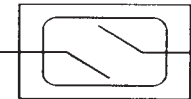


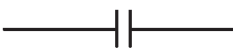
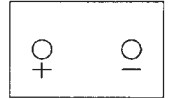

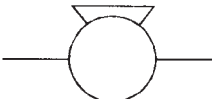

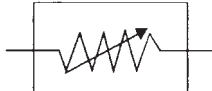
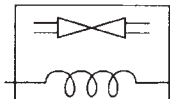
(Vehicle Specifications Index Section – 2009 Model Year NPR, NPR HD Gas Electrical – continued from previous page)

Model Year Fuel Tank Sending Unit Resistance Values

Float Position	Standard Resistance ()
Empty Stop	248.5
Full Stop	40



NPR Diesel Electrical Symbols

Symbol	Meaning	Symbol	Meaning	Symbol	Meaning
	Fuse		Electronic Parts		Coil (Inductor), Solenoid Magnetic Valve
	Fusible Link		Resistor		Relay
	Fusible Link Wire		Speaker		
	Switch		Buzzer		Connector
	Switch		Circuit Breaker		Light-Emitting Diode
	Switch (Normal Close Type)		Bulb		Reed Switch
	Contact Wiring		Double-Filament Bulb		Condenser
	Battery		Motor		Horn
	Diode		Variable Resistor Rheostat		Vacuum Switching Valve

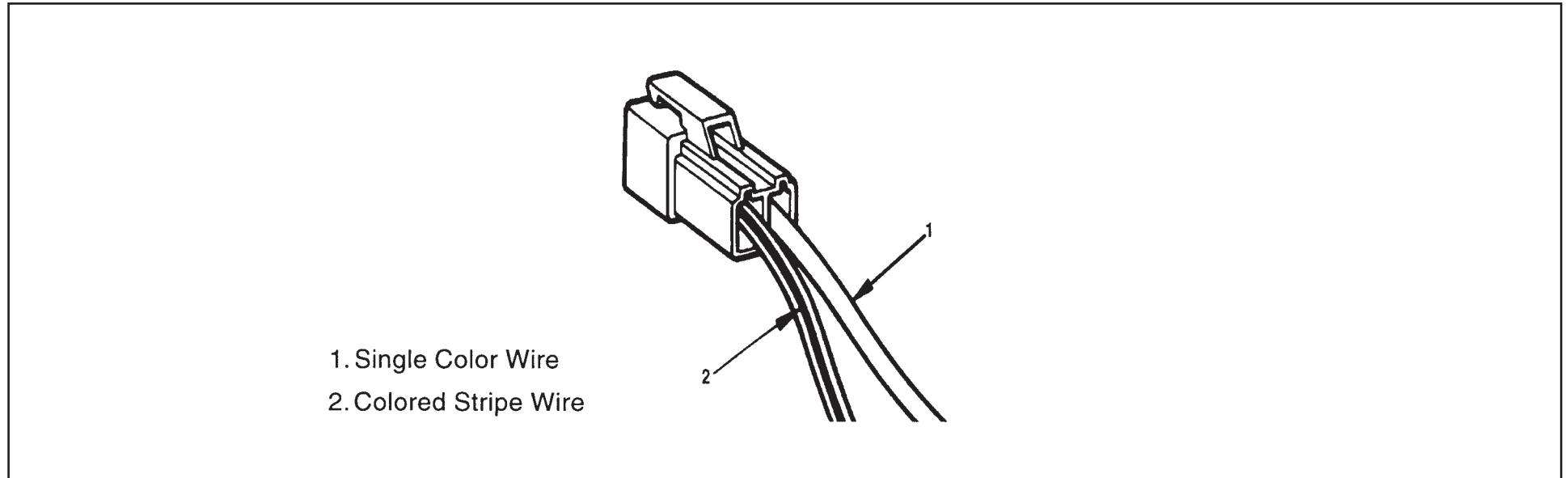
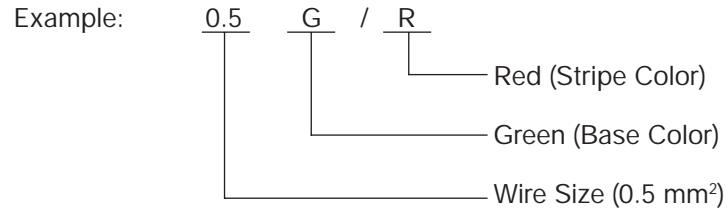
Abbreviations

Abbreviation	Definition	Abbreviation	Definition
6A/T	6-speed automatic transmission	IG	Ignition
4A/T	4-speed automatic transmission	kW	Kilowatt
A/T	Automatic transmission	LH	Left Hand
ABS	Anti-lock brake system	LWB	Long Wheelbase
APP	Accelerator pedal position	M/T	Manual Transmission
ATF	Automatic transmission fluid	M/V	Magnetic valve
AUTO	Automatic	MAF	Mass air flow
BRKT	Bracket	MIL	Check engine light
C/B	Circuit breaker	OD	Overdrive
CKP	Crankshaft position	OPT	Option
CMP	Camshaft position	RWAL	Rear Wheel Anti-lock Brake System
COMB	Combination	PTO	Power Take Off
CONT	Control	RH	Right Hand
D.R.L.	Day time running light	RR	Rear
DC	Direct Current	SCV	Suction control valve
ECM	Electronic control module	ST	Start
ECT	Engine coolant temperature	STD	Standard
ECU	Electronic control unit	SW	Switch
EGR	Exhaust gas reticulation	SWB	Short Wheelbase
EHCU	Electronic and hydraulic control unit	TCM	Transmission Control Module
FL	Fusible link	V	Volt
FRT	Front	VSV	Vacuum Switching Valve
FT	Fuel temperature	W	Watt (S)
H/L	Headlight	W/	With
HI	High	W/O	Without
IAT	Intake air temperature	W/S	Weld splice
IC	Integrated circuit	WOT	Wide-open Throttle
LO	Low		

Wiring

Wire Color

All wires have color-coded insulation. Wires belonging to a system's main harness will have a single color. Wires belonging to a system's sub-circuits will have a colored stripe. Striped wires use the following code to show wire size and colors.



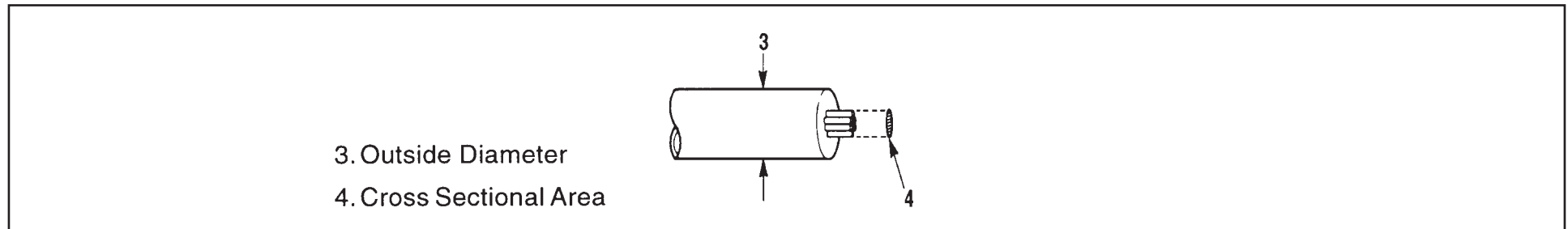
(Vehicle Specifications Index Section – NPR Diesel Electrical – continued from previous page)

Abbreviations are used to indicate wire color within a circuit diagram. Refer to the following table.

Color-Coding	Meaning	Color-Coding	Meaning
B	Black	BR	Brown
W	White	LG	Light Green
R	Red	GR	Grey
G	Green	P	Pink
Y	Yellow	LB	Light Blue
L	Blue	V	Violet
O	Orange		

Wire Size

The size of wire used in a circuit is determined by the amount of current (amperage), the length of the circuit, and the voltage drop allowed. The following wire size and load capacity are specified by AWG (American Wire Gauge). (Nominal size means approximate cross sectional area.)



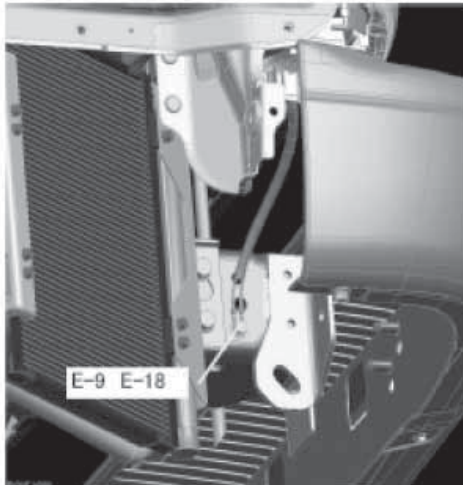
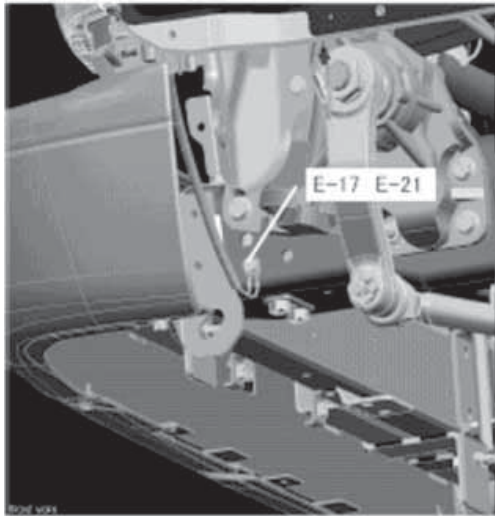
2011 Isuzu Truck

(Vehicle Specifications Index Section – NPR Diesel Electrical – continued from previous page)

Nominal Size	Cross Sectional Area (mm ²)	Outside Diameter (mm)	Allowable Current (A)	AWG Size (Cross reference)
0.3	0.372	1.8	9	22
0.5	0.563	2.0	12	20
0.85	0.885	2.2	16	18
1.25	1.287	2.5	21	16
2	2.091	2.9	28	14
3	3.296	3.6	37.5	12
5	5.227	4.4	53	10
8	7.952	5.5	67	8
15	13.36	7.0	75	6
20	20.61	8.2	97	4

(Vehicle Specifications Index Section – NPR Diesel Electrical – continued from previous page)

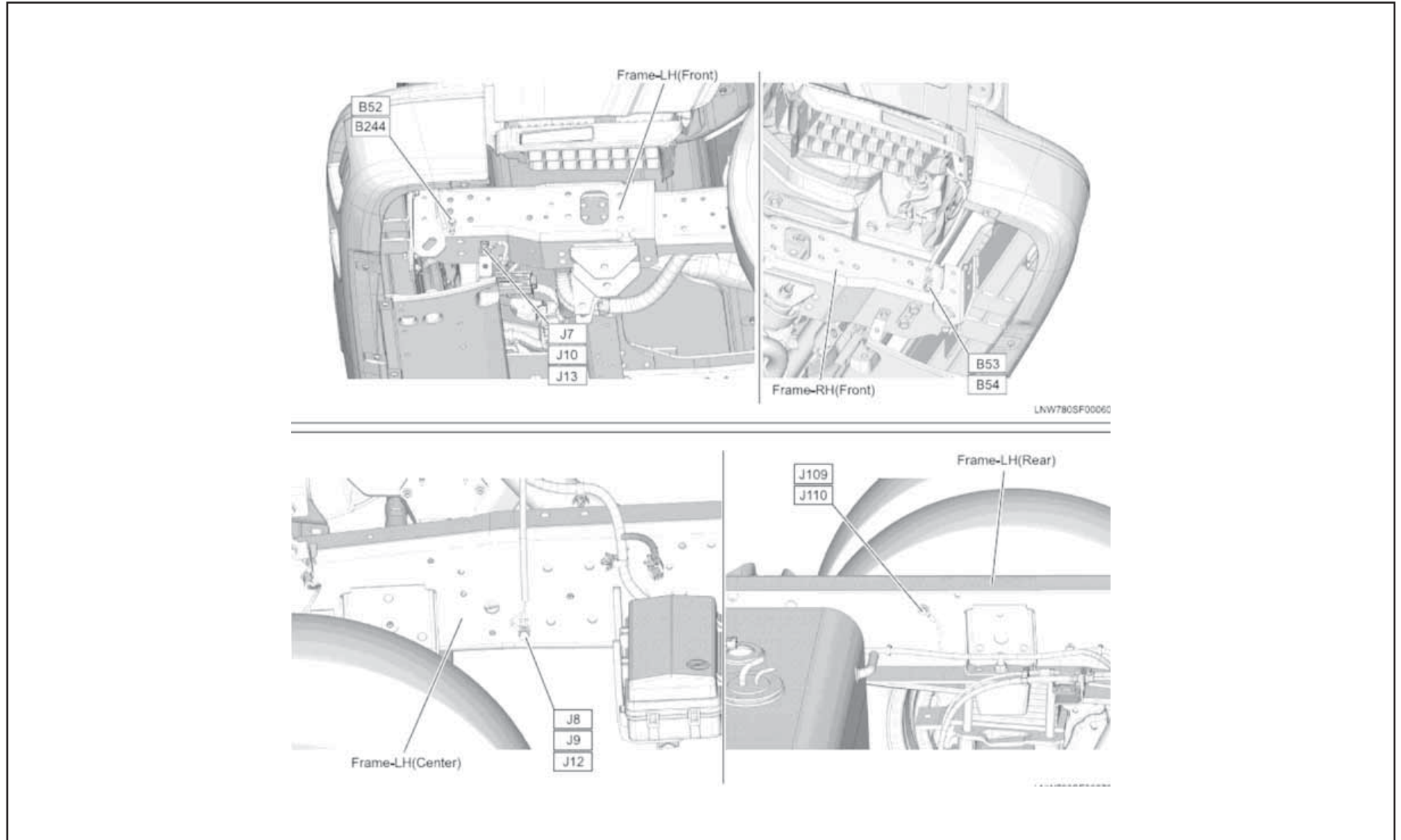
Grounding Point Location



Connector No.	Location	Main Parts (Load)
E-21	LH	Cigar lighter, Accessory socket, Key on relay, Power ACC relay, Headlamp relay, Rear dome lamp relay, Radio, Meter, Blower resistor, Flasher unit, Intermittent relay, Side turn lamp, Roof marker lamp,
E-9	RH	Blower, Wiper motor
E-17	LH	Illumination control switch, Power window, Headlamp, Vacuum pump, Mirror heater, Door lock, Front turn lamp, Front position lamp, TCM relay, Power window relay, Over drive off switch, Meter, Diagnostic connector
E-18	RH	TCM, Headlamp, Daytime running lamp CU, Mirror heater, Diagnostic connector, Front position lamp, DMU, Termo switch, A/C switch, Side marker lamp, Front turn lamp

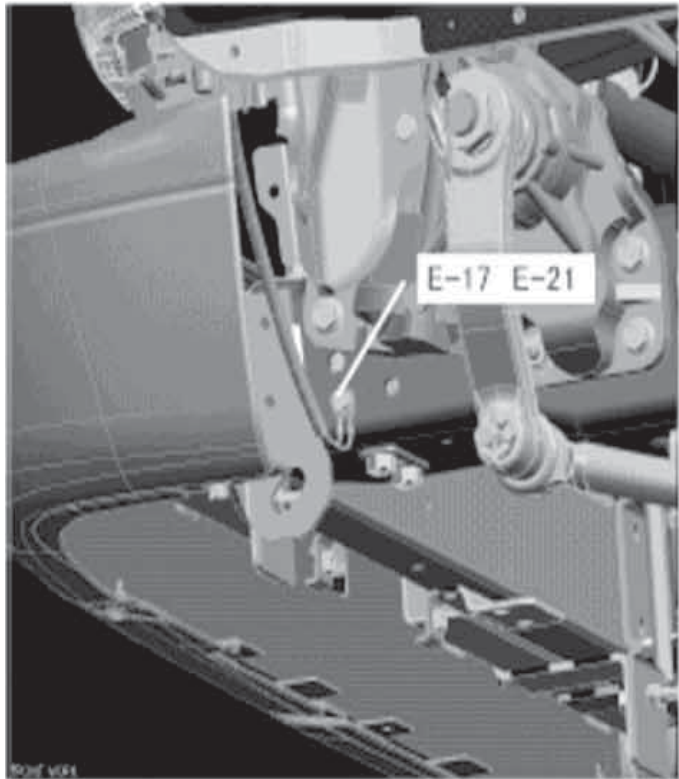
(Vehicle Specifications Index Section – NPR Diesel Electrical – continued from previous page)

Grounding Point Location



(Vehicle Specifications Index Section – NPR Diesel Electrical – continued from previous page)

Grounding Point Location



Connector No.	Location	Main Parts (Load)
E-21	LH	Cigar lighter, Accessory socket, Key on relay, Power ACC relay, Headlamp relay, Rear dome lamp relay, Radio, Meter, Blower resistor, Flasher unit, Intermittent relay, Side turn lamp, Roof marker lamp,
E-9	RH	Blower, Wiper motor
E-17	LH	Illumination control switch, Power window, Headlamp, Vacuum pump, Mirror heater, Door lock, Front turn lamp, Front position

(Vehicle Specifications Index Section – NPR Diesel Electrical – continued from previous page)

Reference Table of Grounding Point

NOTICE: Abnormal phenomena of electrical components are considered resulted from defective grounding. In repair, be sure to inspect grounding points and to tighten all fastening parts surrounding the grounding points.

Connector No.	Cable Harness Name	Location	Main Parts (Load)
B-52, B-244	Cab Harness	Frame LH Front	Power Window Switch, Illumination Control Switch, Head Light LH, Vacuum Pump, Mirror Heater LH
B-53, B-54	Cab Harness	Frame RH Front	DRL Control Unit, Mirror Heater RH, Power Window Switch, Transmission Control Module (TCM), Head Light RH
J-7, J-10, J-13	Front Frame Harness	Frame LH Front	Fuel Tank Unit (Side), Electronic Hydraulic Control Unit (EHCU), Select Position Switch, Condenser Fan Motor, Triple Pressure Switch, Hydraulic Booster Brake (HBB) Oil Level, Marker Light Relay
J-8, J-9, J-12	Front Frame Harness	Frame LH Center	Front Manufacturer Connector, Engine Control Module (ECM)
J-109, J-110	Rear Frame Harness	Frame LH Rear	Rear Manufacturer Connector, Fuel Tank Unit (In-Frame), Rear Combination Lamp, Back Buzzer DOP, PTO Speed Control Switch (Upfitter Install)
E-74	Engine Harness	Engine Block LH	Engine Oil Level Switch
P-5	Starter Earth Cable	Starter	Starter

Rear Body Lamp Switch

Rear Body Dome Lamp Switch is available as a: Port Installed Option IX2, Dealer Installed Option, and Body Company Installed Option.

Rear Body Dome Lamp Switch Part Number 8-98011-708-2



Installation Procedure

PREPARATION

- Inspect and ensure all components are free from defects or damages.

PROCEDURE

- 1) Remove dash cover. (Figure 1)
- 2) Remove top filler plug from left side dash area. (Figure 2)
- 3) Insert - Rear Dome Lamp Switch in top hole. (Figure 3)
- 4) Attach black connector to switch. (Figure 4)
- 5) Ensure light illuminates when pressed. Depress to turn "OFF". (Figure 5)
- 6) Re-install dash panel. (Figure 6)
- 7) Ensure that no scratches or damage have been made to dash panel.



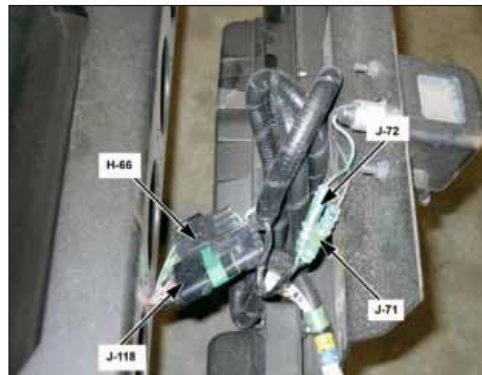
(Vehicle Specifications Index Section – NPR Diesel Electrical – continued from previous page)

NPR Body Room Light, I.D. and Marker Lamp, Connector Location and Circuit Diagram (continued)

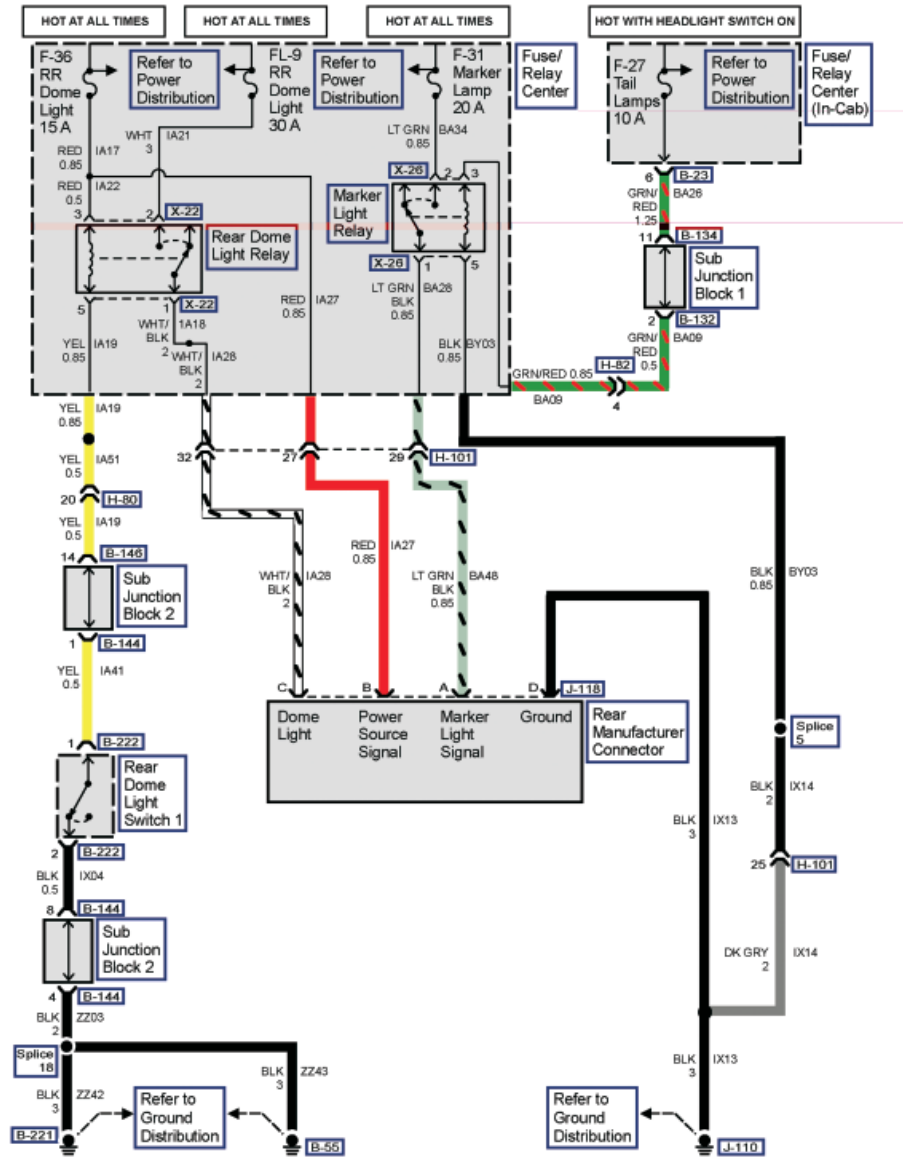
J-118 Rear Manufacture Connector-Connector End View			
Connector Part Information		<ul style="list-style-type: none"> • 12010974 • 4-WAY M (BLK) 	
Pin	Wire Color	Circuit Number	Function
A	LT GRN/ BLK	BA48	Marker Light Voltage
B	RED	IA27	Power Source Voltage
C	WHT/BLK	IA28	Dome Light Voltage
D	BLK	IX13	Ground

Center Rear of the Last Crossmember

Packard Body Pulg Connector Parts	
Chassis Housing ASM	1201-0974
Terminal	1208-9040
Terminal	1212-4587
Seal	1208-9679
Seal	1201-5193
Body Housing ASM	1201-5797
Housing	1201-5787
Connector Seal	1201-0492
Dummy Seal	1201-0300



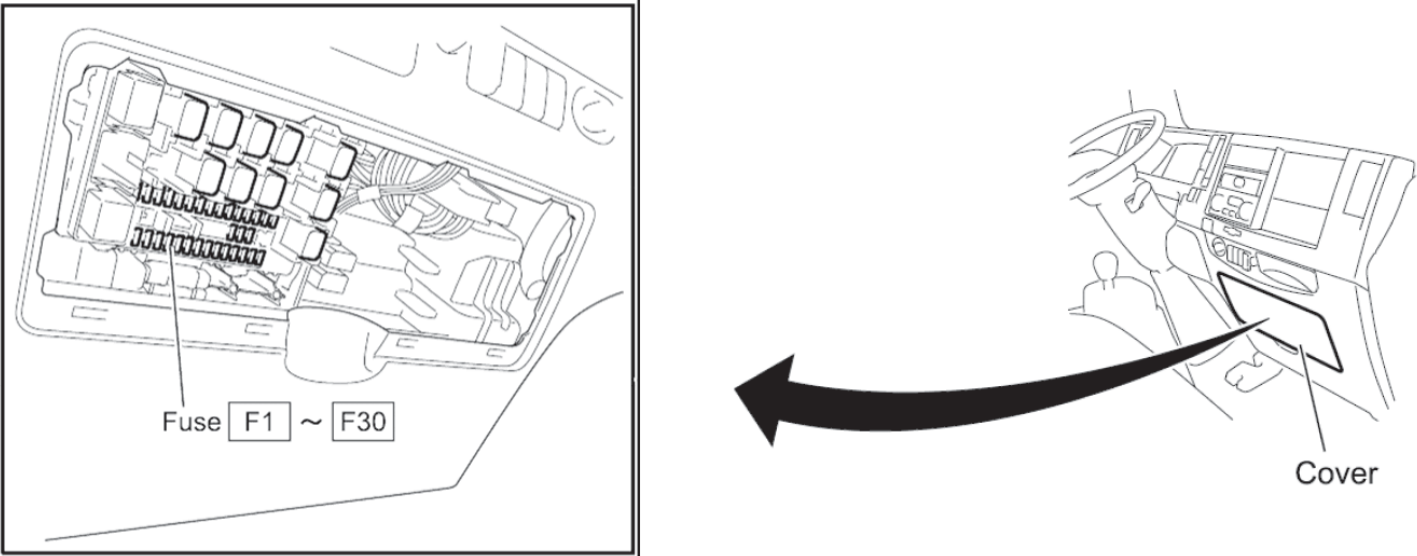
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Fuse Location



The diagram illustrates the fuse box location in the driver's footwell area, indicated by a 'Cover' label and an arrow. A detailed view of the fuse box shows fuses labeled 'Fuse F1 ~ F30'.

FUSE LABEL

RR P/WINDOW	—	ROOM LAMP	DOOR LOCK	—	P/WINDOW	BACK UP LAMP	WIPER	H/LAMP LO (LH)	LAMPS (BATT)	H/LAMP LO (RH)	BRAKE LAMPS	STARTER	H/LAMP HI (LH)	H/LAMP HI (RH)	
25A		10A	15A		25A	10A	25A	10A	10A	10A	10A	10A	10A	10A	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
P. NO. 898054 3190							SPARE			SPARE			SPARE		
MIRROR HEATER	IGNITION2	IGNITION1	—	ECM	METER	ECM (BATT)	MIRROR	ACCESSORIES	HORN	TURN, HAZARD	TAIL LAMPS	ILLUMINATIONS	CORNERING LAMPS	AIR CONDITIONER	
15A	10A	10A		10A	10A	10A	10A	15A	15A	15A	10A	10A	10A	10A	
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	

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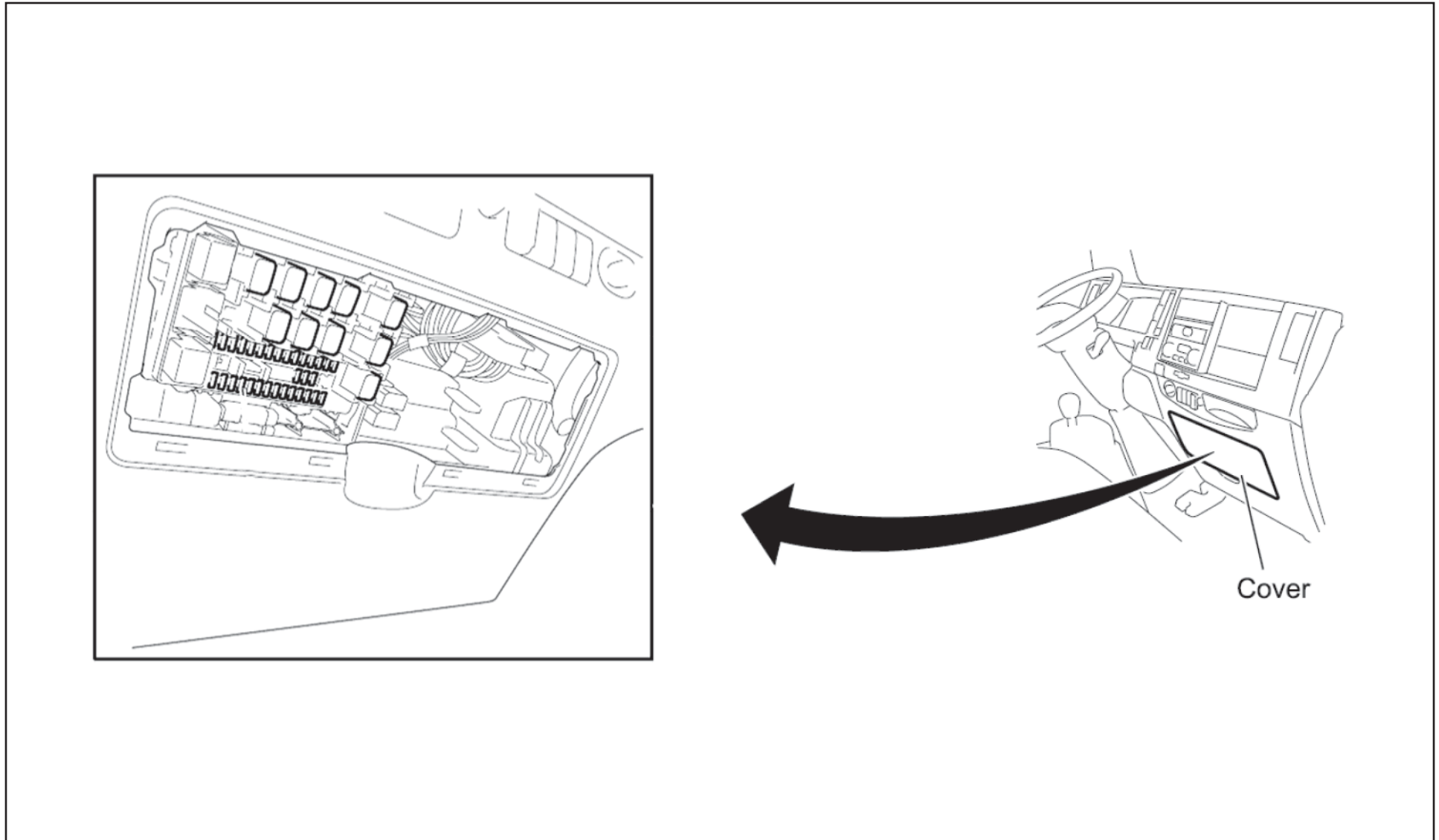
(Vehicle Specifications Index Section – NPR Diesel Electrical – continued from previous page)

Fuse Box

Fuse No	Capacity	Indication on Label	Main Parts(Load)				
F-1	25A	RR P/WINDOW	Rear Power Window Relay, Rear Power Window SwitchR/ LH, Rear Power Window MotorR/LH	F-21	10A	METER	Instrument Panel Cluster(IPC), Fuel Tank Unit, DMU, PTO Switch, Electronic Hydraulic Control Unit(EHCU)
F-2	-	-	-	F-22	10A	ECM(BATT)	Flasher Unit, Combination Switch, Hazard Switch, Check Miles & Check Oil Level, TCM Relay, Transmission Control Module(TCM)
F-3	10A	ROOM LIGHT	Charge Relay, Flasher Unit, Combination Switch, Front Cornering Light R/LH, Hazard Switch, Data Link Connector	F-23	10A	MIRROR	Wiper Main Relay, Wiper Hi Relay, Front Wiper Motor, Wiper & Exhaust Brake Switch, Intermittent Relay
F-4	15A	DOOR LOCK	Power Window Relay, Front Power Window SwitchR/LH, Front Power Window MotorR/LH, Door Lock Relay, Door Lock Switch	F-24	15A	ACCESSORIES	Transmission Control Module(TCM), VGS Control Unit, Glow Controller, Engine Control Module(ECM), Radio, Speaker R/LH, Cigarlighter Relay
F-5	-	-	-	F-25	15A	HORN	Horn Relay , Horn R/LH, Horn Switch
F-6	25A	P/WINDOW	Front Power Window Switch R/LH	F-26	15A	TURN, HAZARD	DRL Relay, Headlight Hi Relay, DRL Control Relay, Tail Relay, Flasher Unit
F-7	10A	BACK UP LIGHT	Back Up MT Switch, Rear Combination Light R/LH, Back Buzzer Dop, Back Up Switch, Automatic Transmission	F-27	10A	TAIL LIGHT	Front Position Light RH, Front Position Light LH, Identification Light 1/2/3, Roof Marker Light1/2
F-8	25A	WIPER	Wiper Main Relay, Wiper Hi Relay, Front Wiper Motor	F-28	10A	ILLUMINATIONS	Pressure Switch, B-Coil Level Switch, Check Miles & Check Oil Level
F-9	10A	H/LIGHT LO(LH)	Rear Dome Light Relay	F-29	10A	CORNERING LIGHT	Front Cornering LightR/LH, Cornering Switch
F-10	10A	LIGHT (BATT)	Headlight Lo Relay, Headlight RH, DRL Relay	F-30	10A	AIR CONDITIONER	Magnetic Clutch Relay
F-11	10A	H/LIGHT LO(RH)	Headlight Lo Relay, Headlight LH	F-31	20A	MARKER LAMP	Blower Motor, Marker Light Relay
F-12	10A	BRAKE LIGHT		F-32	20A	TAIL MAIN	Tail Relay
F-13	10A	STARTER	Headlight Lo Relay, Stoplight Relay, Stoplight Switch, Side Marker RH/LH	F-33	10A	ECM	Engine Control Module(ECM), VGS Control Unit
F-14	10A	H/LIGHT HI(LH)	Headlight Hi Relay, Headlight LH, Instrument Panel Cluster(IPC)	F-34	-	-	-
F-15	10A	H/LIGHT HI(RH)	Headlight Hi Relay, Headlight RH	F-35	-	-	-
F-16	15A	MIRROR HEATER	Rear Window Lock Switch, Rear Power Window, Mirror Heater Switch, Mirror HeaterR/LH	F-36	15A	RR DOME LIGHT	Rear Dome Light Relay , Front Manufacture Connector, Rear Manufacture Connector
F-17	10A	IGNITION2	Blow Relay, Fan Control Switch	F-37	10A	CONDENSER FAN	Condenser Fan Relay, Condenser Fan, Triple Presure Switch
F-18	10A	IGNITION1	PTO Enable Relay, Load Engaged Switch, Engine Control Module(ECM), Vacuum Pump Relay, Vacuum Pump Motor	F-38	10A	A/C	Magnetic Clutch Relay, A/C Compressor, Condenser Fan Relay
F-19	-	-	-	F-39	20A	CIGAR	Cigarlighter
F-20	10A	ECM	Engine Control Module(ECM), Combination Switch	F-40	10A	ACCESSORIES SOCKET	Accessories Socket
				F-41	20A	POWER SOURCE	Front Manufacture Connector, Rear Manufacture Connector

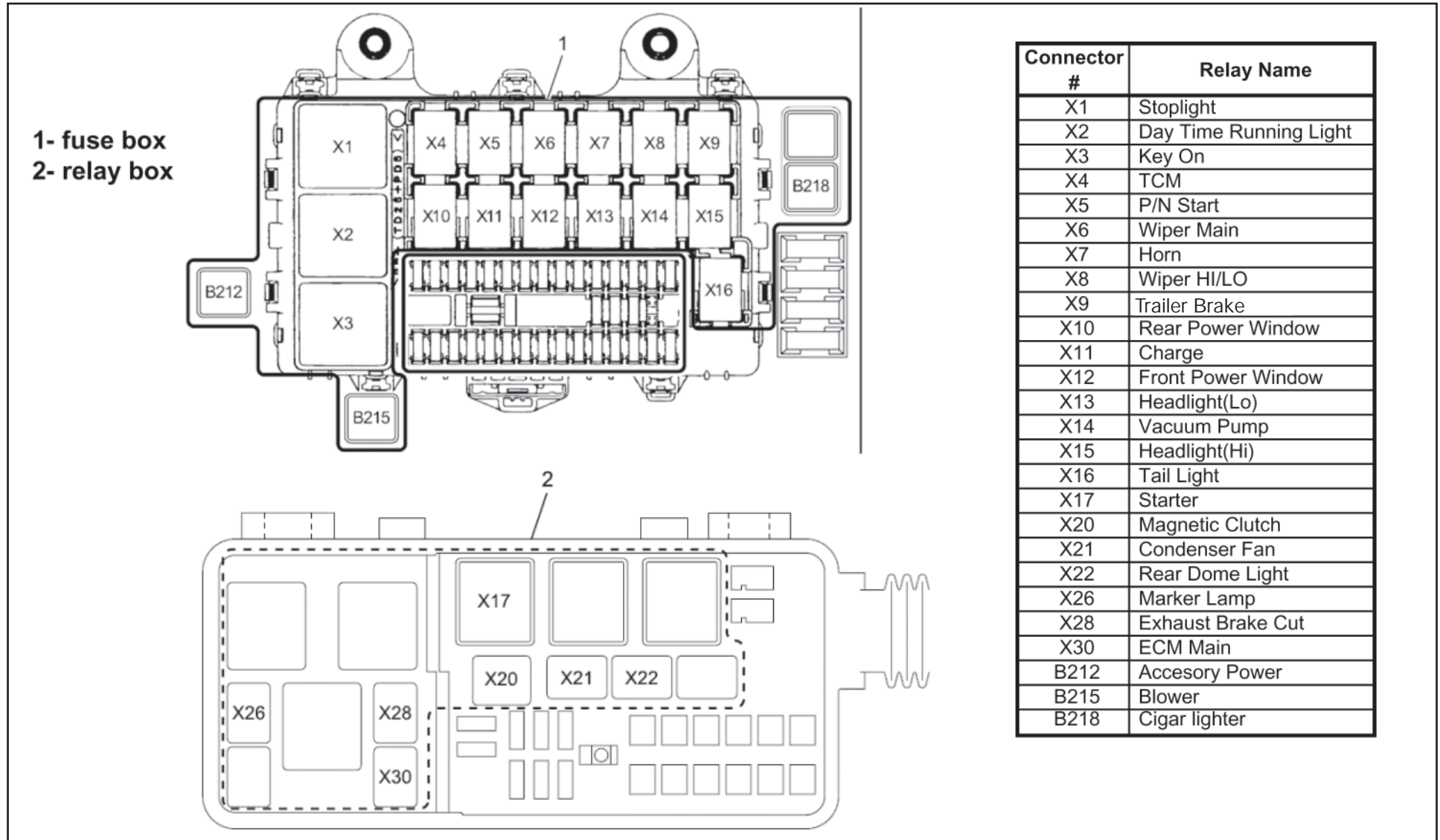
(Vehicle Specifications Index Section – NPR Diesel Electrical – continued from previous page)

Relay Location



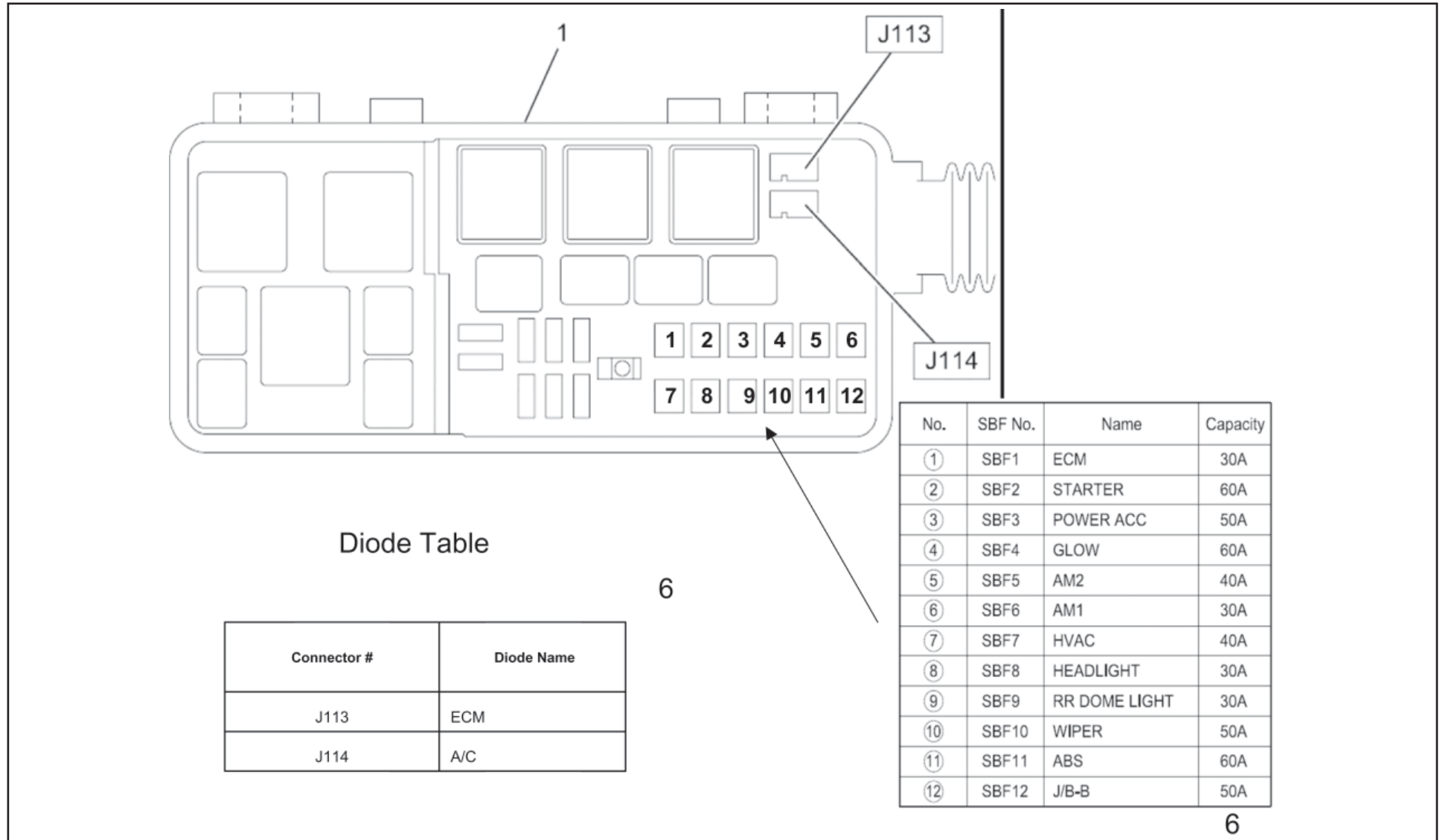
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Relay Location



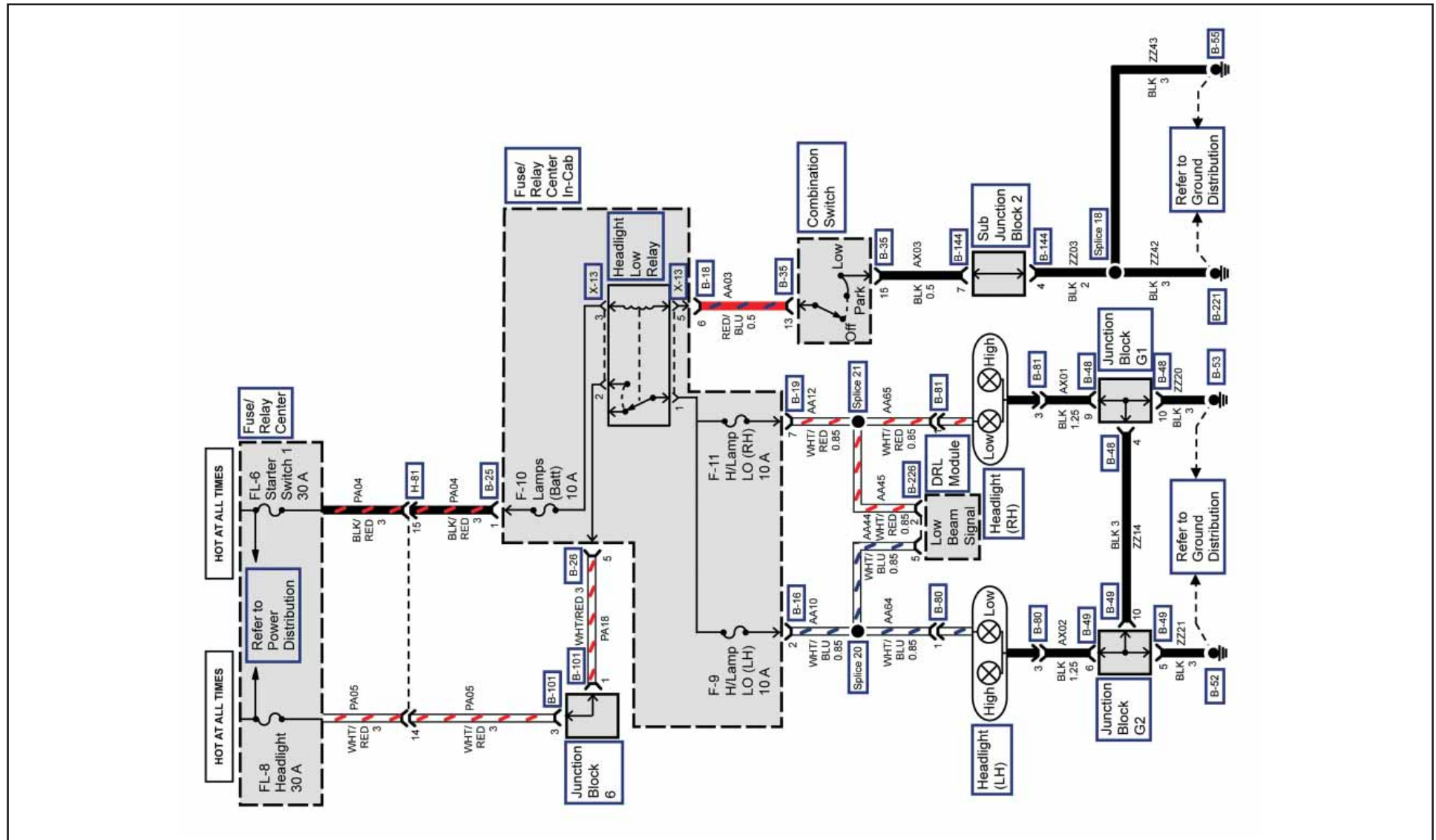
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Slow Blow Fuse and Diode Chart



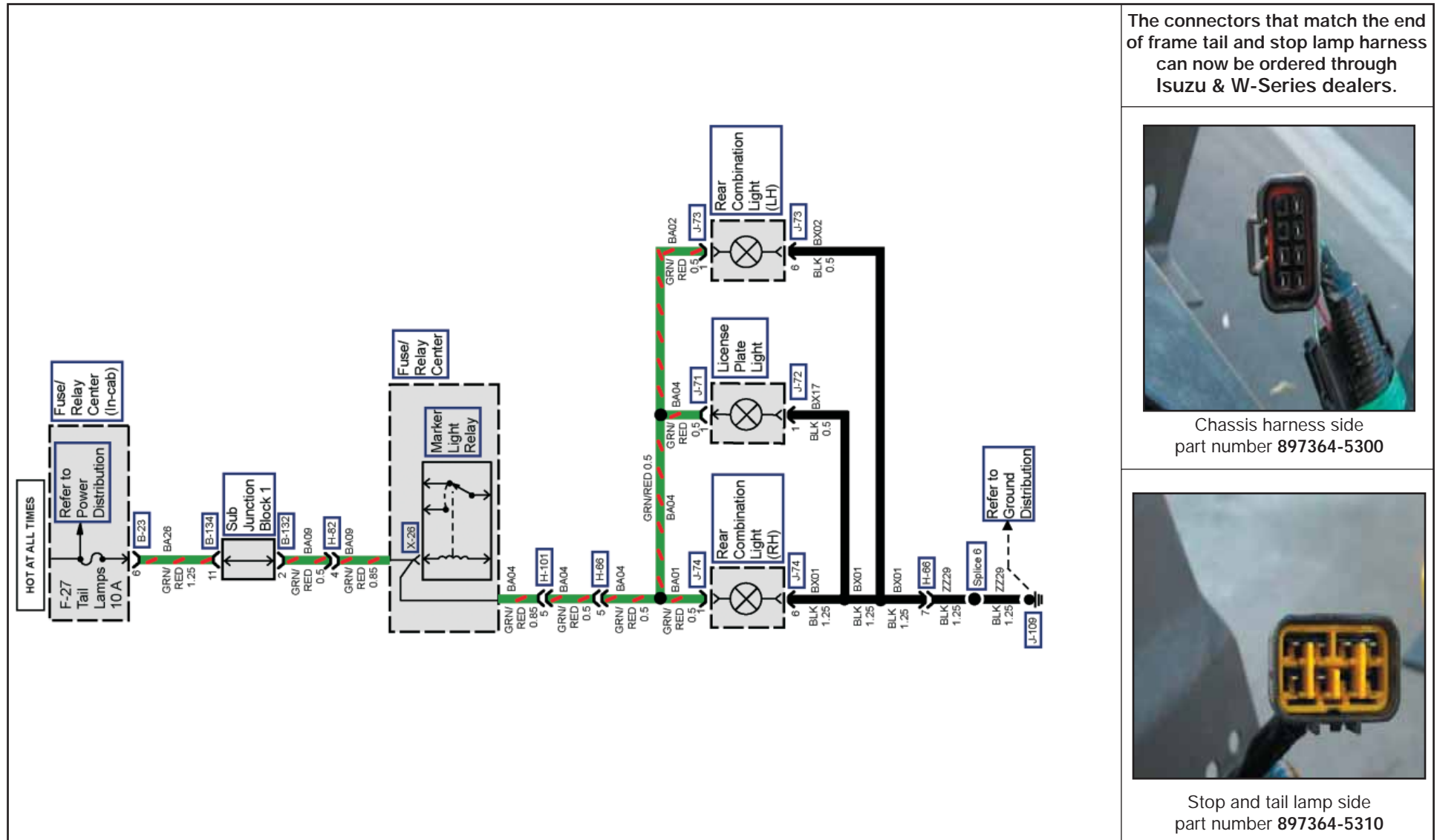
(Vehicle Specifications Index Section – NPR Diesel Electrical – continued from previous page)

Headlights (Low Beam)



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Taillights



The connectors that match the end of frame tail and stop lamp harness can now be ordered through Isuzu & W-Series dealers.



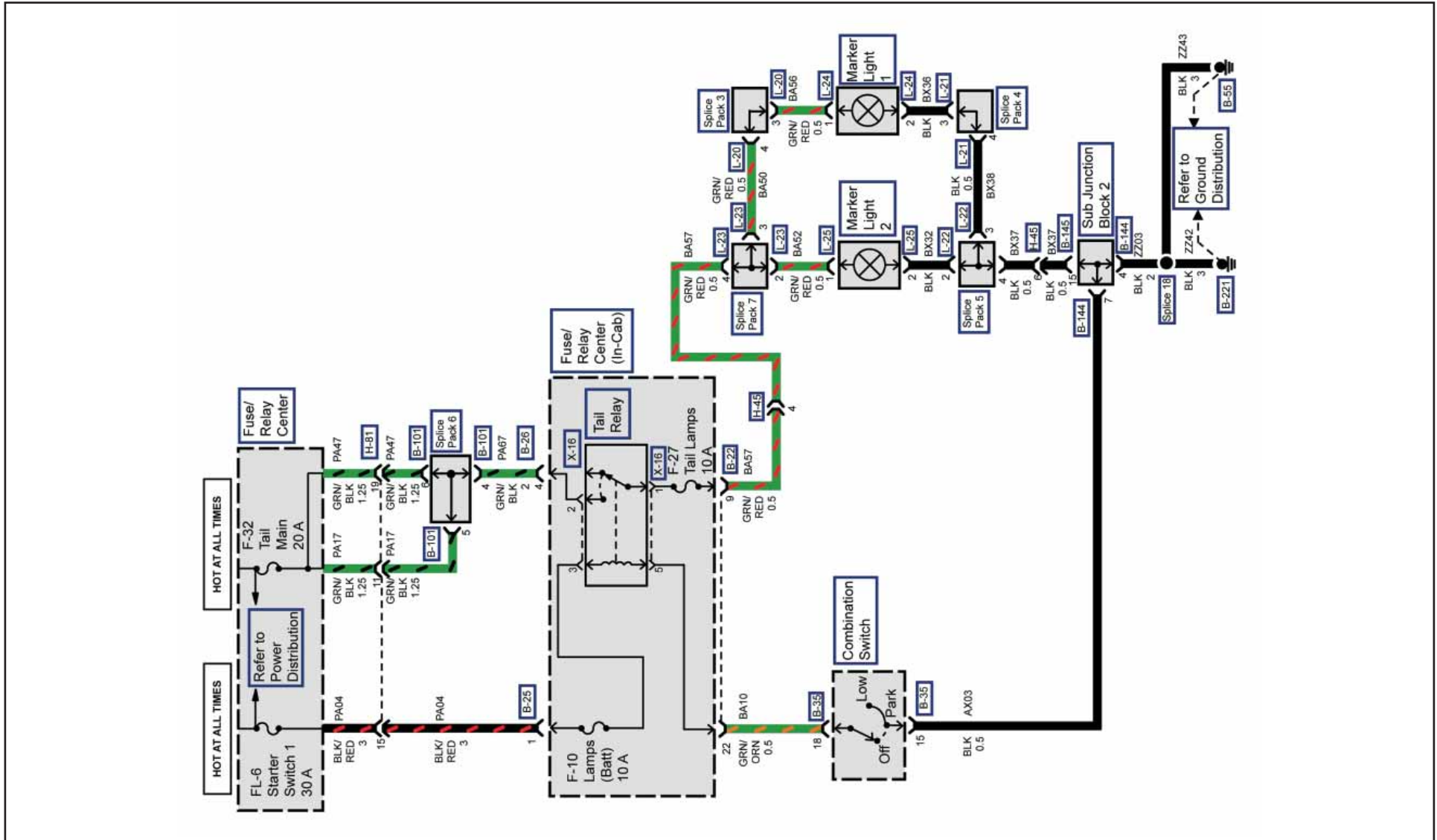
Chassis harness side
part number 897364-5300



Stop and tail lamp side
part number 897364-5310

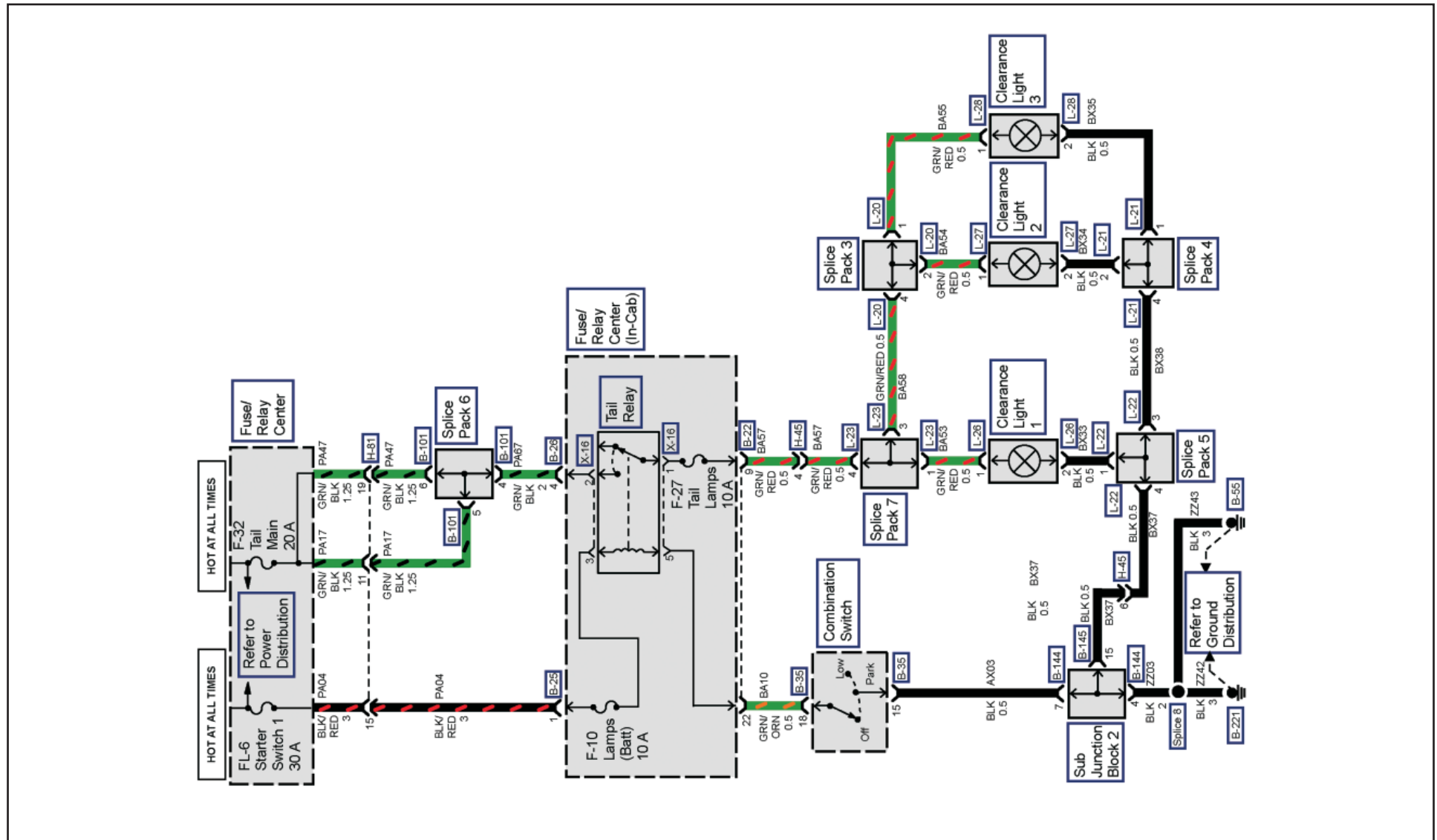
(Vehicle Specifications Index Section – NPR Diesel Electrical – continued from previous page)

Roof Marker Lights



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Roof Clearance Lights



(Vehicle Specifications Index Section – NPR Diesel Electrical – continued from previous page)

Rear Turn Signal Lights

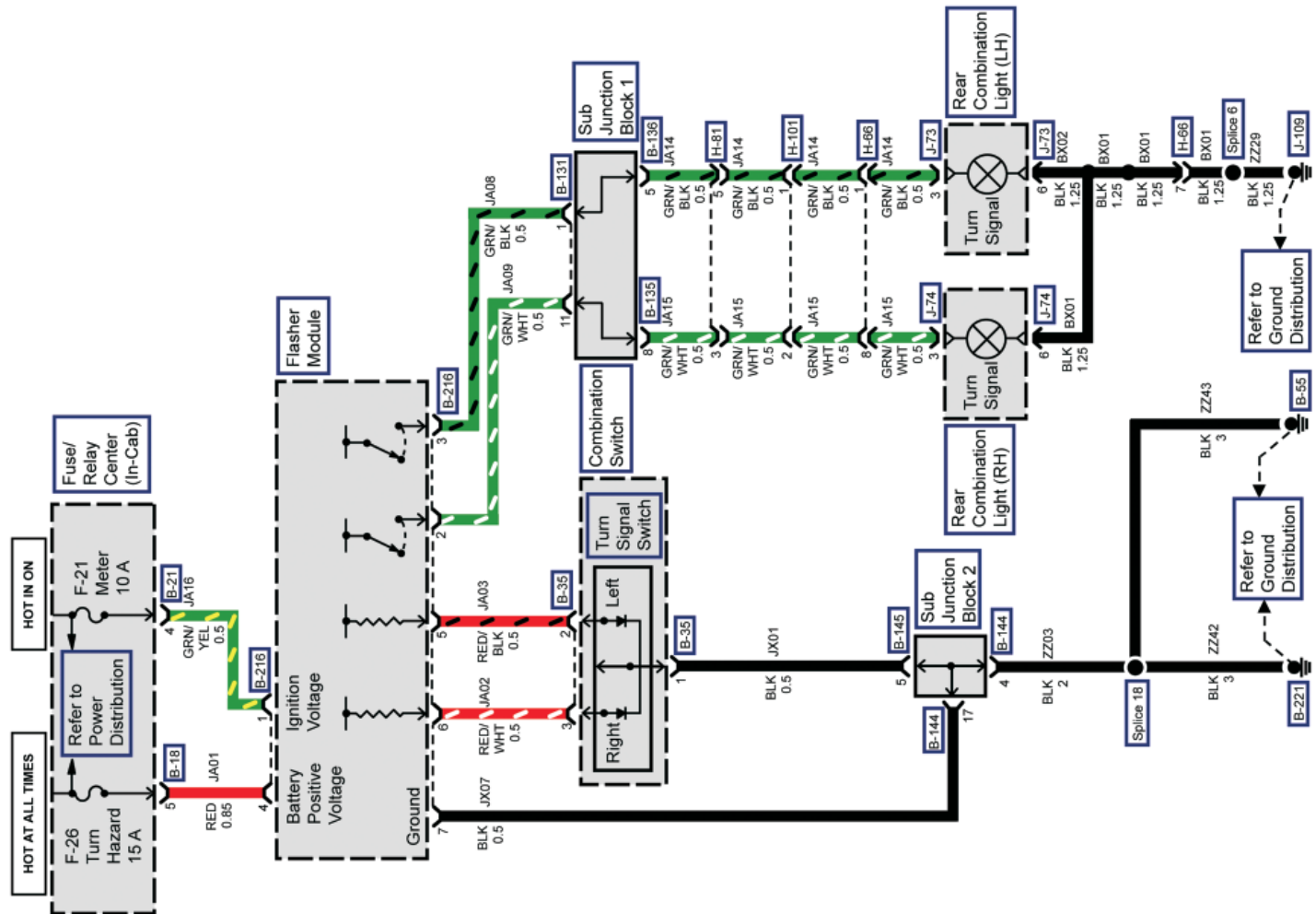
The connectors that match the end of frame tail and stop lamp harness can now be ordered through Isuzu & W-Series dealers.



Chassis harness side part number 897364-5300

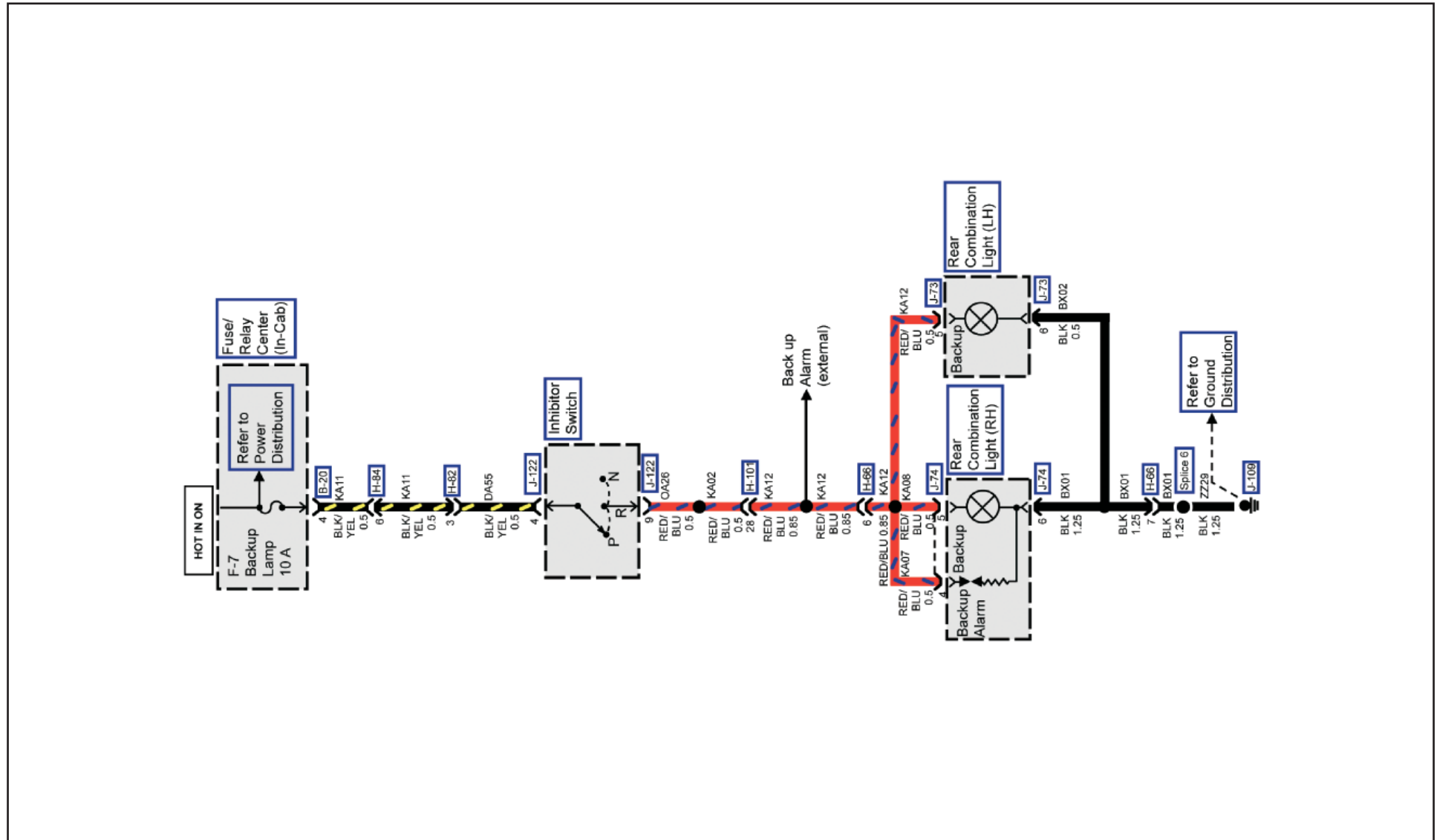


Stop and tail lamp side part number 897364-5310



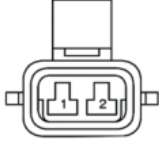
(Vehicle Specifications Index Section – NPR Diesel Electrical – continued from previous page)

Back Up Light Circuit



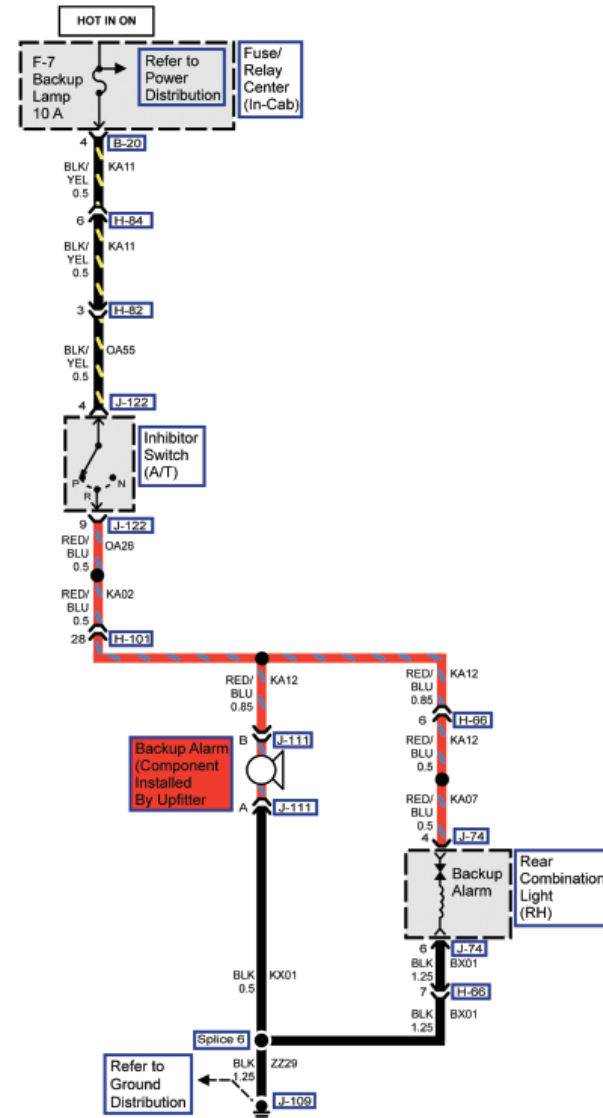
(Vehicle Specifications Index Section – NPR Diesel Electrical – continued from previous page)

Back up Alarm Circuit

J-111 Backup Alarm Connector End View			
			
Connector Part Information		<ul style="list-style-type: none"> • 15200002 • 2-WAY M (BLK) 	
Pin	Wire Color	Circuit Color	Function
1	BLK	KX01	Ground
2	RED/BLU	KA23	Back Up Alarm Supply Voltage

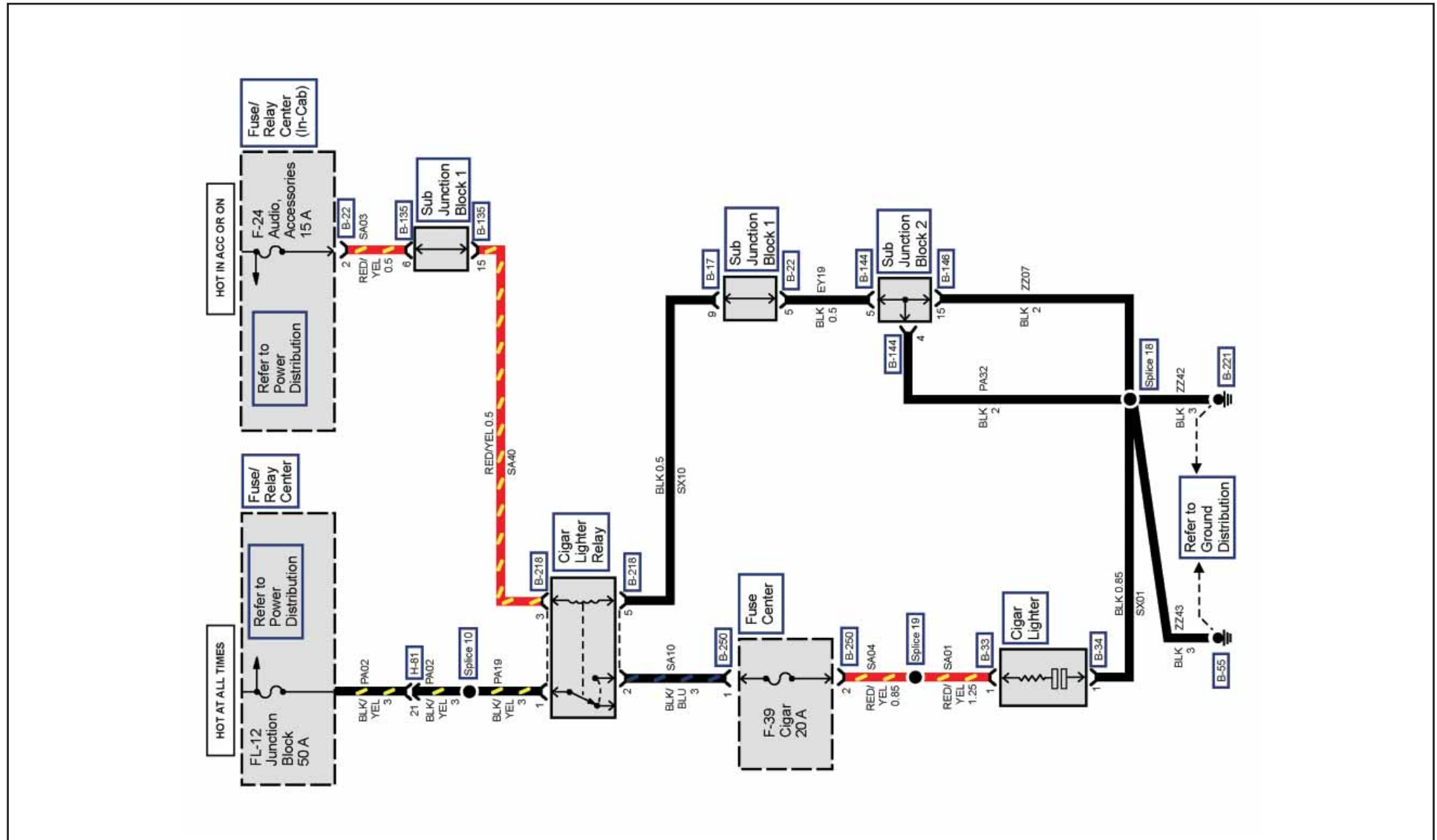
Left Inner Frame Rail, Behind the Last Crossmember

Chassis Side Connector	
Housings	153000002
Terminal	12124977
Seal	12015899
TPA	15300014
Matching Plug	
PED ASM	15300027



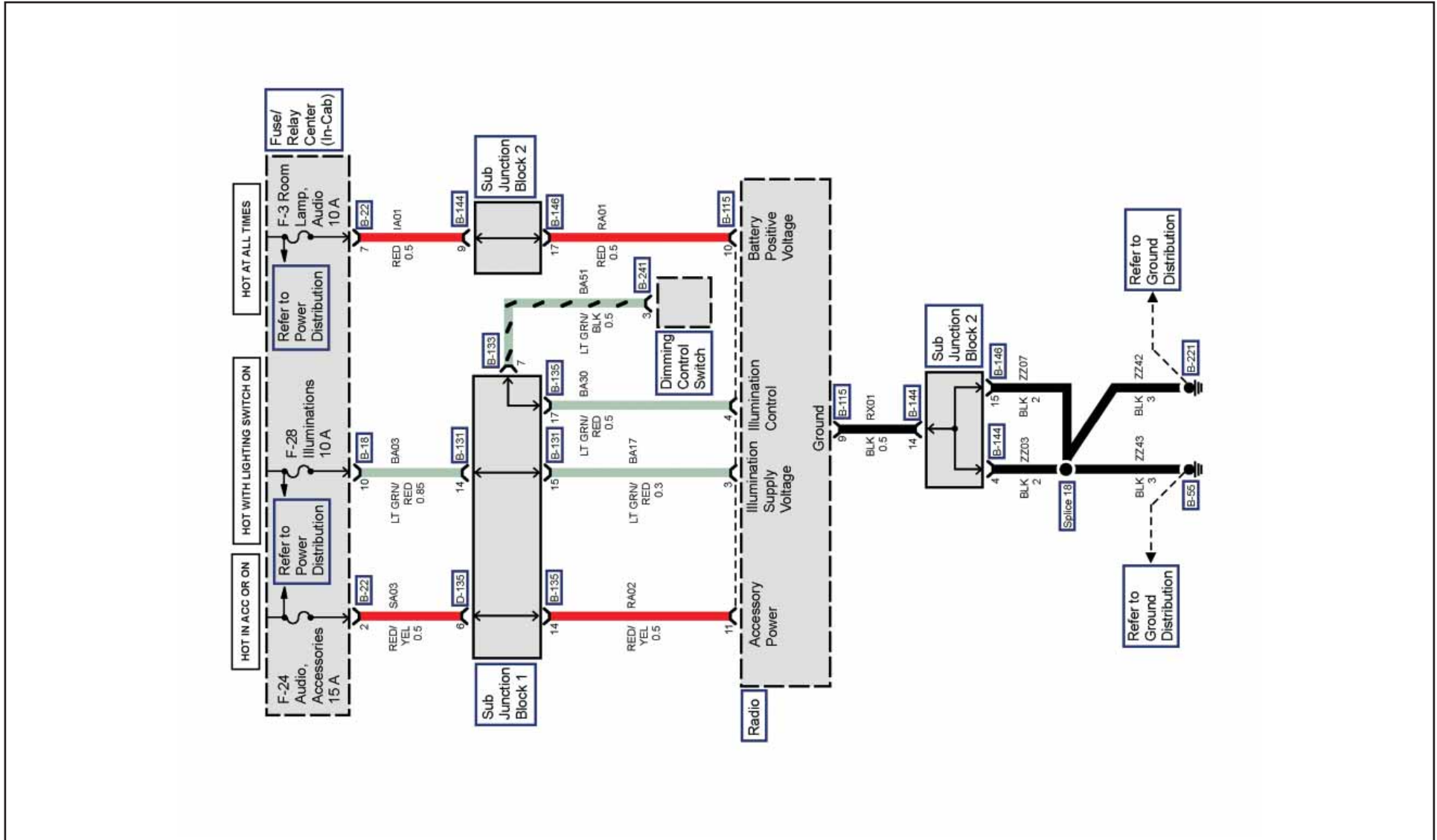
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Cigar Lighter Circuit



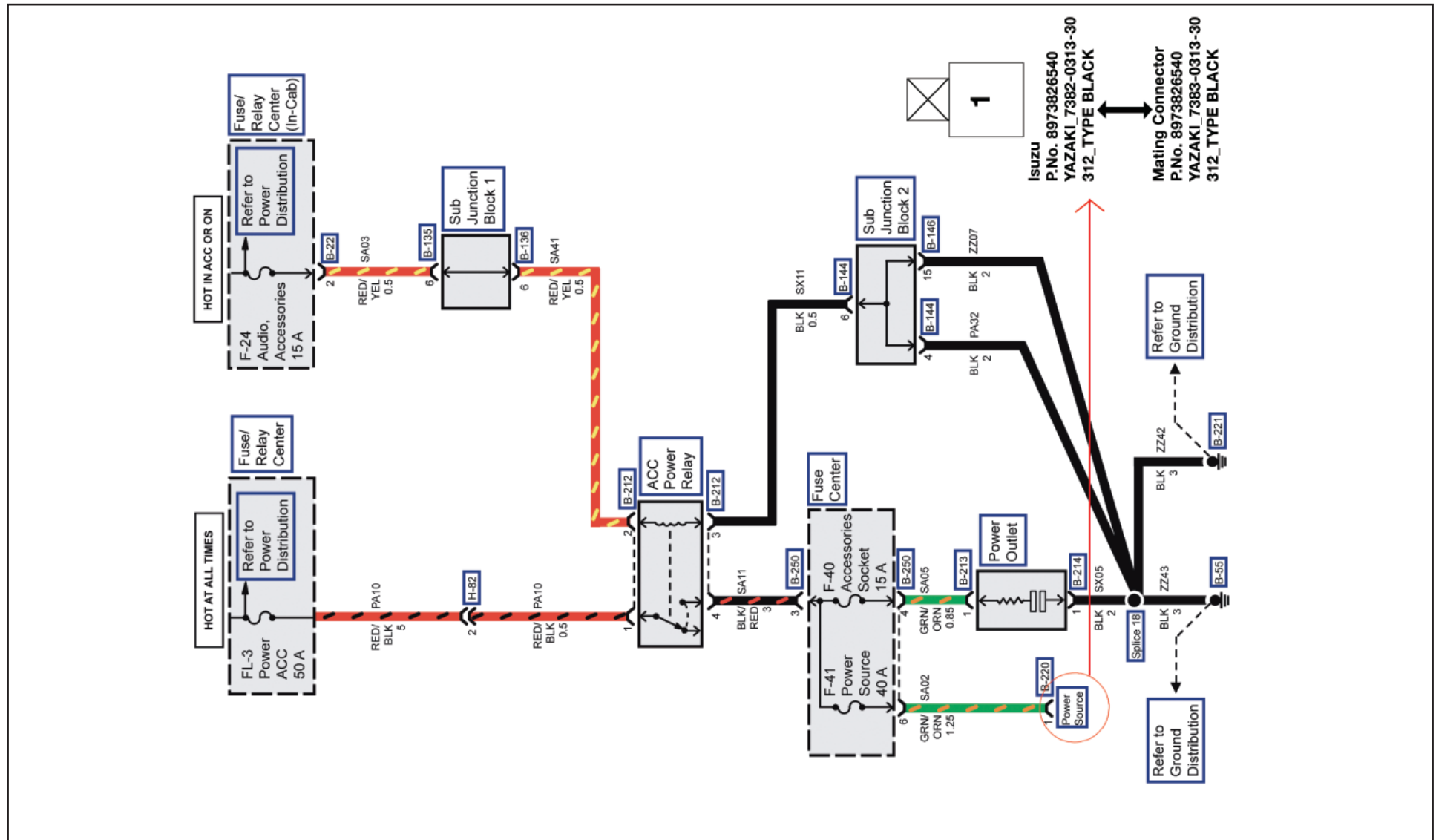
(Vehicle Specifications Index Section – NPR Diesel Electrical – continued from previous page)

Radio Circuits



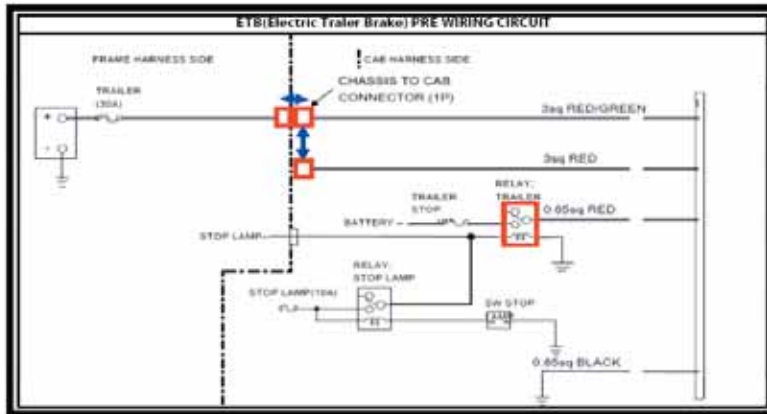
(Vehicle Specifications Index Section – NPR Diesel Electrical – continued from previous page)

Auxiliary Power Source Circuit Diagram



(Vehicle Specifications Index Section – NPR Diesel Electrical – continued from previous page)

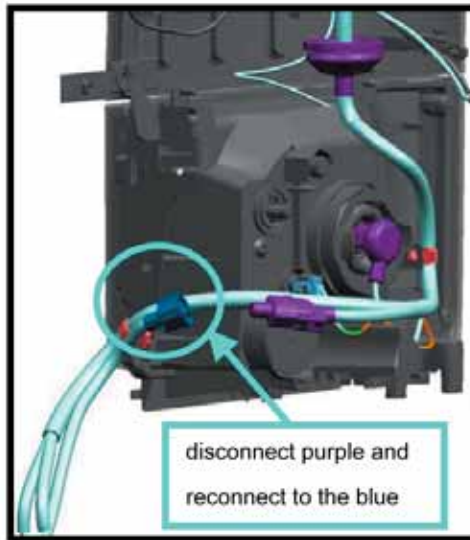
Trailer Connector and Circuit Diagram



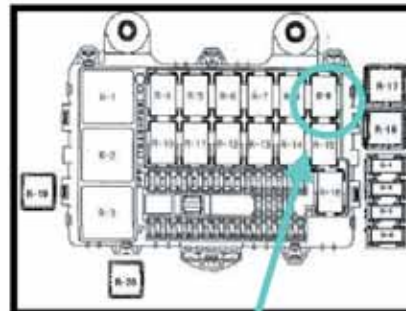
End of Frame Connector Diagram and Connection Instructions



Behind Right hand headlight

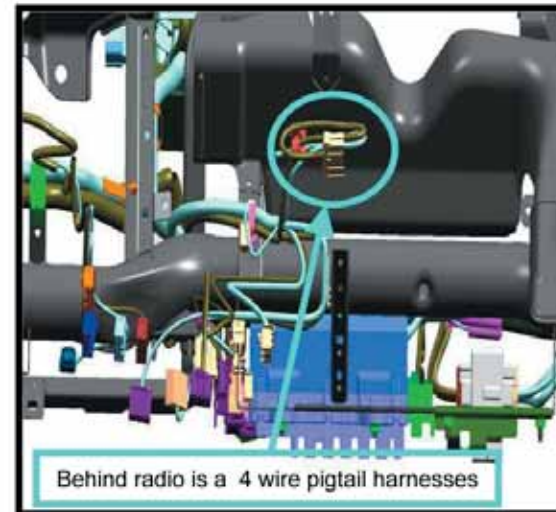


In cab relay center



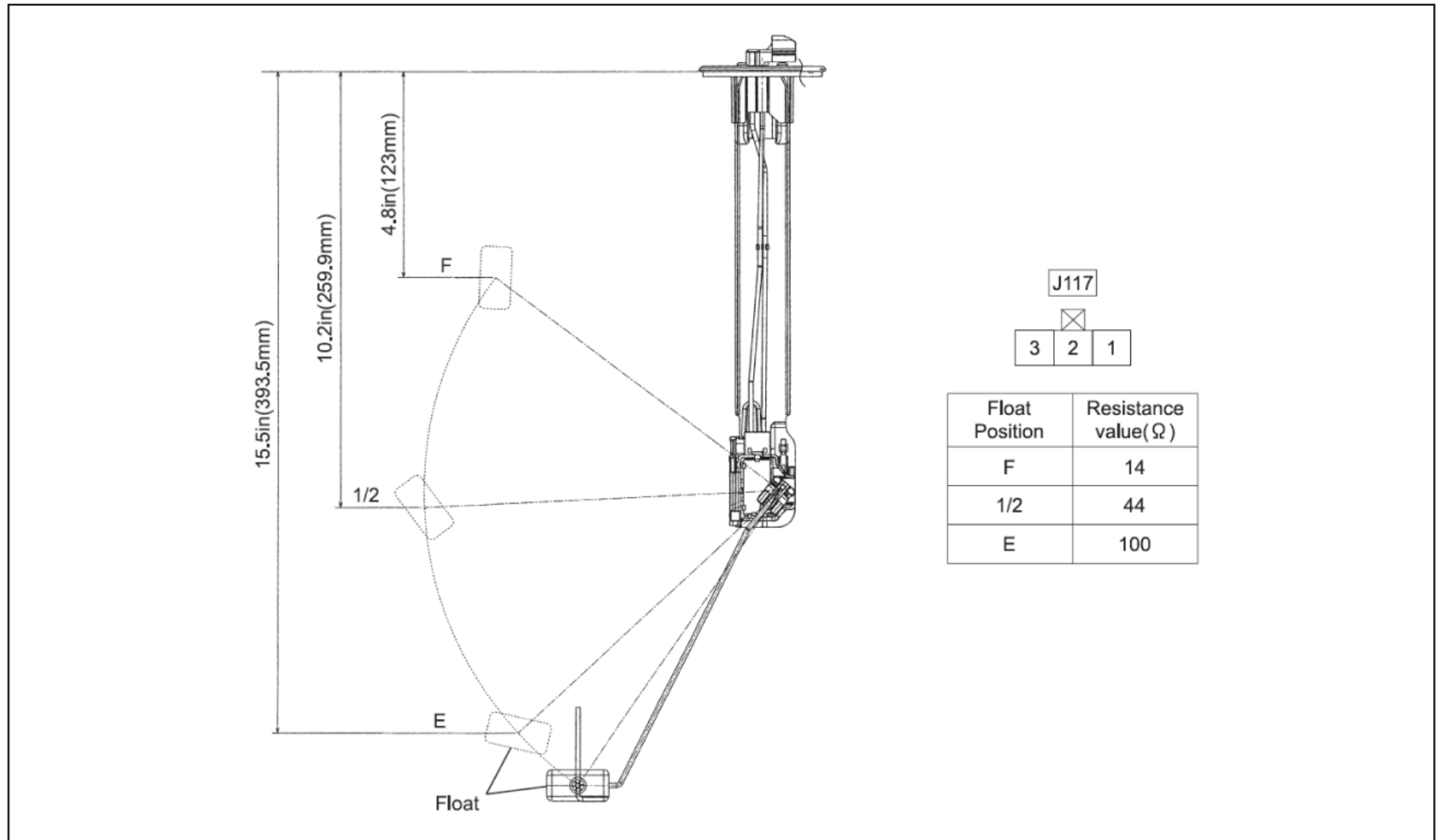
Relay R-9 Electric Trailer Brake control Relay Location PN 8971730371

In cab wiring






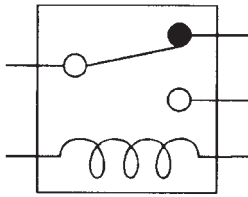


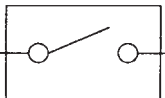
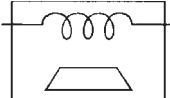

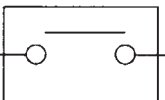
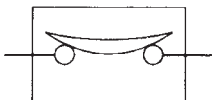
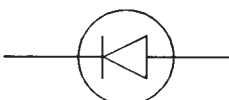
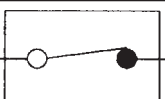





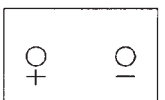

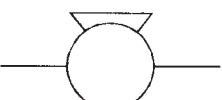
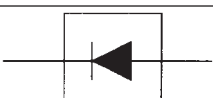
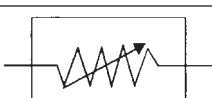
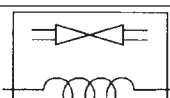


(Vehicle Specifications Index Section – NPR Diesel Electrical – continued from previous page)

Fuel Tank Sending Unit Resistance (In-Frame Tank)



NPR HD, NQR, NRR Diesel Electrical Symbols

Symbol	Meaning	Symbol	Meaning	Symbol	Meaning
	Fuse		Electronic Parts		Coil (Inductor), Solenoid Magnetic Valve
	Fusible Link		Resistor		Relay
	Fusible Link Wire		Speaker		
	Switch		Buzzer		Connector
	Switch		Circuit Breaker		Light-Emitting Diode
	Switch (Normal Close Type)		Bulb		Reed Switch
	Contact Wiring		Double-Filament Bulb		Condenser
	Battery		Motor		Horn
	Diode		Variable Resistor Rheostat		Vacuum Switching Valve

Abbreviations

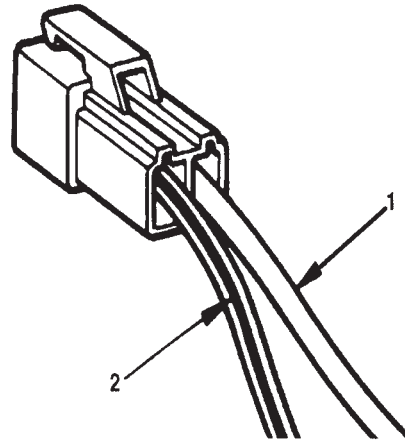
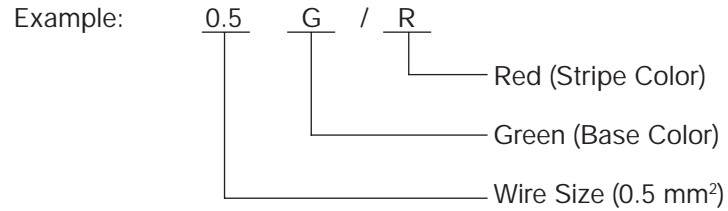
Abbreviation	Definition	Abbreviation	Definition
6A/T	6-speed automatic transmission	IG	Ignition
4A/T	4-speed automatic transmission	kW	Kilowatt
A/T	Automatic transmission	LH	Left Hand
ABS	Anti-lock brake system	LWB	Long Wheelbase
APP	Accelerator pedal position	M/T	Manual Transmission
ATF	Automatic transmission fluid	M/V	Magnetic valve
AUTO	Automatic	MAF	Mass air flow
BRKT	Bracket	MIL	Check engine light
C/B	Circuit breaker	OD	Overdrive
CKP	Crankshaft position	OPT	Option
CMP	Camshaft position	RWAL	Rear Wheel Anti-lock Brake System
COMB	Combination	PTO	Power Take Off
CONT	Control	RH	Right Hand
D.R.L.	Day time running light	RR	Rear
DC	Direct Current	SCV	Suction control valve
ECM	Electronic control module	ST	Start
ECT	Engine coolant temperature	STD	Standard
ECU	Electronic control unit	SW	Switch
EGR	Exhaust gas reticulation	SWB	Short Wheelbase
EHCU	Electronic and hydraulic control unit	TCM	Transmission Control Module
FL	Fusible link	V	Volt
FRT	Front	VSV	Vacuum Switching Valve
FT	Fuel temperature	W	Watt (S)
H/L	Headlight	W/	With
HI	High	W/O	Without
IAT	Intake air temperature	W/S	Weld splice
IC	Integrated circuit	WOT	Wide-open Throttle
LO	Low		

(Vehicle Specifications Index Section – NPR-HD, NQR, NRR Diesel Electrical – continued from previous page)

Wiring

Wire Color

All wires have color-coded insulation. Wires belonging to a system's main harness will have a single color. Wires belonging to a system's sub-circuits will have a colored stripe. Striped wires use the following code to show wire size and colors.



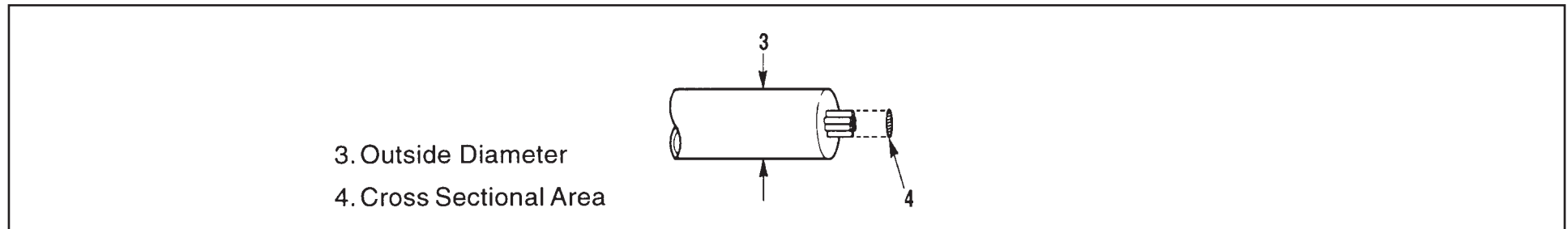
(Vehicle Specifications Index Section – NPR HD, NQR, NRR Diesel Electrical – continued from previous page)

Abbreviations are used to indicate wire color within a circuit diagram. Refer to the following table.

Color-Coding	Meaning	Color-Coding	Meaning
B	Black	BR	Brown
W	White	LG	Light Green
R	Red	GR	Grey
G	Green	P	Pink
Y	Yellow	LB	Light Blue
L	Blue	V	Violet
O	Orange		

Wire Size

The size of wire used in a circuit is determined by the amount of current (amperage), the length of the circuit, and the voltage drop allowed. The following wire size and load capacity are specified by AWG (American Wire Gauge). (Nominal size means approximate cross sectional area.)



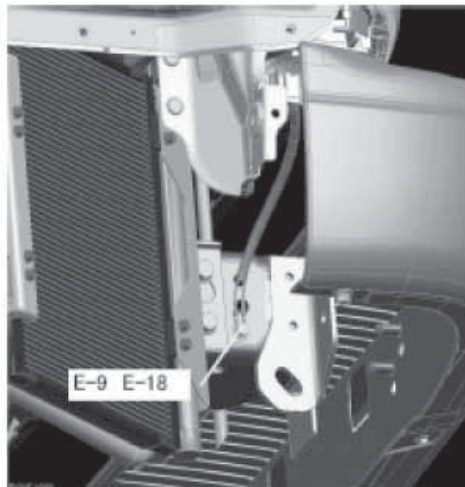
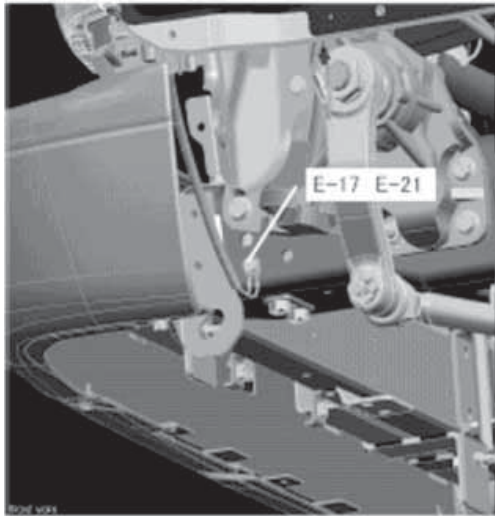
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(Vehicle Specifications Index Section – NPR HD, NQR, NRR Diesel Electrical – continued from previous page)

Nominal Size	Cross Sectional Area (mm ²)	Outside Diameter (mm)	Allowable Current (A)	AWG Size (Cross reference)
0.3	0.372	1.8	9	22
0.5	0.563	2.0	12	20
0.85	0.885	2.2	16	18
1.25	1.287	2.5	21	16
2	2.091	2.9	28	14
3	3.296	3.6	37.5	12
5	5.227	4.4	53	10
8	7.952	5.5	67	8
15	13.36	7.0	75	6
20	20.61	8.2	97	4

(Vehicle Specifications Index Section – NPR HD, NQR, NRR Diesel Electrical – continued from previous page)

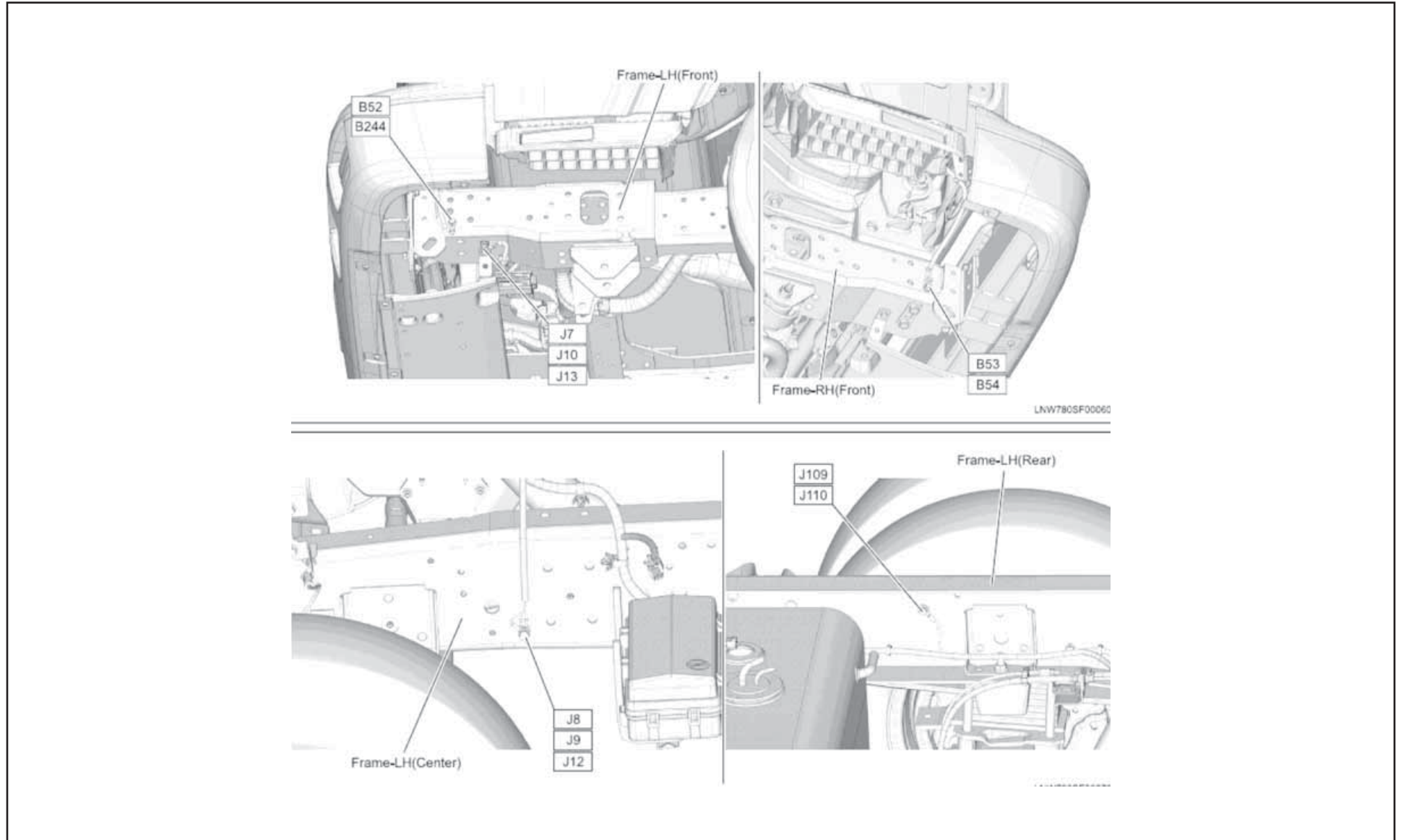
Grounding Point Location



Connector No.	Location	Main Parts (Load)
E-21	LH	Cigar lighter, Accessory socket, Key on relay, Power ACC relay, Headlamp relay, Rear dome lamp relay, Radio, Meter, Blower resistor, Flasher unit, Intermittent relay, Side turn lamp, Roof marker lamp,
E-9	RH	Blower, Wiper motor
E-17	LH	Illumination control switch, Power window, Headlamp, Vacuum pump, Mirror heater, Door lock, Front turn lamp, Front position lamp, TCM relay, Power window relay, Over drive off switch, Meter, Diagnostic connector
E-18	RH	TCM, Headlamp, Daytime running lamp CU, Mirror heater, Diagnostic connector, Front position lamp, DMU, Termo switch, A/C switch, Side marker lamp, Front turn lamp

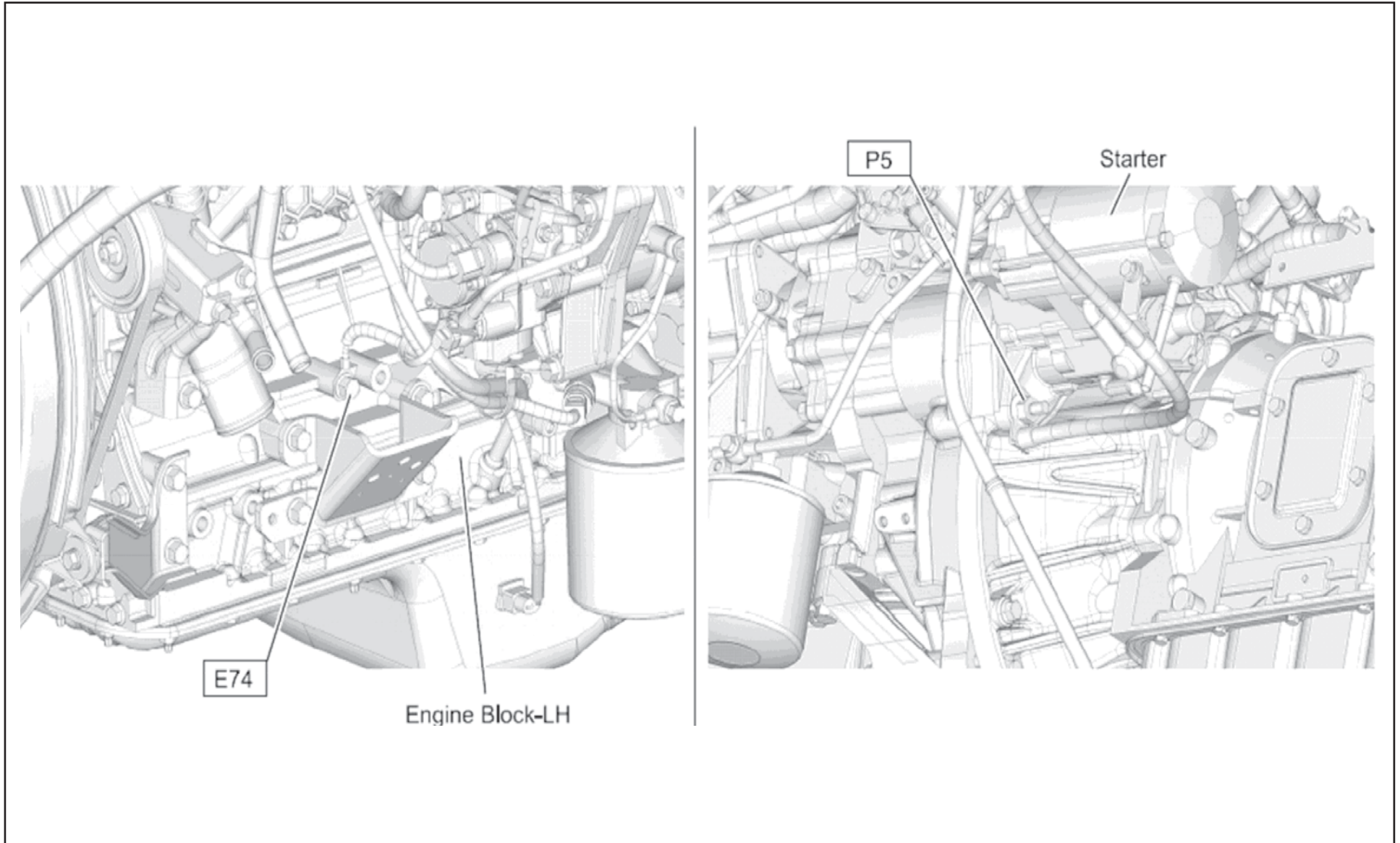
(Vehicle Specifications Index Section – NPR HD, NQR, NRR Diesel Electrical – continued from previous page)

Grounding Point Location



(Vehicle Specifications Index Section – NPR HD, NQR, NRR Diesel Electrical – continued from previous page)

Grounding Point Location



(Vehicle Specifications Index Section – NPR HD, NQR, NRR Diesel Electrical – continued from previous page)

Reference Table of Grounding Point

NOTICE: Abnormal phenomena of electrical components are considered resulted from defective grounding. In repair, be sure to inspect grounding points and to tighten all fastening parts surrounding the grounding points.

Connector No.	Cable Harness Name	Location	Main Parts (Load)
B-52, B-244	Cab Harness	Frame LH Front	Power Window Switch, Illumination Control Switch, Head Light LH, Vacuum Pump, Mirror Heater LH
B-53, B-54	Cab Harness	Frame RH Front	DRL Control Unit, Mirror Heater RH, Power Window Switch, Transmission Control Module (TCM), Head Light RH
J-7, J-10, J-13	Front Frame Harness	Frame LH Front	Fuel Tank Unit (Side), Electronic Hydraulic Control Unit (EHCU), Select Position Switch, Condenser Fan Motor, Triple Pressure Switch, Hydraulic Booster Brake (HBB) Oil Level, Marker Light Relay
J-8, J-9, J-12	Front Frame Harness	Frame LH Center	Front Manufacturer Connector, Engine Control Module (ECM)
J-109, J-110	Rear Frame Harness	Frame LH Rear	Rear Manufacturer Connector, Fuel Tank Unit (In-Frame), Rear Combination Lamp, Back Buzzer DOP, PTO Speed Control Switch (Upfitter Install)
E-74	Engine Harness	Engine Block LH	Engine Oil Level Switch
P-5	Starter Earth Cable	Starter	Starter

Rear Body Lamp Switch

Rear Body Dome Lamp Switch is available as a: Port Installed Option IX2, Dealer Installed Option, and Body Company Installed Option.

Rear Body Dome Lamp Switch Part Number 8-98011-708-2



Installation Procedure

PREPARATION

- Inspect and ensure all components are free from defects or damages.

PROCEDURE

- 1) Remove dash cover. (Figure 1)
- 2) Remove top filler plug from left side dash area. (Figure 2)
- 3) Insert - Rear Dome Lamp Switch in top hole. (Figure 3)
- 4) Attach black connector to switch. (Figure 4)
- 5) Ensure light illuminates when pressed. Depress to turn "OFF". (Figure 5)
- 6) Re-install dash panel. (Figure 6)
- 7) Ensure that no scratches or damage have been made to dash panel.




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(Vehicle Specifications Index Section – NPR HD, NQR, NRR Diesel Electrical – continued from previous page)

NPR HD, NQR, NRR Body Room Light, I.D. and Marker Lamp, Connector Location and Circuit Diagram (continued)

J-118 Rear Manufacture Connector-Connector End View



Pin	Wire Color	Circuit Number	Function
A	LT GRN/ BLK	BA48	Marker Light Voltage
B	RED	IA27	Power Source Voltage
C	WHT/BLK	IA28	Dome Light Voltage
D	BLK	IX13	Ground

Connector Part Information

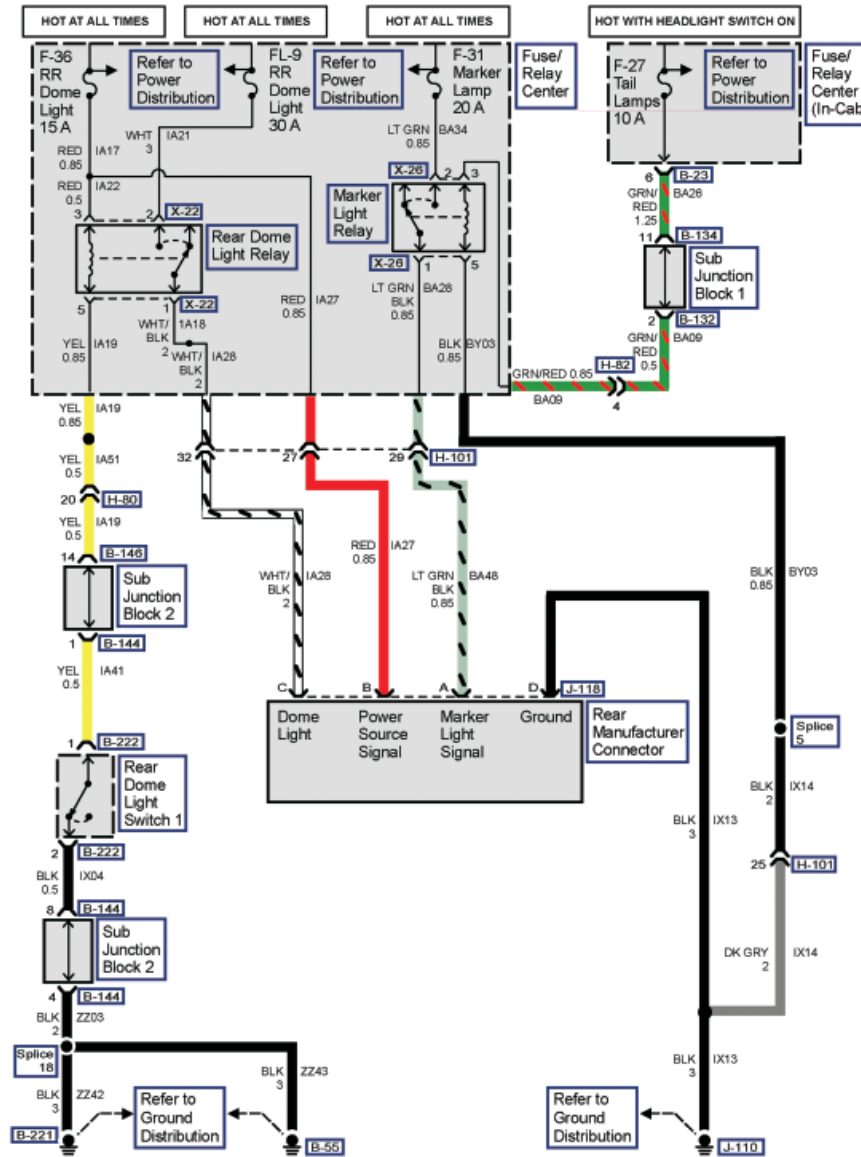
- 12010974
- 4-WAY M (BLK)

Center Rear of the Last Crossmember

Packard Body Pulg Connector Parts	
Chassis Housing ASM	1201-0974
Terminal	1208-9040
Terminal	1212-4587
Seal	1208-9679
Seal	1201-5193
Body Housing ASM	1201-5797
Housing	1201-5787
Connector Seal	1201-0492
Dummy Seal	1201-0300



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(Vehicle Specifications Index Section – NPR HD, NQR, NRR Diesel Electrical – continued on next page)

(Vehicle Specifications Index Section – NPR HD, NQR, NRR Diesel Electrical – continued from previous page)

Fuse Location

Fuse F1 ~ F30

Cover

FUSE LABEL

RR P/WINDOW	—	ROOM LAMP	DOOR LOCK	—	P/WINDOW	BACK UP LAMP	WIPER	H/LAMP LO (LH)	LAMPS (BATT)	H/LAMP LO (RH)	BRAKE LAMPS	STARTER	H/LAMP HI (LH)	H/LAMP HI (RH)	
25A		10A	15A		25A	10A	25A	10A	10A	10A	10A	10A	10A	10A	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
P. NO. 898054 3190							SPARE			SPARE			SPARE		
MIRROR HEATER	IGNITION2	IGNITION1	—	ECM	METER	ECM (BATT)	MIRROR	ACCESSORIES	HORN	TURN, HAZARD	TAIL LAMPS	ILLUMINATIONS	CORNERING LAMPS	AIR CONDITIONER	
15A	10A	10A		10A	10A	10A	10A	15A	15A	15A	10A	10A	10A	10A	
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	

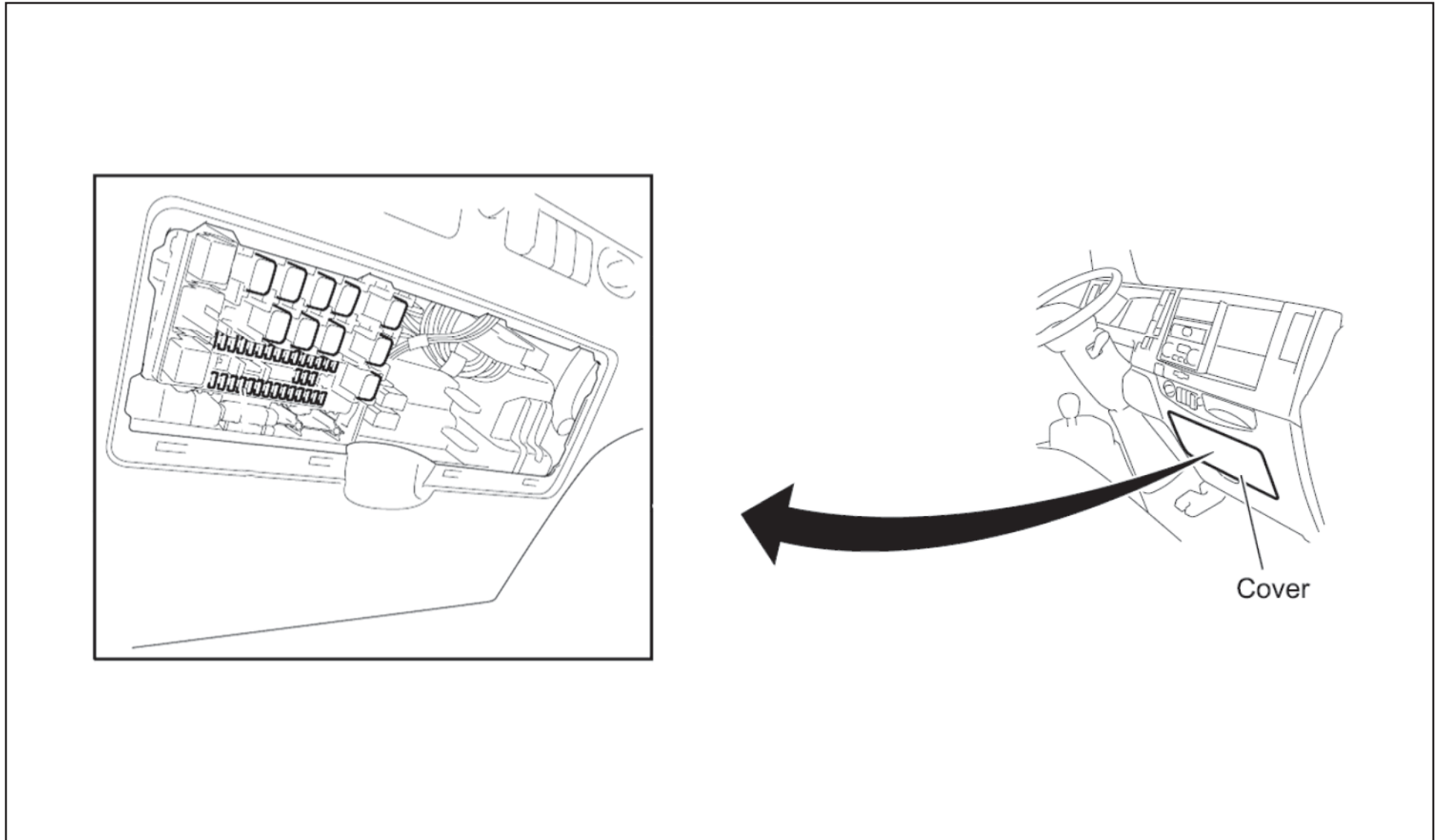
(Vehicle Specifications Index Section – NPR HD, NQR, NRR Diesel Electrical – continued from previous page)

Fuse Box

Fuse No	Capacity	Indication on Label	Main Parts(Load)				
F-1	25A	RR P/WINDOW	Rear Power Window Relay, Rear Power Window SwitchR/ LH, Rear Power Window MotorR/LH	F-21	10A	METER	Instrument Panel Cluster(IPC), Fuel Tank Unit, DMU, PTO Switch, Electronic Hydraulic Control Unit(EHCU)
F-2	-	-	-	F-22	10A	ECM(BATT)	Flasher Unit, Combination Switch, Hazard Switch, Check Miles & Check Oil Level, TCM Relay, Transmission Control Module(TCM)
F-3	10A	ROOM LIGHT	Charge Relay, Flasher Unit, Combination Switch, Front Cornering Light R/LH, Hazard Switch, Data Link Connector	F-23	10A	MIRROR	Wiper Main Relay, Wiper Hi Relay, Front Wiper Motor, Wiper & Exhaust Brake Switch, Intermittent Relay
F-4	15A	DOOR LOCK	Power Window Relay, Front Power Window SwitchR/LH, Front Power Window MotorR/LH, Door Lock Relay, Door Lock Switch	F-24	15A	ACCESSORIES	Transmission Control Module(TCM), VGS Control Unit, Glow Controller, Engine Control Module(ECM), Radio, Speaker R/LH, Cigarlighter Relay
F-5	-	-	-	F-25	15A	HORN	Horn Relay , Horn R/LH, Horn Switch
F-6	25A	P/WINDOW	Front Power Window Switch R/LH	F-26	15A	TURN, HAZARD	DRL Relay, Headlight Hi Relay, DRL Control Relay, Tail Relay, Flasher Unit
F-7	10A	BACK UP LIGHT	Back Up MT Switch, Rear Combination Light R/LH, Back Buzzer Dop, Back Up Switch, Automatic Transmission	F-27	10A	TAIL LIGHT	Front Position Light RH, Front Position Light LH, Identification Light 1/2/3, Roof Marker Light1/2
F-8	25A	WIPER	Wiper Main Relay, Wiper Hi Relay, Front Wiper Motor	F-28	10A	ILLUMINATIONS	Pressure Switch, B-Coil Level Switch, Check Miles & Check Oil Level
F-9	10A	H/LIGHT LO(LH)	Rear Dome Light Relay	F-29	10A	CORNERING LIGHT	Front Cornering LightR/LH, Cornering Switch
F-10	10A	LIGHT (BATT)	Headlight Lo Relay, Headlight RH, DRL Relay	F-30	10A	AIR CONDITIONER	Magnetic Clutch Relay
F-11	10A	H/LIGHT LO(RH)	Headlight Lo Relay, Headlight LH	F-31	20A	MARKER LAMP	Blower Motor, Marker Light Relay
F-12	10A	BRAKE LIGHT		F-32	20A	TAIL MAIN	Tail Relay
F-13	10A	STARTER	Headlight Lo Relay, Stoplight Relay, Stoplight Switch, Side Marker RH/LH	F-33	10A	ECM	Engine Control Module(ECM), VGS Control Unit
F-14	10A	H/LIGHT HI(LH)	Headlight Hi Relay, Headlight LH, Instrument Panel Cluster(IPC)	F-34	-	-	-
F-15	10A	H/LIGHT HI(RH)	Headlight Hi Relay, Headlight RH	F-35	-	-	-
F-16	15A	MIRROR HEATER	Rear Window Lock Switch, Rear Power Window, Mirror Heater Switch, Mirror HeaterR/LH	F-36	15A	RR DOME LIGHT	Rear Dome Light Relay , Front Manufacture Connector, Rear Manufacture Connector
F-17	10A	IGNITION2	Blow Relay, Fan Control Switch	F-37	10A	CONDENSER FAN	Condenser Fan Relay, Condenser Fan, Triple Presure Switch
F-18	10A	IGNITION1	PTO Enable Relay, Load Engaged Switch, Engine Control Module(ECM), Vacuum Pump Relay, Vacuum Pump Motor	F-38	10A	A/C	Magnetic Clutch Relay, A/C Compressor, Condenser Fan Relay
F-19	-	-	-	F-39	20A	CIGAR	Cigarlighter
F-20	10A	ECM	Engine Control Module(ECM), Combination Switch	F-40	10A	ACCESSORIES SOCKET	Accessories Socket
				F-41	20A	POWER SOURCE	Front Manufacture Connector, Rear Manufacture Connector

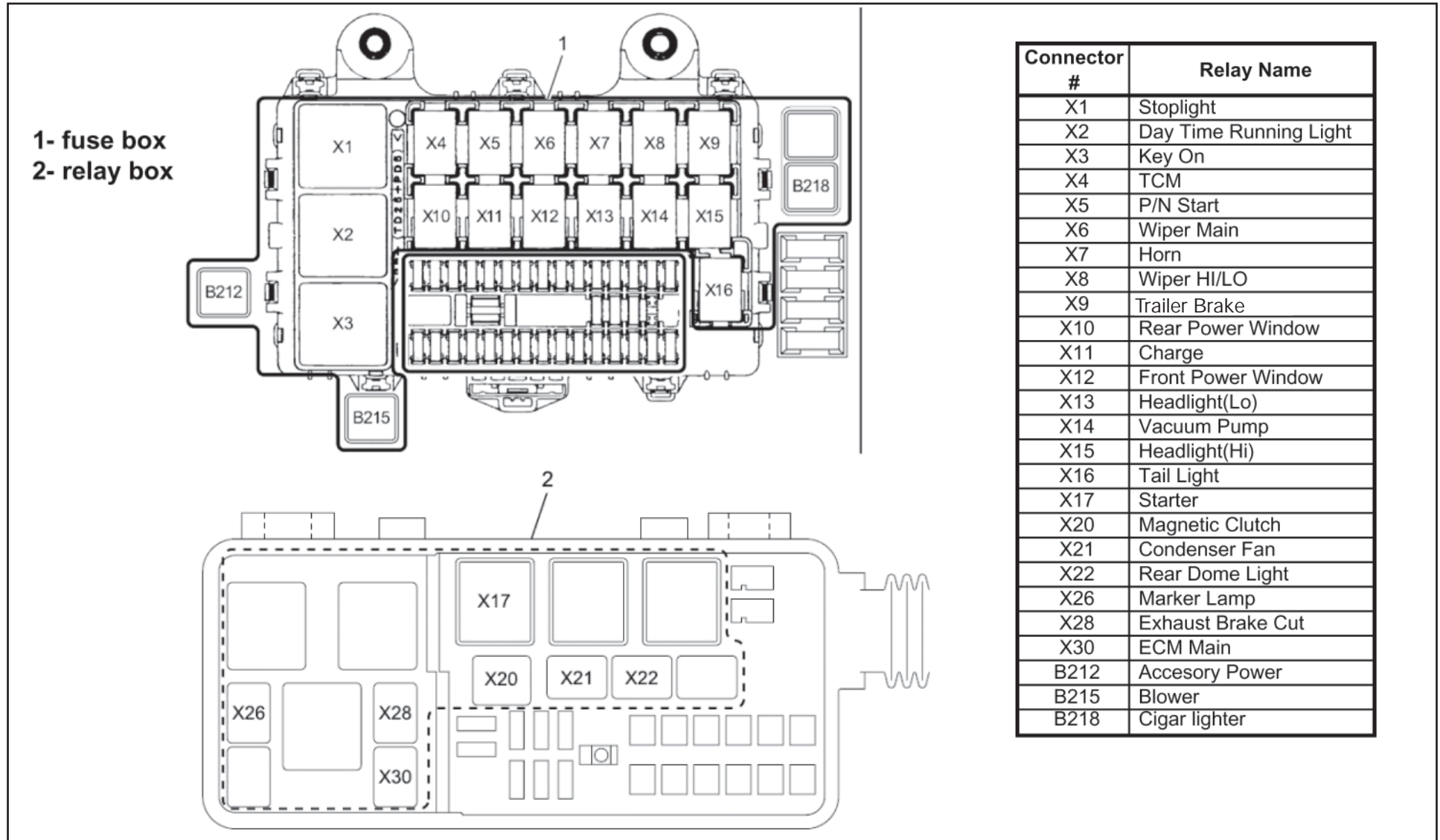
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Relay Location



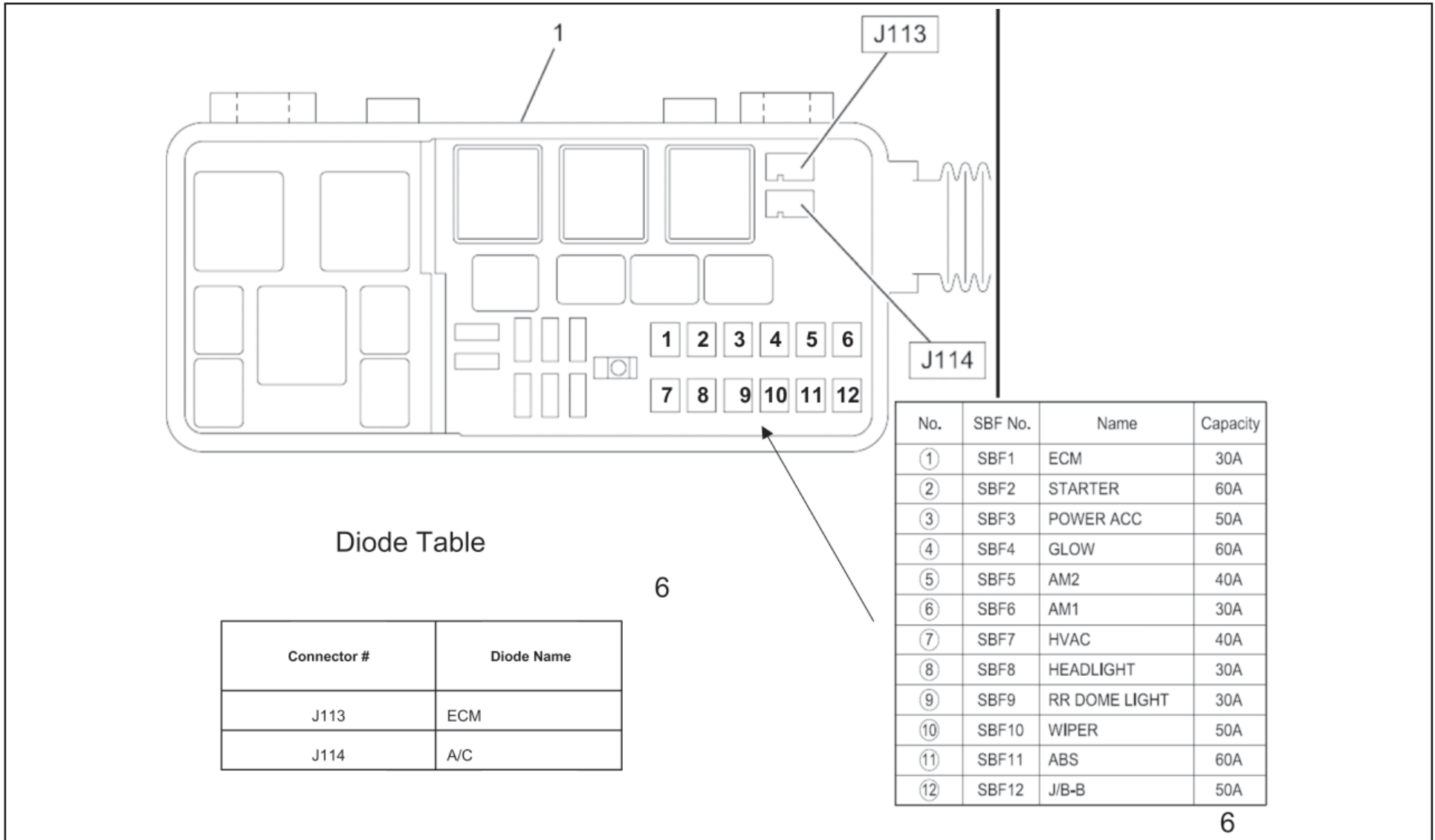
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Relay Location



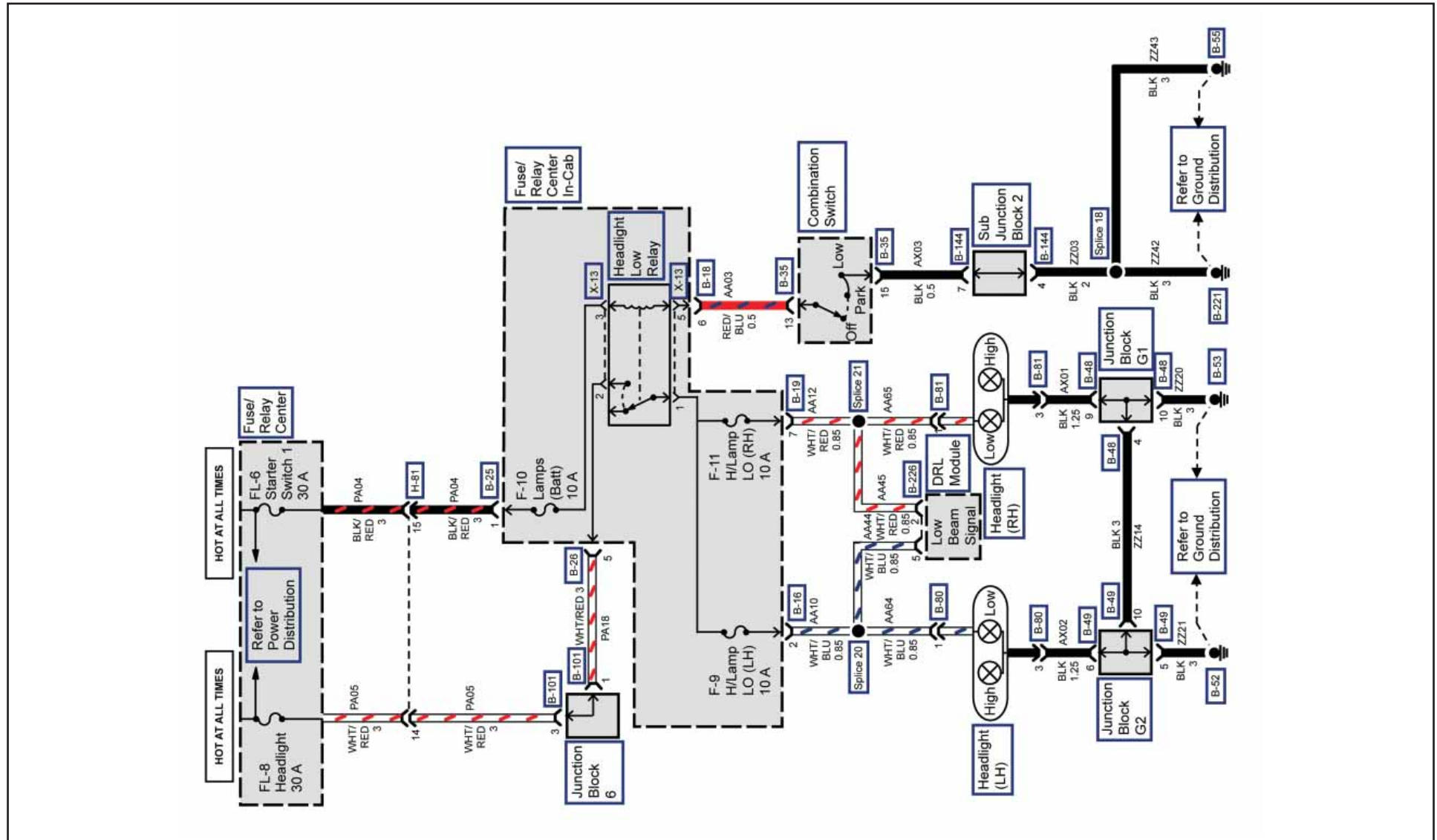
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Slow Blow Fuse and Diode Chart



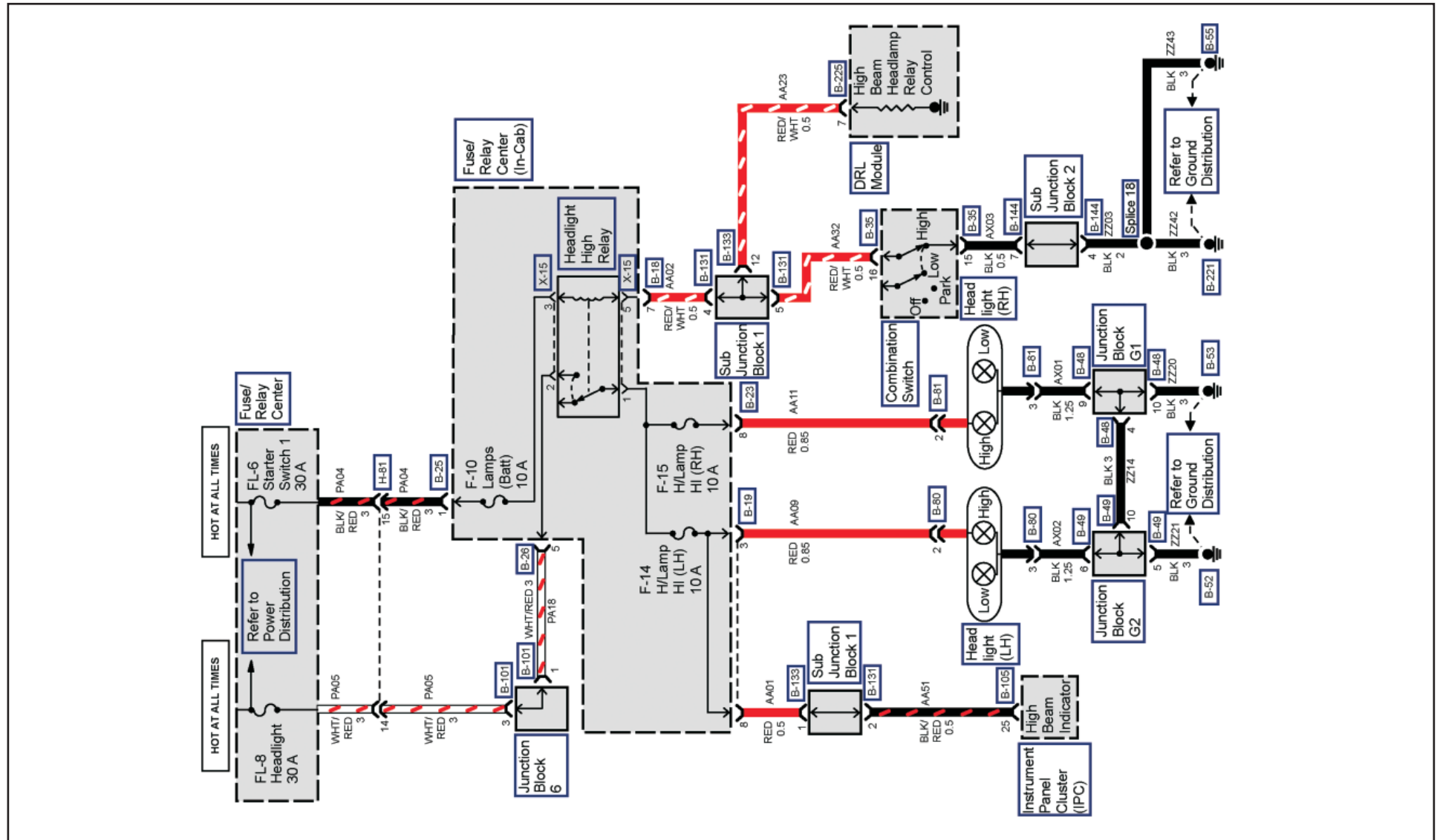
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Headlights (Low Beam)



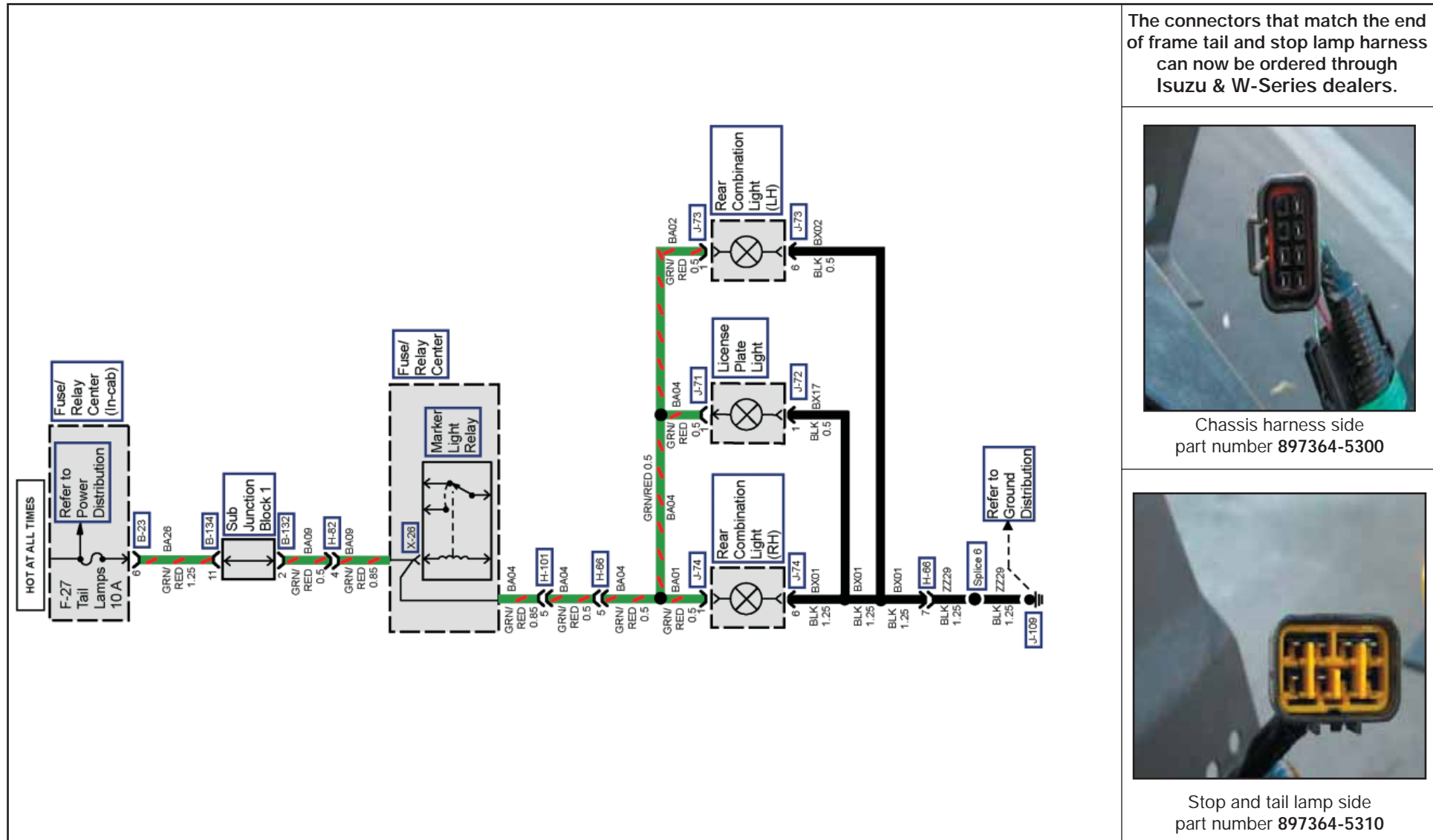
(Vehicle Specifications Index Section – NPR HD, NQR, NRR Diesel Electrical – continued from previous page)

Headlights (High Beam)



(Vehicle Specifications Index Section – NPR HD, NQR, NRR Diesel Electrical – continued from previous page)

Taillights



The connectors that match the end of frame tail and stop lamp harness can now be ordered through Isuzu & W-Series dealers.



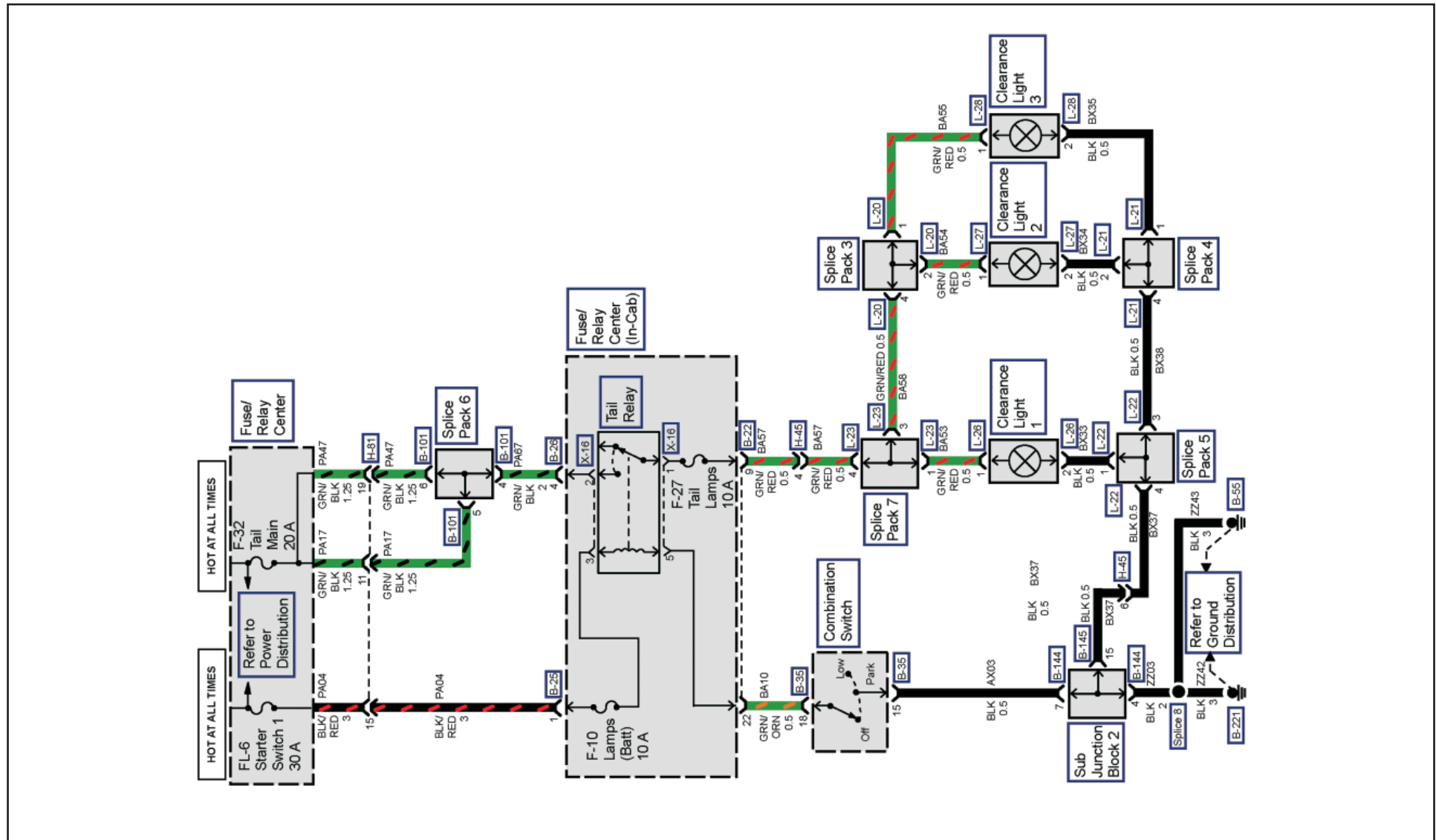
Chassis harness side
part number 897364-5300



Stop and tail lamp side
part number 897364-5310

(Vehicle Specifications Index Section – NPR HD, NQR, NRR Diesel Electrical – continued from previous page)

Roof Clearance Lights



(Vehicle Specifications Index Section – NPR HD, NQR, NRR Diesel Electrical – continued from previous page)

Rear Turn Signal Lights

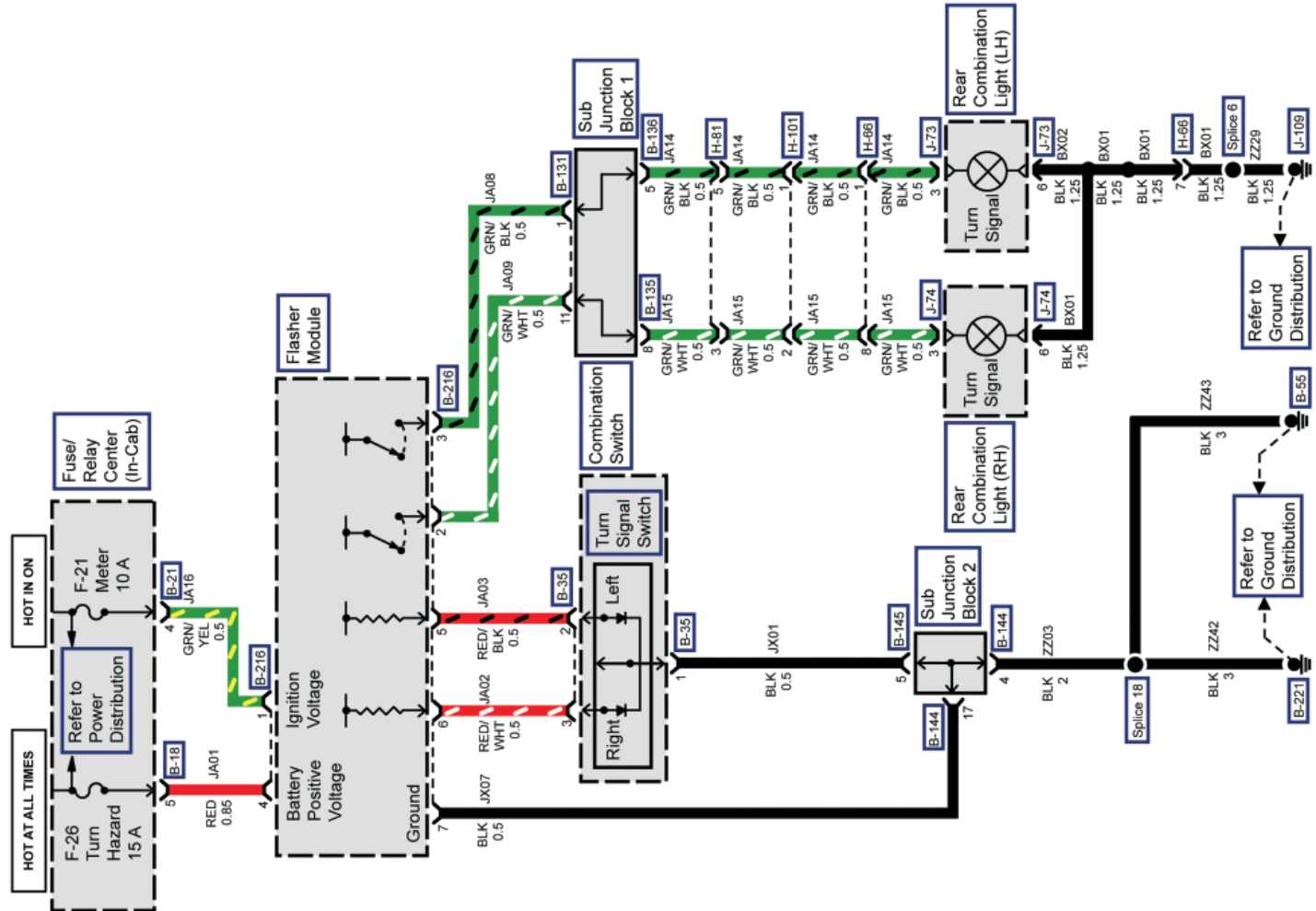
The connectors that match the end of frame tail and stop lamp harness can now be ordered through Isuzu & W-Series dealers.



Chassis harness side part number **897364-5300**

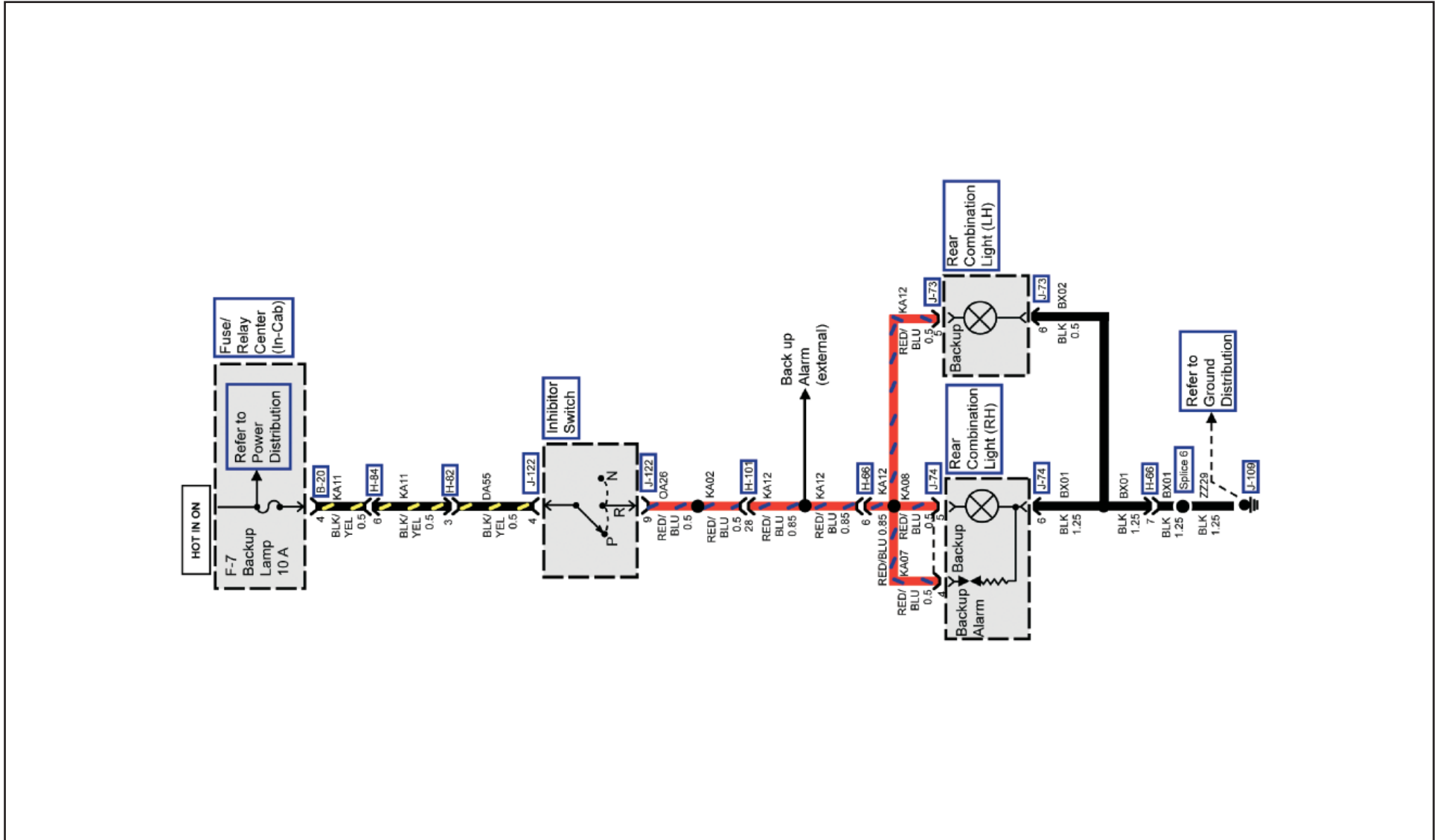


Stop and tail lamp side part number **897364-5310**



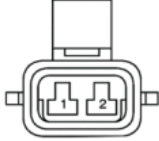
(Vehicle Specifications Index Section – NPR HD, NQR, NRR Diesel Electrical – continued from previous page)

Back Up Light Circuit



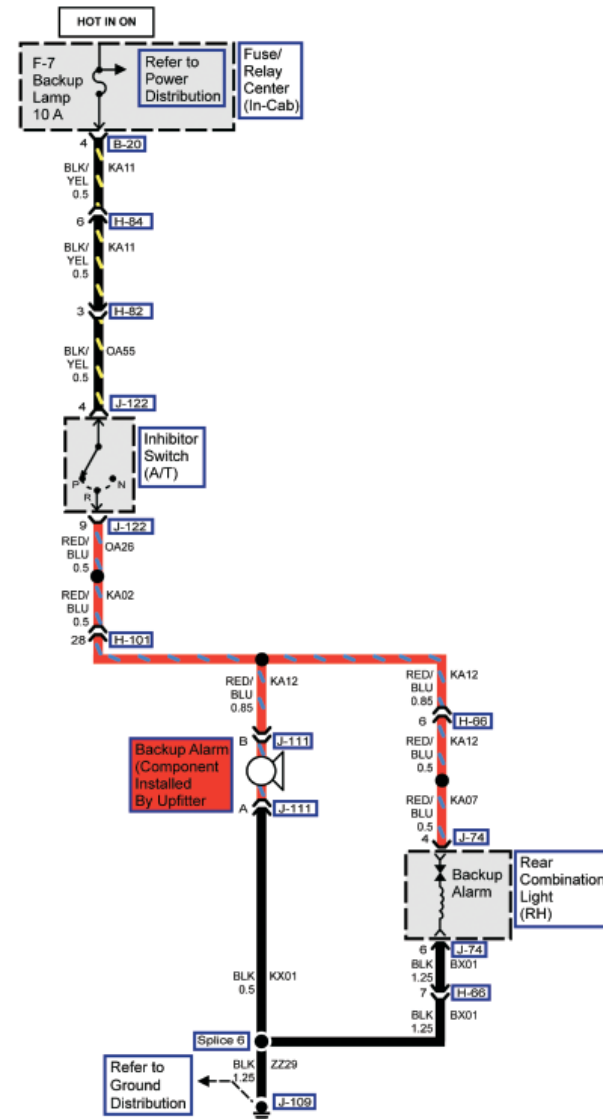
(Vehicle Specifications Index Section – NPR HD, NQR, NRR Diesel Electrical – continued from previous page)

Back up Alarm Circuit

J-111 Backup Alarm Connector End View			
			
Connector Part Information		<ul style="list-style-type: none"> • 15200002 • 2-WAY M (BLK) 	
Pin	Wire Color	Circuit Color	Function
1	BLK	KX01	Ground
2	RED/BLU	KA23	Back Up Alarm Supply Voltage

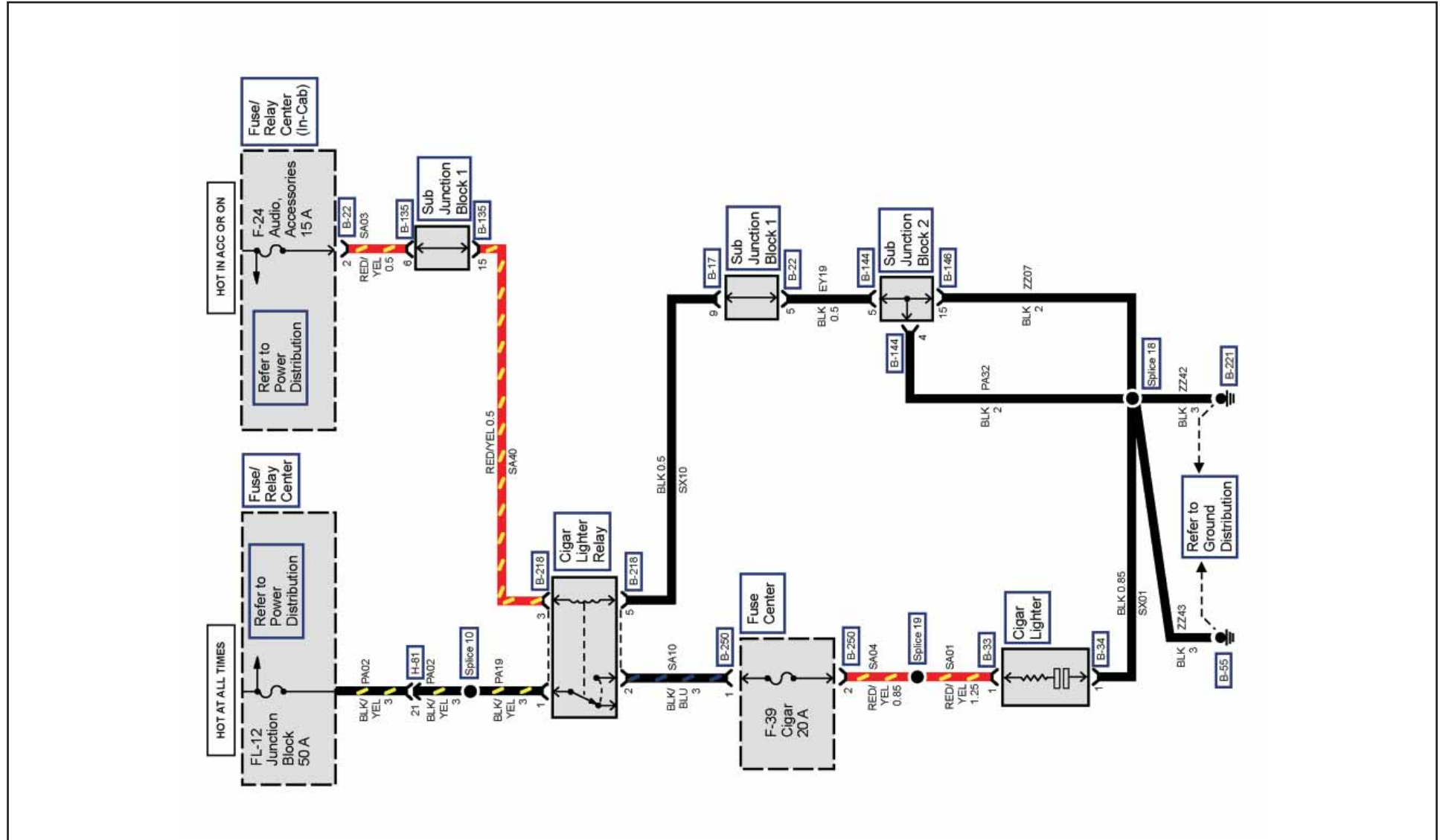
Left Inner Frame Rail, Behind the Last Crossmember

Chassis Side Connector	
Housings	153000002
Terminal	12124977
Seal	12015899
TPA	15300014
Matching Plug	
PED ASM	15300027



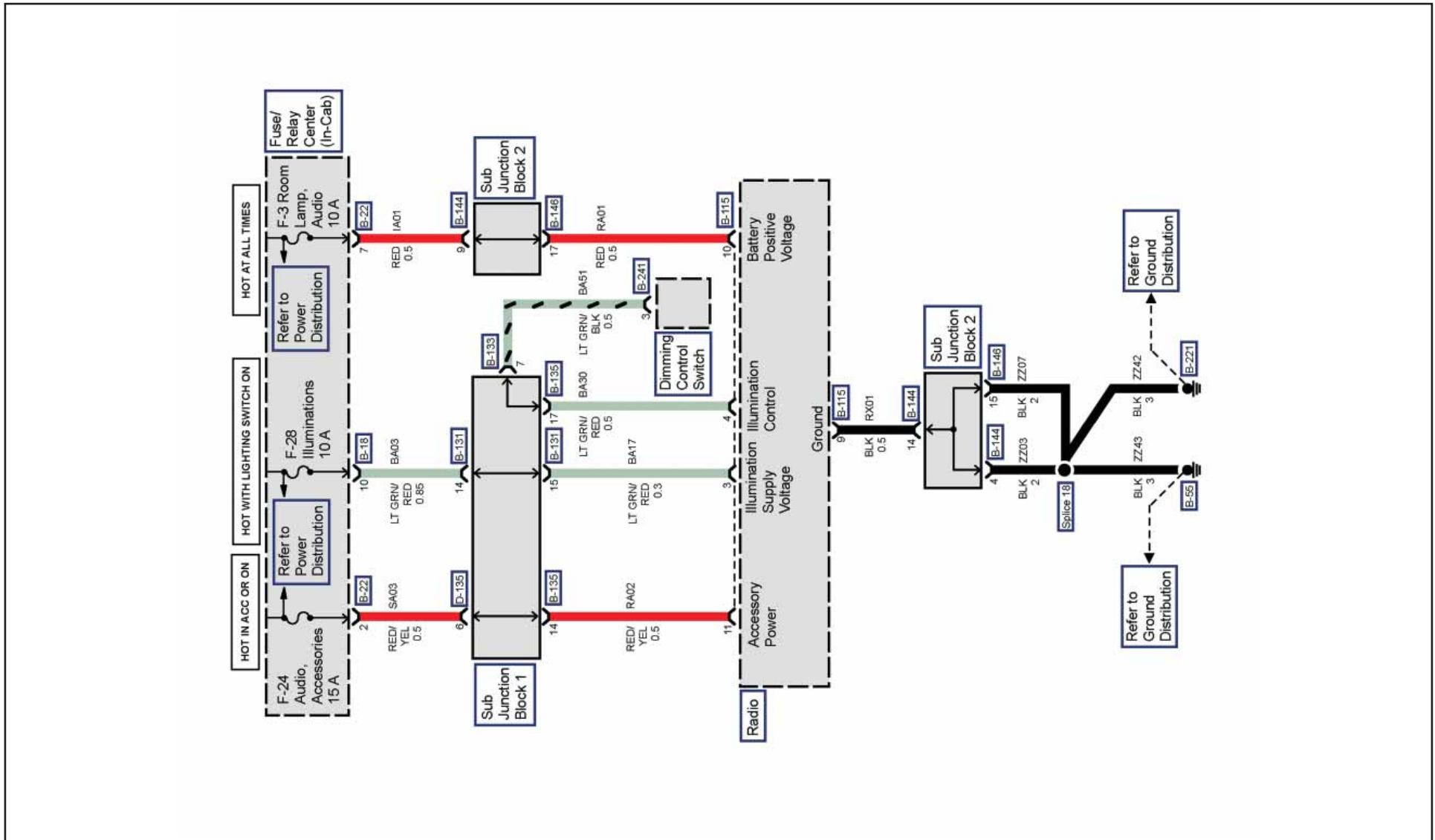
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Cigar Lighter Circuit



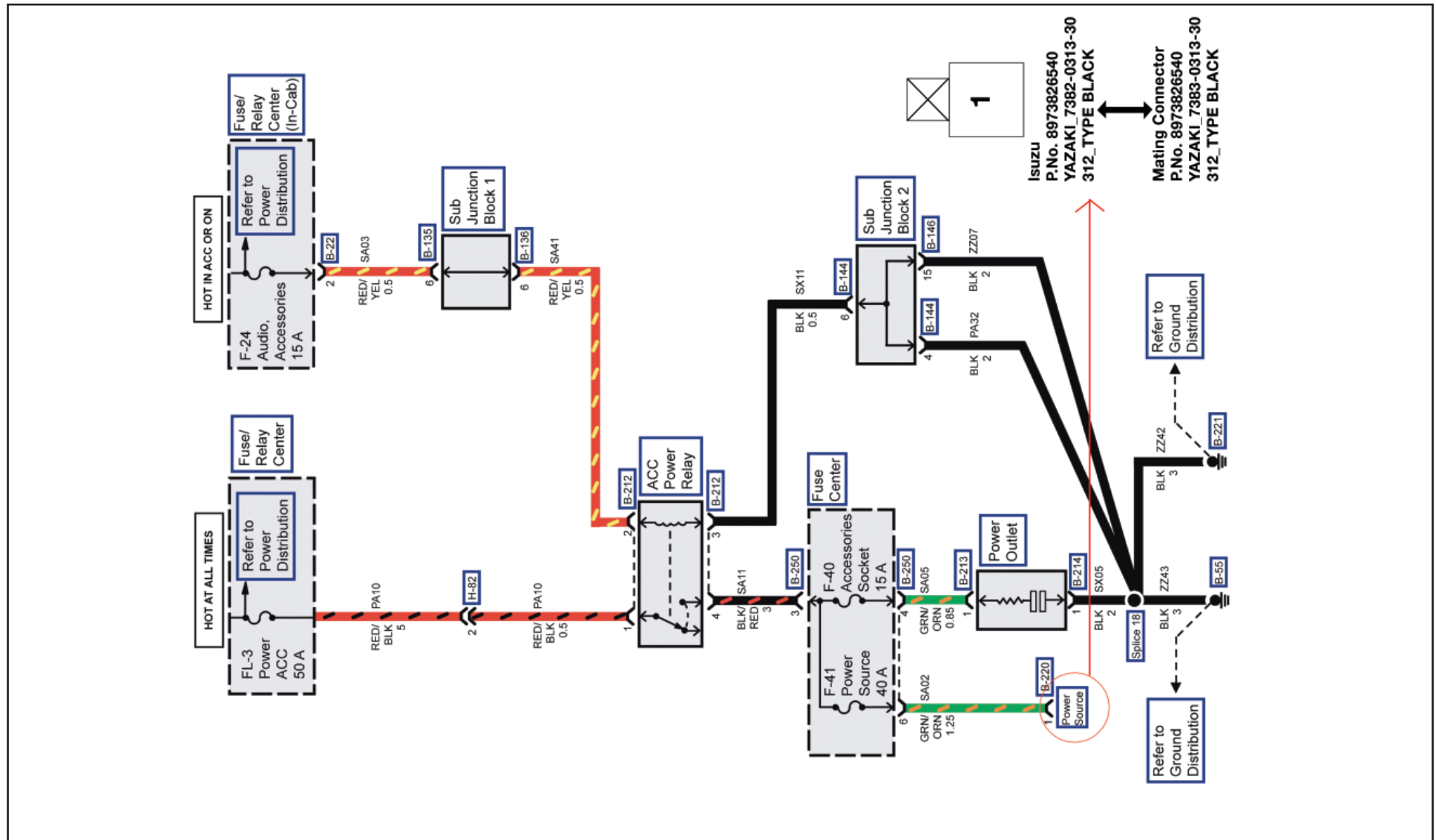
(Vehicle Specifications Index Section – NPR HD, NQR, NRR Diesel Electrical – continued from previous page)

Radio Circuits



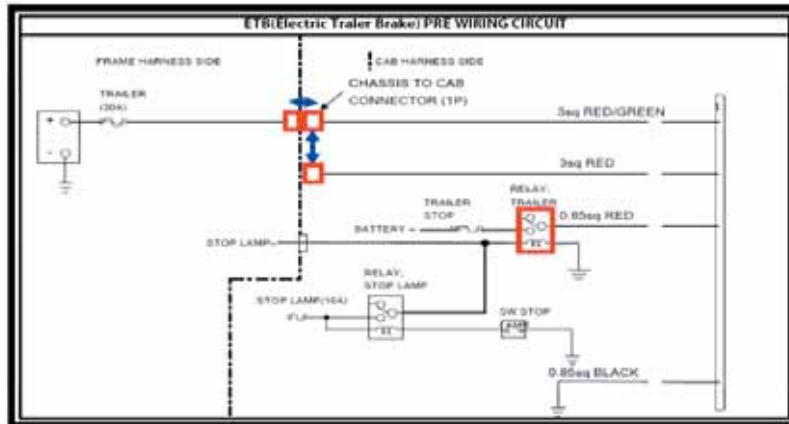
(Vehicle Specifications Index Section – NPR HD, NQR, NRR Diesel Electrical – continued from previous page)

Auxiliary Power Source Circuit Diagram

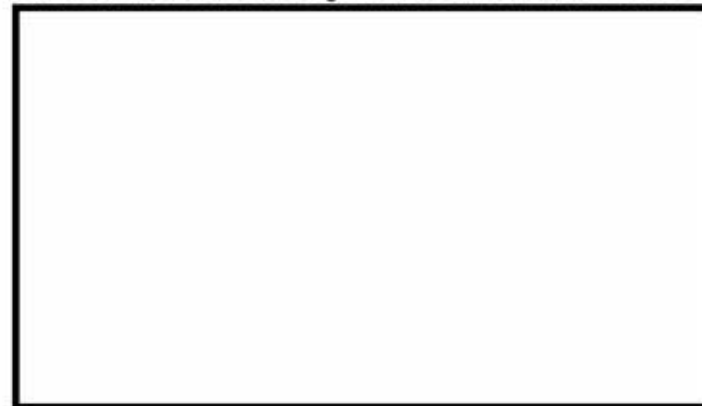


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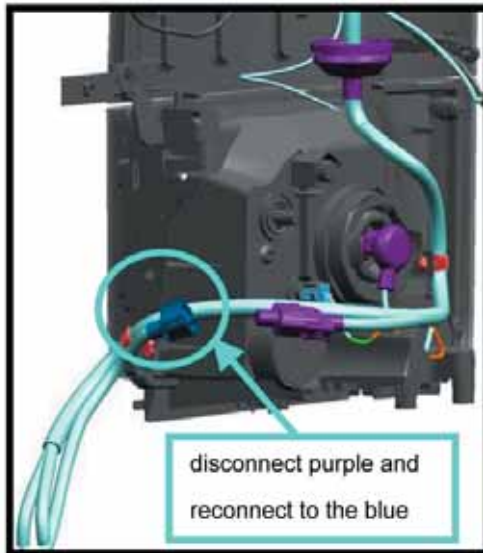
Trailer Connector and Circuit Diagram



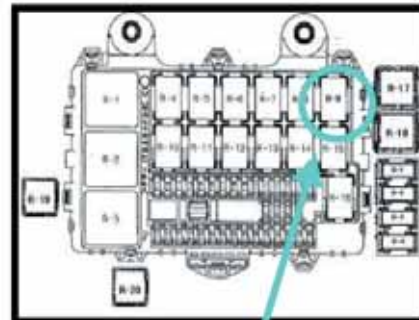
End of Frame Connector Diagram and Connection Instructions



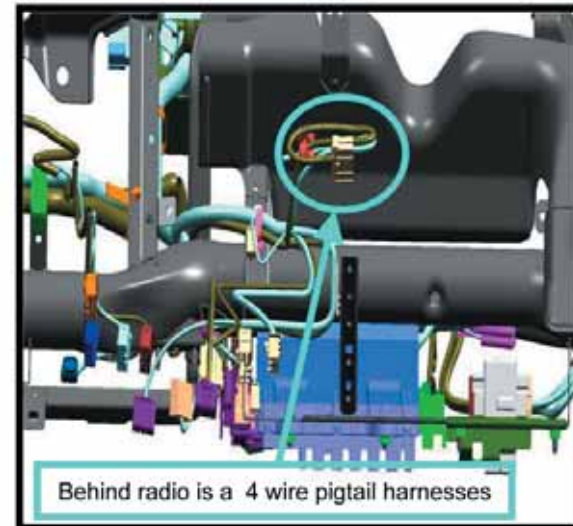
Behind Right hand headlight



In cab relay center



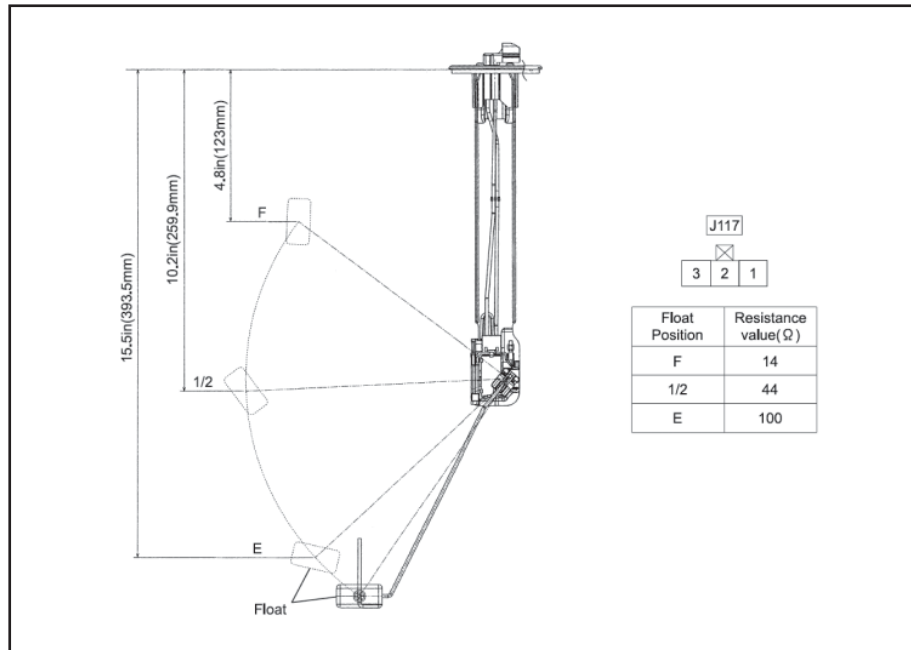
In cab wiring



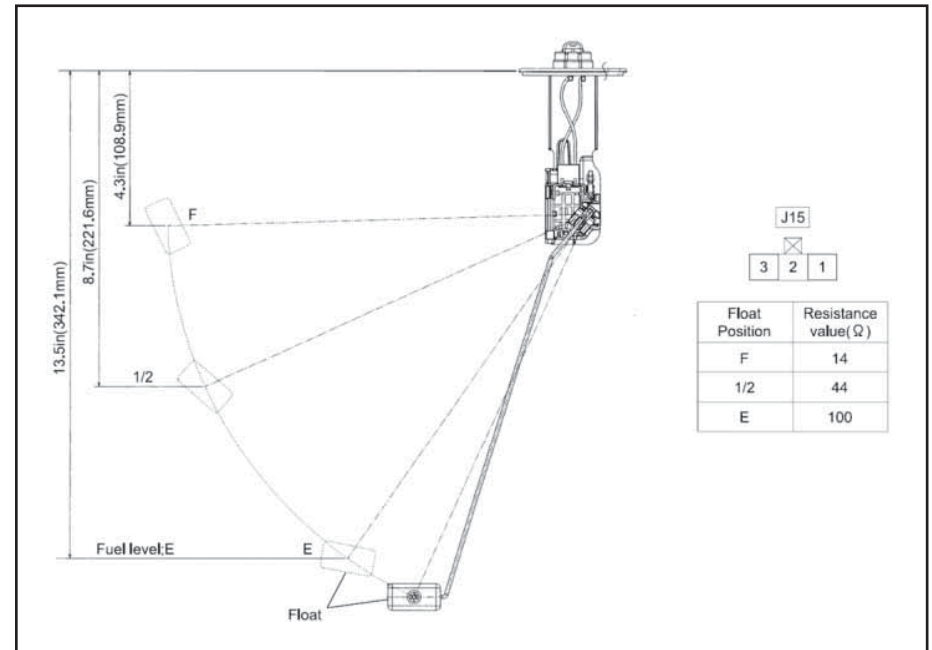
(Vehicle Specifications Index Section – NPR HD, NQR, NRR Diesel Electrical – continued from previous page)

Fuel Tank Sending Unit Resistance (In-Frame Tank & Side Frame Tank)

Fuel Tank Sending Unit Resistance (In-Frame Tank)



Fuel Tank Sending Unit Resistance (Side Frame Tank)



PTO SECTION FOR THE 4JJ1-TC and 4HK1-TC ENGINE

System Operating Instructions
PTO – Power Take Off Option – Electrical Requirements

SECTION OUTLINE

- Overview
- Vocation/Modes
- Factory Installed Equipment
- Upfitter Installed Equipment
- ECM Programmable PTO Functions
- Operation *
 - Stationary Preset Mode
 - Stationary Variable Mode
 - Mobile Variable Mode

PTO Engine Shutdown
Remote Operation

• Appendix

Illustrations:

Location of PTO Switch and Indicator	ILL#1
Location of Cruise Control Switches	ILL#2
PTO Switch Connector and Harness	ILL#3
PTO Switch Harness	ILL#4
PTO Harness Connector H104 (8 pin)	ILL#5
PTO Harness Connector H105 (10 pin)	ILL#6
Power Take-Off Switch and Vehicle Speed Sensor 2	ILL#7
Resume, PTO Disable and Set Switch	ILL#8
Brake clutch override, IP disable, Set A and B Switches	ILL#9
Power Take-Off Enable Relay	ILL#10
Power Take-Off Throttle Sensor	ILL#11

OVERVIEW

A Power Take Off (PTO) is a gearbox or mechanical device used to transmit mechanical power from the power train, through gears or a transmission, to another mechanical or hydraulic device. Examples of PTO applications are: salt spreaders; refuse equipment, plows, pumps, drills, lifts, wrecker equipment, dump bodies, fire/rescue equipment.

PTO Advantages

- PTO's are inexpensive, convenient, safe and reliable.
- PTO's bolt on to the transmission, engine, transfer case or can be incorporated into the accessory belt drive system.
- PTO's eliminate the need for a complex array of levers, controllers, electric motors, which would be required to duplicate the operation of a PTO.

Scope

The Upfitter or Specialty Vehicle Assembler installs the PTO unit itself on the vehicle. The (PTO) option described here is the necessary electrical and electronic content to control the PTO unit. Responsibility for proper and safe operation remains with the Upfitter.

(PTO) Option

The (PTO) option allows for increased engine speed for increased power to the PTO unit.

VOCATION/MODES

The primary difference in PTO operation is whether the vehicle is stationary or moving. Stationary operation can have either preset or variable PTO speeds.

Some examples of modes and vocations are:

- Stationary Preset – Two preset high idle speeds – Refuse & Wrecker equipment, Fire truck pumpers
- Stationary Variable – Variable high idle speeds – Drills, Lifts
- Mobile Variable – Allows variable PTO speeds while the vehicle is moving – Salt Spreaders, Plows, Street Cleaners

Note: The ECM (ENGINE CONTROL MODULE) can be programmed to only one of these modes at any given time.

FACTORY INSTALLED EQUIPMENT

The factory PTO option includes the PTO Enable Switch, PTO Engine Speed Control switch, Cruise Control Switches, and upfitter connectors to allow optional upfitter installed switches, and wiring.

UPFITTER INSTALLED EQUIPMENT

Optional upfitter capabilities include: remote PTO enable switch, remote PTO UP switch, remote PTO DOWN switch, PTO cab cruise switch disable, and PTO engine shutdown switch. All of these controls interface through the upfitter connectors.

ECM PROGRAMMABLE FUNCTIONS

Optional upfitter capabilities that can be activated by reprogramming the ECM at your authorized dealer. An Option Content Configuration Tool to program PTO options and a vehicle speed limit in the ECM can be purchased through the web site www.isuzutruckservice.com. The tool is located through the body builders link from the web sites home page.

OPERATION

Description

The PTO controls allow the user to raise the engine speed through the use of designated switches and ECM programming. The ECM can be programmed to one of the following three PTO modes:

- Stationary Preset mode – Two preset high idle speeds. Vehicle must be stationary. (Factory standard mode)
- Stationary Variable mode – Variable high idle speeds. Vehicle must be stationary.
- Mobile Variable mode – Allows variable PTO speeds while vehicle is moving.

These PTO modes are addressed separately and in detail in the following pages. Please note the ECM can be programmed to only one of the three modes at any one time.

PTO Switches

Vehicles ordered with the PTO switch option (IL9, IL10) come with instrument panel mounted switches, which allows the user to enable the PTO function and control the engine speed. These PTO switches are located on the left of the dash as shown in the illustration 1. An indicator in the PTO enabled switch illuminates to show PTO mode is active. The engine speed can then be changed with either the PTO Engine Speed Control switch or upfitter installed remote PTO switches. Cruise Control Switches come standard with the 2008 GM/Isuzu W and N series chassis as shown in illustration 2. The following chart illustrates switch operation.

PTO SWITCH DESCRIPTION

PTO Switch Description

Switch	Stationary Preset	Stationary Variable	Mobile Variable
PTO Enable (Factory Option)	Enables PTO Mode	Enables PTO Mode	Enables PTO Mode
Remote PTO Enable	Enables PTO Mode	Enables PTO Mode	Enables PTO Mode
PTO EngineSpeedControl(FactoryOption)	Allows 2nd/1st Preset Speed	Increases/Decreases engine speed variably or incrementally	Increases/Decreases engine speed variably or incrementally
Cruise Res/Set (Factory) (Same ECM input as PTO Up/Down)	Allows 2nd/1st Preset Speed	Increases/Decreases engine speed variably or incrementally	Increases/Decreases engine speed variably or incrementally
Remote PTO Down (Same ECM input as PTO Up/Down)	Allows 1st Preset Speed	Decreases engine speed variably or incrementally	Decreases engine speed variably or incrementally
Remote PTO Up (Same ECM input as PTO Up/Down)	Allows 2nd Preset Speed	Increases engine speed variably or incrementally	Increases engine speed variably or incrementally
PTO Cab Control Switches Disable	The PTO Up/Down switch inputs are ignored when this switch is ON.	The PTO Up/Down switch inputs are ignored when this switch is ON.	The PTO Up/Down switch inputs are ignored when this switch is ON.
Accelerator Pedal(Factory)	Increases engine speed variably	Increases engine speed variably	Increases engine speed variably
** Remote PTO Throttle	Increases or decreases engine speed variably or incrementally	Increases or decreases engine speed variably or incrementally	Increases or decreases engine speed variably or incrementally
** Remote PTO Down	Decreases engine speed variably or incrementally	Decreases engine speed variably or incrementally	Decreases engine speed variably or incrementally
** Remote PTO Up	Increases engine speed variably	Increases engine speed variably	Increases engine speed variably
** Remote PTO Set Speed A	Allows for 1st Preset Speed	Not Applicable	Not Applicable
** Remote PTO Set Speed B	Allows for 2nd Preset Speed	Not Applicable	Not Applicable
** PTO Engine Shutdown	Allows for engine shutdown in PTO Mode	Allows for engine shutdown in PTO Mode	Allows for engine shutdown in PTO Mode
** PTO Load Engaged	Inhibits PTO mode until PTO relay and this switch is turned on.	Inhibits PTO mode until PTO relay and this switch is turned on.	Inhibits PTO mode until PTO relay and this switch is turned on.
** PTO Ignore Brake/Clutch	PTO Mode stays active with a brake or clutch switch input.	PTO Mode stays active with a brake or clutch switch input.	PTO Mode stays active with a brake or clutch switch input.

** Denotes the need for ECM reprogramming

STATIONARY PRESET MODE

Description

The Stationary Preset Mode allows the user to select from two high idle speeds that are programmed in the ECM. The user can toggle between 2 preset speeds using the PTO Engine Speed Control switch, Cruise Control switch, Cruise Resume/Set switch, or the Remote PTO Switches.

How To Operate

Prior to enabling the Stationary Preset PTO Mode, the following conditions must be met:

1. Engine must be running.
2. Transmission must be in Park or Neutral.
3. Vehicle speed must be less than 5 mph.
4. Brake or Clutch must not be depressed.

When the above conditions are met, the operator can activate the Stationary Preset PTO mode by the following sequence:

1. Set the Park Brake.
2. Set PTO Enable Switch to On position.

Upon Completion of the above steps, the PTO Stationary Preset Mode will be enabled and the engine speed will increase to the PTO Standby speed. Toggling the PTO Engine Speed Control Switch or Cruise Resume/Set switch will cause the engine RPM to change from PTO standby speed to either the PTO Preset #1 or PTO Preset #2 speed depending on which switch is pressed first.

Any changes in the above conditions, including depressing the brake or clutch pedals or shifting an automatic transmission in gear, will disable the Stationary Preset Mode causing the engine to return to normal base idle speed.

Note:

4HK1-TC engine will be governed to PTO Max engine speed with throttle activation. Engine speed will return to pre-activation value after the pedal is released.

The factory preset and minimum and maximum programmable speeds are shown in the table below for the 4HK1-TC engine:

PRESET STATIONARY MODE (Default)			
MAIN FUNCTIONS			
Parameter	Units	Default setting	Allowable Range
PTO MAX ENGINE SPEED	RPM	3050	750-3050
PTO STANDBY SPEED	RPM	800	750-1300
PTO SET SPEED	RPM	1300	750-3050
PTO RESUME SPEED	RPM	1700	750-3050
ADDITIONAL FUNCTIONS			
Parameter	Units	Default setting	Allowable Range
PTO ENGAGE RELAY	YES/NO	NO	
PTO MAX ENGAGE SPEED	RPM	1050	750-1500
PTO FEEDBACK	YES/NO	NO	
PTO ENGINE SHUTDOWN	YES/NO	NO	
PTO SHUTDOWN TIME DELAY	SECONDS	0	0-255
PTO BRAKE/CLUTCH OVERRIDE	YES/NO	NO	
PTO REMOTE THROTTLE	YES/NO	NO	
PTO REMOTE THROTTLE MAX ENGINE SPEED	RPM	2100	0-2300
PTO REMOTE THROTTLE 0%	VOLTS	0.85	0.25-4.75
PTO REMOTE THROTTLE 100%	VOLTS	3.75	0.25-4.75

Note: The values shown in the above chart are accurate at the time of publication, but may change in time for various reasons including running changes made to the ECM, ECM software calibrations, or Isuzu Diagnostic Service System (IDSS) software.

Adjusting the Factory Preset Engine Speed

The above parameters can be reprogrammed with a Isuzu Diagnostic Service System (IDSS) Diagnostic tool or the service programming system.

STATIONARY VARIABLE MODE

Description

The Stationary Variable Mode allows the user to retain the engine speed at a desired value through the use of the accelerator pedal and PTO Engine Speed Control switch or Cruise Resume/Set switch. The engine speed must be greater than the PTO standby speed and lower than the maximum engine speed.

How To Operate

Prior to enabling the Stationary Variable PTO Mode, the following conditions must be met:

1. Engine must be running
2. Transmission must be in Park or Neutral
3. Vehicle speed must be less than 5 mph
4. Brake or Clutch must not be depressed.

When the above conditions are met, the operator can activate the Stationary Variable PTO Mode by the following sequence:

1. Set the Park Brake.
2. Set PTO Enable Switch to On position.
3. Depress the Accelerator pedal to obtain the desired high idle speed.
4. Press the PTO Engine Speed Control switch or Cruise Resume/Set switch to Set position to hold engine at the desired high idle speed.

The PTO Engine Speed Control switch or the Cruise Resume/Set switch can then be used to adjust the engine speed within the Maximum and Minimum RPM values shown in the following table. The adjustment increments are 25 RPM. This function will also work with the remote switches.

Any changes in the above conditions, including depressing the brake or clutch pedals or shifting an automatic transmission in gear, will disable the Stationary Variable Mode causing the engine to return to normal base idle.

STATIONARY VARIABLE MODE (con't)

STATIONARY VARIABLE MODE			
MAIN FUNCTIONS			
Parameter	Units	Default setting	Allowable Range
PTO MAX ENGINE SPEED	RPM	3050	750-3050
PTO STANDBY SPEED	RPM	800	750-1300
ADDITIONAL FUNCTIONS			
Parameter	Units	Default setting	Allowable Range
PTO ENGAGE RELAY	YES/NO	NO	—
PTO MAX ENGAGE SPEED	RPM	1050	750-1500
PTO FEEDBACK	YES/NO	NO	—
PTO ENGINE SHUTDOWN	YES/NO	NO	—
PTO SHUTDOWN TIME DELAY	SECONDS	0	0-255
PTO BRAKE/CLUTCH OVERRIDE	YES/NO	NO	—
PTO TAP DOWN RATE	RPM	25	25-500
PTO TAP UP RATE	RPM	25	25-500
PTO ACCEL RATE	RPM/128ms	20	25-500
PTO REMOTE SET/RESUME SWITCH	YES/NO	NO	—
PTO REMOTE THROTTLE	YES/NO	NO	—
PTO REMOTE THROTTLE MAX ENGINE SPEED	RPM	2100	0-2300
PTO REMOTE THROTTLE 0%	VOLTS	0.85	0.25-4.75
PTO REMOTE THROTTLE 100%	VOLTS	3.75	0.25-4.75

Note: The values shown in the above chart are accurate at the time of publication, but may change in time for various reasons including running changes made to the ECM, ECM software calibrations, or Isuzu Diagnostic Service System (IDSS) software.

Adjusting the Factory Preset Engine Speed

The above parameters can be reprogrammed with a Isuzu Diagnostic Service System (IDSS) Diagnostic tool or the service programming system.

MOBILE VARIABLE MODE

Description

The PTO Mobile Variable Mode allows the driver to maintain a desired engine speed (not vehicle speed) while the vehicle is moving. This feature is available with both manual and automatic transmissions. The engine speed must be greater than the PTO Standby Speed and lower than the PTO Maximum Engine Speed. The Vehicle speed must be less than the Maximum Vehicle Speed Value.

How To Operate

To engage the PTO Mobile Variable Mode, the following conditions must be met in the following order:

1. Engine must be running
2. Transmission must be in gear.
3. Vehicle speed must be less than the Maximum Vehicle Speed
4. Brake or Clutch must not be depressed.
5. PTO Enable Switch must be set to the On position

When the above conditions are met, the operator can activate the Mobile Variable mode by the following sequence:

7. Depress the Accelerator Pedal to obtain the desired engine speed.
8. Press the PTO Engine Speed Control switch (-) side or set the Cruise Resume/Set switch to Set position to hold engine at the desired high idle speed.

The PTO Engine Speed Control switch or the Cruise Resume/Set switch can then be used to adjust the engine speed within the Maximum and Minimum RPM values shown in the Engine calibration table. The adjustment increments are 25 RPM

MOBILE VARIABLE MODE (con't)

STATIONARY VARIABLE MODE			
MAIN FUNCTIONS			
Parameter	Units	Default setting	Allowable Range
PTO MAX ENGINE SPEED	RPM	3050	750-3050
PTO STANDBY SPEED	RPM	800	750-1300
ADDITIONAL FUNCTIONS			
Parameter	Units	Default setting	Allowable Range
PTO ENGAGE RELAY	YES/NO	NO	——
PTO MAX ENGAGE SPEED	RPM	1050	750-1500
PTO FEEDBACK	YES/NO	NO	——
PTO ENGINE SHUTDOWN	YES/NO	NO	——
PTO SHUTDOWN TIME DELAY	SECONDS	0	0-255
PTO BRAKE/CLUTCH OVERRIDE	YES/NO	NO	——
PTO TAP DOWN RATE	RPM	25	25-500
PTO TAP UP RATE	RPM	25	25-500
PTO ACCEL RATE	RPM/128ms	20	25-500
PTO REMOTE SET/RESUME SWITCH	YES/NO	NO	——
PTO REMOTE THROTTLE	YES/NO	NO	——
PTO REMOTE THROTTLE MAX ENGINE SPEED	RPM	2100	0-2300
PTO REMOTE THROTTLE 0%	VOLTS	0.85	0.25-4.75
PTO REMOTE THROTTLE 100%	VOLTS	3.75	0.25-4.75

Note: The values shown in the above chart are accurate at the time of publication, but may change in time for various reasons including running changes made to the ECM, ECM software calibrations, or Isuzu Diagnostic Service System (IDSS) software.

Adjusting the Factory Preset Engine Speed

The above parameters can be reprogrammed with a Isuzu Diagnostic Service System (IDSS) Diagnostic tool or the service programming system.

PTO ENGINE SHUTDOWN

Description

The PTO option includes provisions for PTO engine shutdown. This feature allows the operator to stop the engine while in PTO mode with an aftermarket installed switch. If the truck is not in PTO mode, pressing the switch will have no effect on engine operation. The PTO Upfitter Connector (located on the left hand frame rail) has been provided for installation of remote PTO controls. The upfitter can access the PTO engine fault shutdown circuits through this connector. The upfitter must provide the mating connector, wiring, and remote switches. To install this feature see the upfitter provisions schematics. Important. If the PTO engine shutdown feature is to be used, it must be turned on in the ECM. If this feature is not turned on it will have no effect engine operation. The above parameters can be reprogrammed with a Isuzu Diagnostic Service System (IDSS) Diagnostic tool or the service programming system.

REMOTE OPERATION

Description

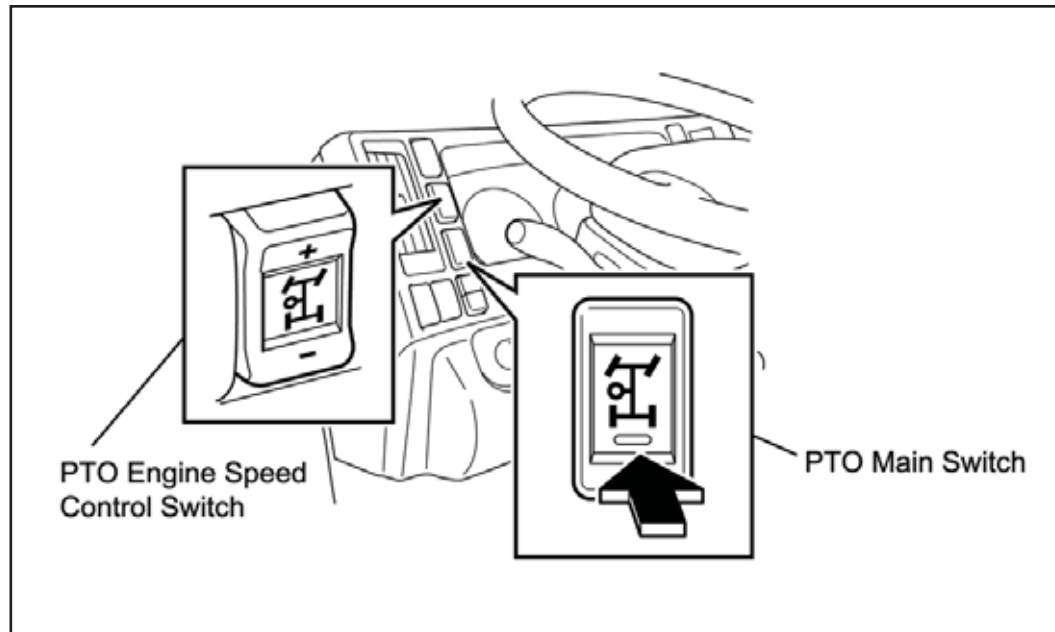
The PTO Upfitter Connector (located on the left hand frame rail) has been provided for installation of remote PTO idle controls. The upfitter can access the PTO high idle circuits through this connector. The upfitter must provide the mating connector, wiring, and remote switches shown on the Upfitter (PTO) Connector. Two momentary switches are required to duplicate the operation of the PTO Engine Speed Control Switch or the Cruise Resume/Set switch in the cab. The schematics showing the switches can be found on the following diagrams. The PTO UP switch duplicates + side of PTO Engine Speed Control switch or the Cruise Resume operation. The PTO Down switch duplicates - side of the PTO Engine Speed Control switch or the Cruise Set operation. Please note that the PTO high idle must still be enabled from the PTO enable switch in the cab or the remote PTO enable switch.

Location of PTO Switch and Indicator Illustration #1

PTO (POWER TAKE - OFF) SWITCH (IF EQUIPPED)

For details about the PTO operation, refer to the separate instruction manual provided by its maker.

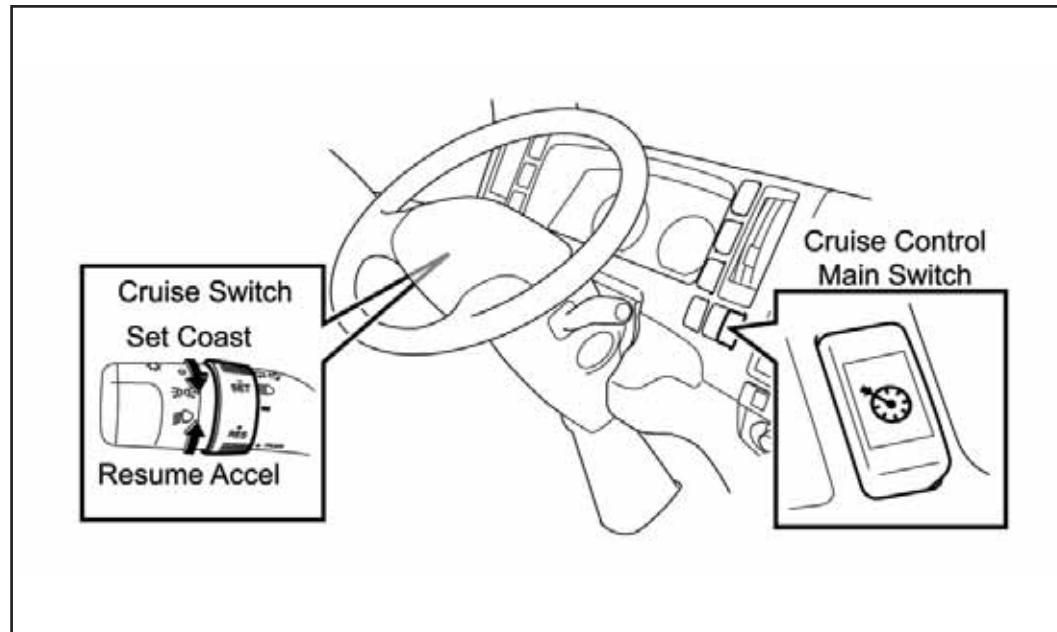
CAUTION: If you activate the PTO on the vehicle with PTO for a long time, make sure that the DPF indicator light does not come on.



CAUTION: In PTO mode, Cruise Set/Resume Switch can be used exactly the same as PTO Engine Speed Control Switch. Improper operation of these switches may cause personal injury or damage.

Location of Cruise Control Switches Illustration #2

CRUISE CONTROL



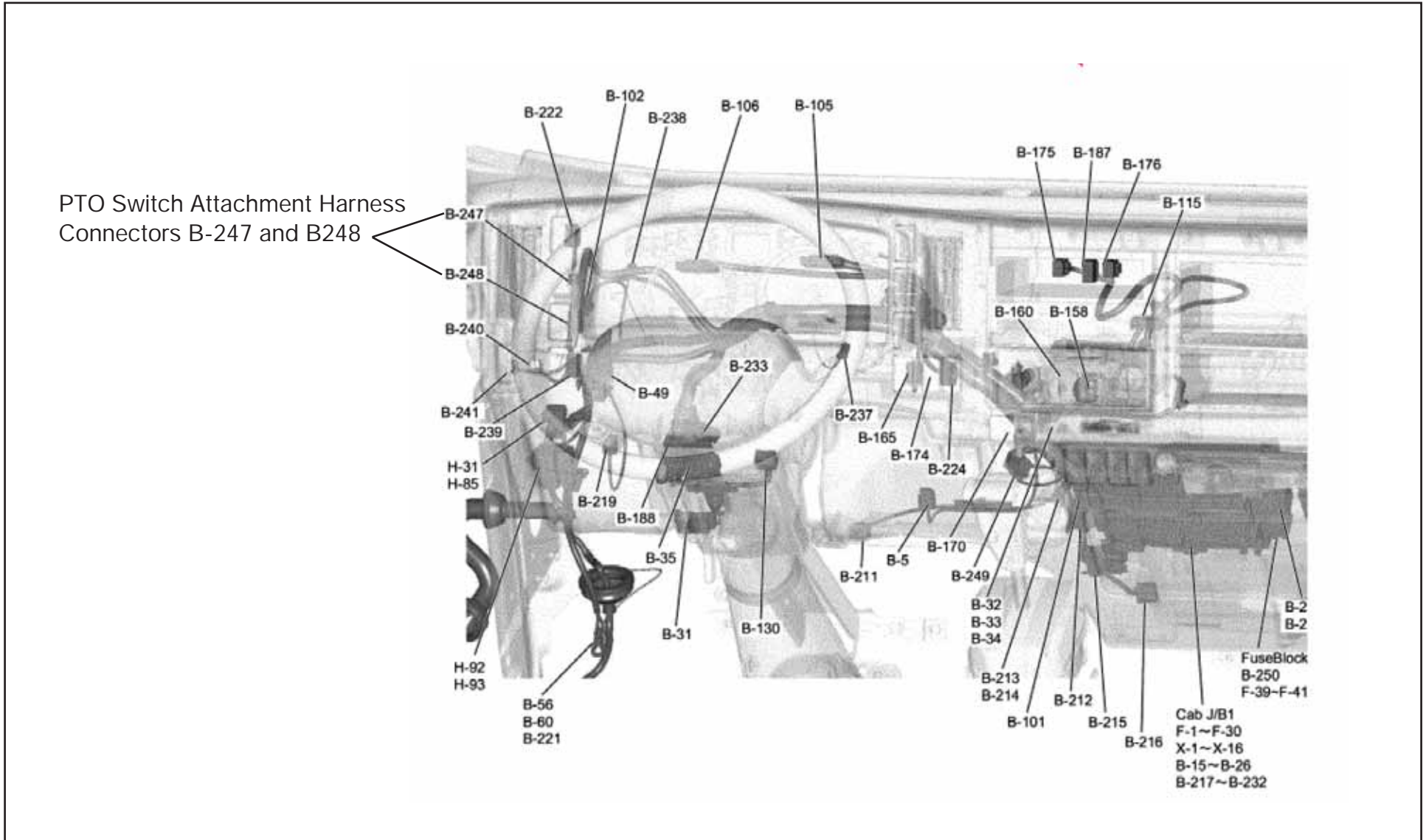
With cruise control, you can maintain a speed between 30 and 75MPH (48 to 121 km/h) without keeping your foot on the accelerator pedal. At speeds below 30 MPH (48 km/h), the cruise control does not operate.

If you have an automatic transmission and you apply your brakes, the cruise control will shut off. If you have a manual transmission and you apply your brakes or depress the clutch pedal, the cruise control will shut off.

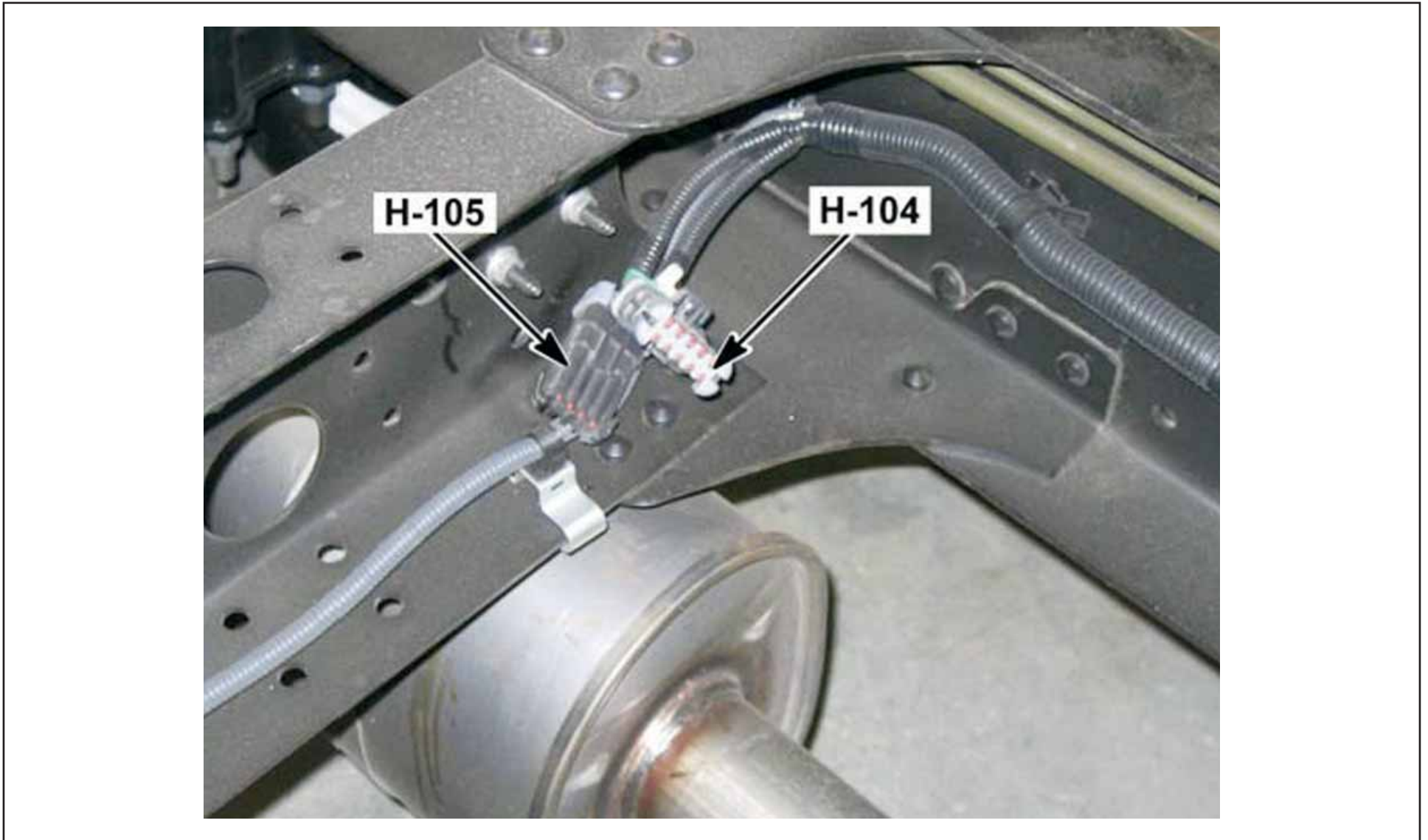
CAUTION:

- Cruise control can be dangerous where you can't drive safely at a steady speed. Do not use cruise control on winding roads or in heavy traffic.
- Cruise control can be dangerous on slippery roads. On such roads, fast changes in tire traction can cause needless wheel spinning, and you could lose control. Do not use cruise control on slippery roads.

PTO Switch Connector and Harness
Illustration #3



PTO Switch Harness 1 & 2
Illustration #4



PTO HARNESS CONNECTOR H104 Illustration #5

Additional information and connector drawings are available at www.powerandsignal.com and at <http://connectors2.delphi.com/dcsgdmcs/homepage.aspx>

Pins and seals vary with wire size. Parts listed at the right are for the mating connector 12045808. Please confirm parts via web sites listed above.

Connector Part Information				Connector Part Information			
● 12065425 ● 10-Way F (BLK)				● 12047931 ● 10-Way M (BLK)			
Pin	Wire Color	Circuit No.	Function	Pin	Wire Color	Circuit No.	Function
A	RED/BLK	1C180	Fuse F-18 Supply Voltage				
B	RED/GRN	1C168	PTO Brake/Clutch Override Switch Signal				
C	RED/BLU	1C166	Remote PTO Set Speed B Switch Signal				
D	GRY/RED	1C165	Remote PTO Set Speed A Switch Signal				
E	BRN	1C167	PTO Cab Control Disable Switch Signal				
F	PNK/BLK	1C169	PTO Shut Down Switch Signal				
G	-	-	Not Used				
H	BLK	1Z07	Ground				
J	RED/GRN	1C171	Remote PTO Set Switch Signal				
K	RED/BLK	1C170	Remote PTO Resume Switch Signal				

Terminal

PN	Wide range
12045773	1.0-0.08 mm2
12077628	0.5-0.35 mm2

TPA

PN
12124264
included with connector

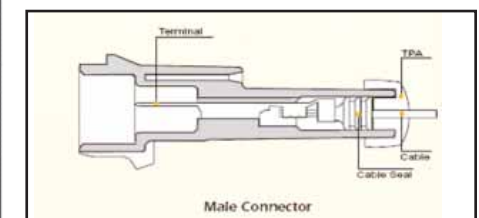
Cable Seats

Loose PN	Wide range	Color
12048086	2.85-2.03	Dk.Red
12089678	2.15-1.60	White
12048087	1.70-1.29	Blue
12084193	1.009-0.995	Tan

Cavity Plug

PN	Cavity ID	Color
12059168	5.2mm	Dk.Red

Connector H104 - H105



PTO HARNESS CONNECTOR H105 Illustration #6

Additional information and connector drawings are available at www.powerandsignal.com and at <http://connectors2.delphi.com/dcsqdmcs/homepage.aspx>

Pins and seals vary with wire size. Parts listed at the right are for the mating connector 12045808. Please confirm parts via web sites listed above.

Connector Part Information				Connector Part Information			
<ul style="list-style-type: none"> 12047937 8-Way F (BLK) 				<ul style="list-style-type: none"> 12047931 8-Way M (BLK) 			
Pin	Wire Color	Circuit No.	Function	Pin	Wire Color	Circuit No.	Function
A	BLK/WHT	1C172	PTO Enable Relay Signal				
B	PNK/GRN	1C173	PTO Enable Relay Control				
C	PNK	1C181	PTO Engage Switch Signal				
D	BLU/YEL	1C188	Remote PTO Set Switch				
E	BLU	1C37	PTO Throttle Sensor Reference Voltage				
F	YEL	1C38	PTO Throttle Sensor Signal				
G	BLU/RED	1C39	PTO Throttle Sensor Low Reference				
H	BLU/ORN	1C187	Remote PTO Resume Switch				

Terminal

PN	Wide range
12045773	1.0-0.08 mm ²
12077628	0.5-0.35 mm ²

TPA

PN
12124264
included with connector

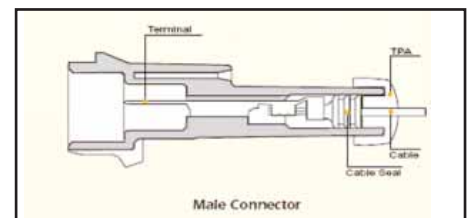
Cable Seats

Loose PN	Wide range	Color
12048086	2.85-2.03	Dk.Red
12089678	2.15-1.60	White
12048087	1.70-1.29	Blue
12084193	1.009-0.995	Tan

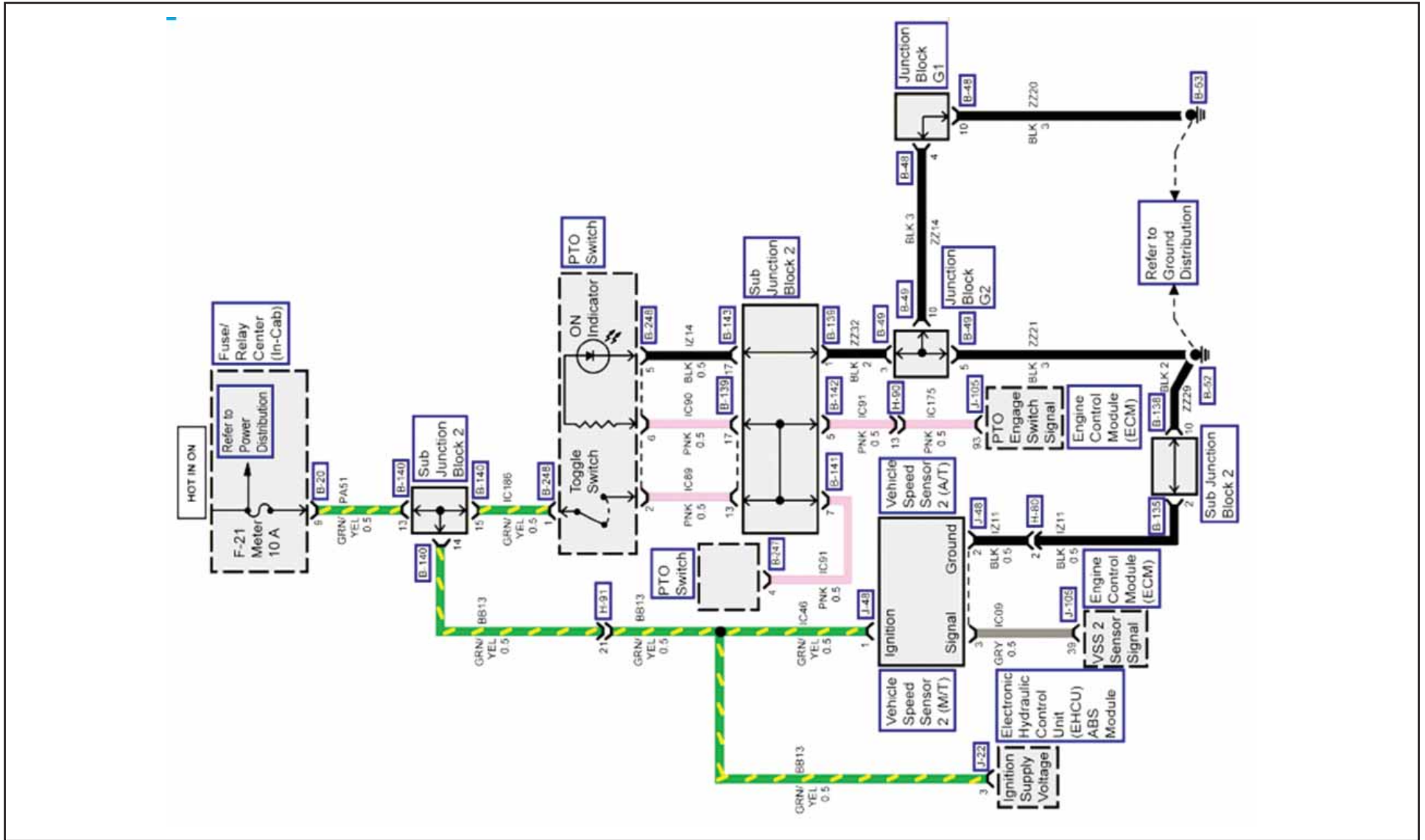
Cavity Plug

PN	Cavity ID	Color
12059168	5.2mm	Dk.Red

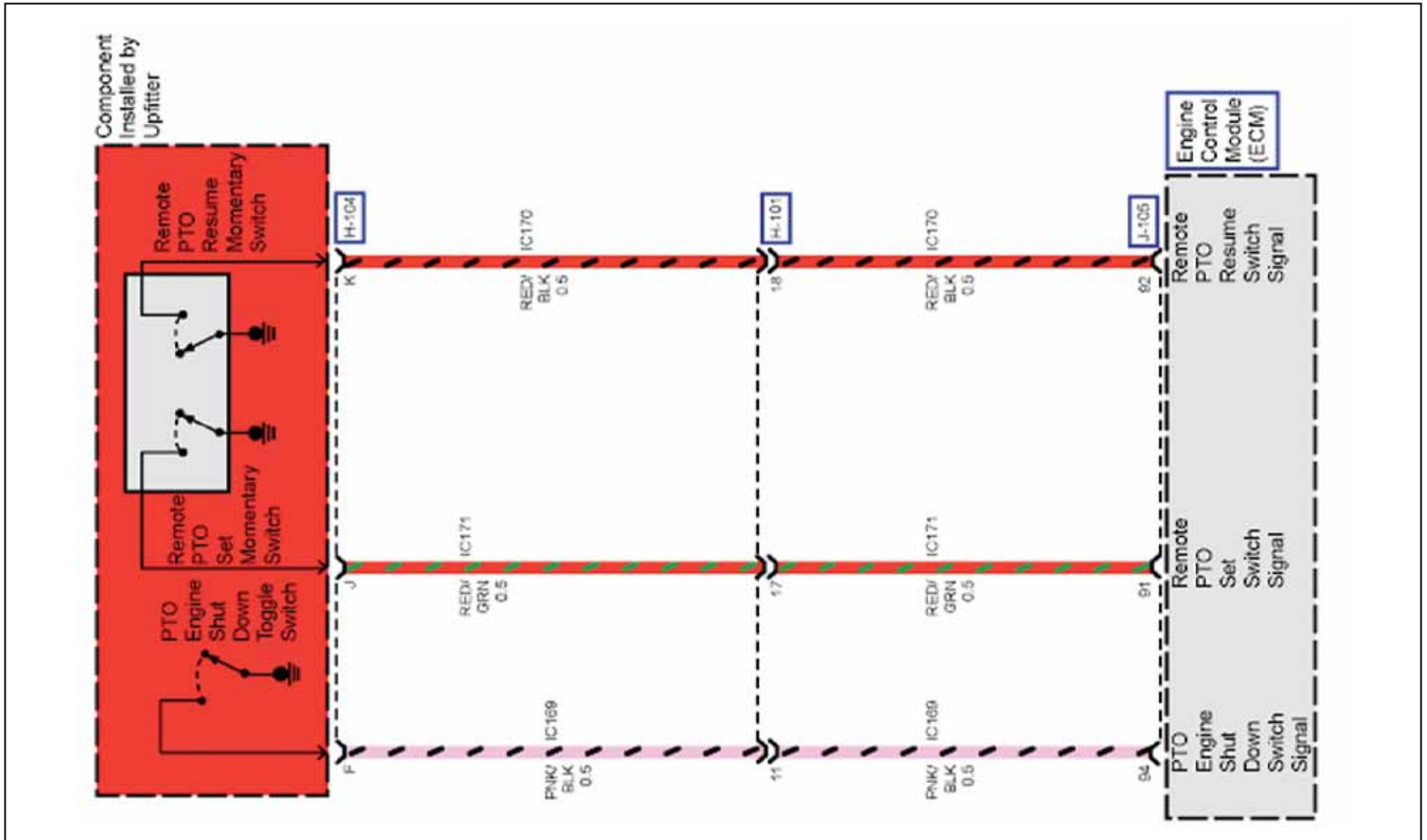
Connector H104 - H105



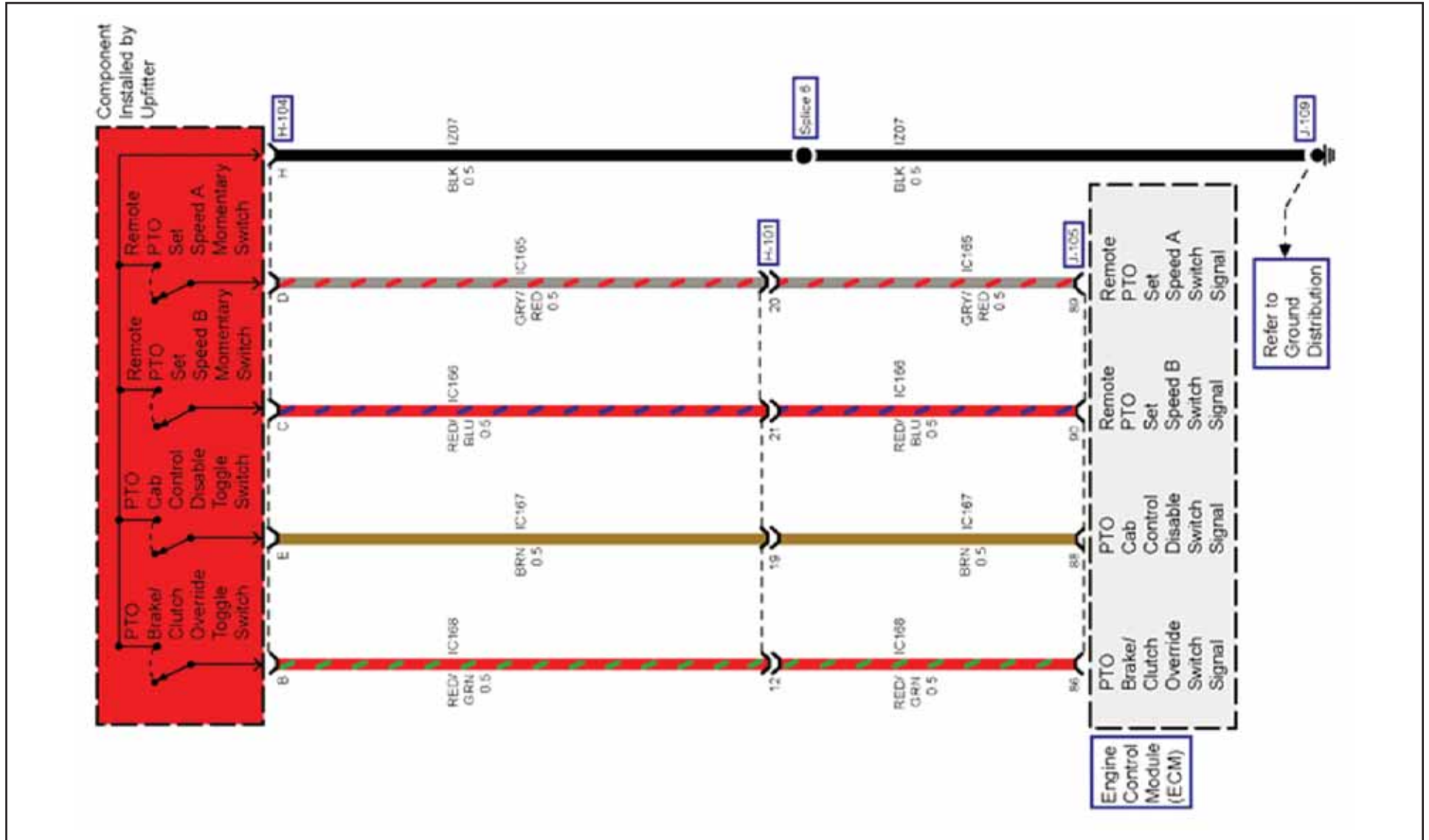
Power Take-Off Switch and Vehicle Speed Sensor2
Illustration #7



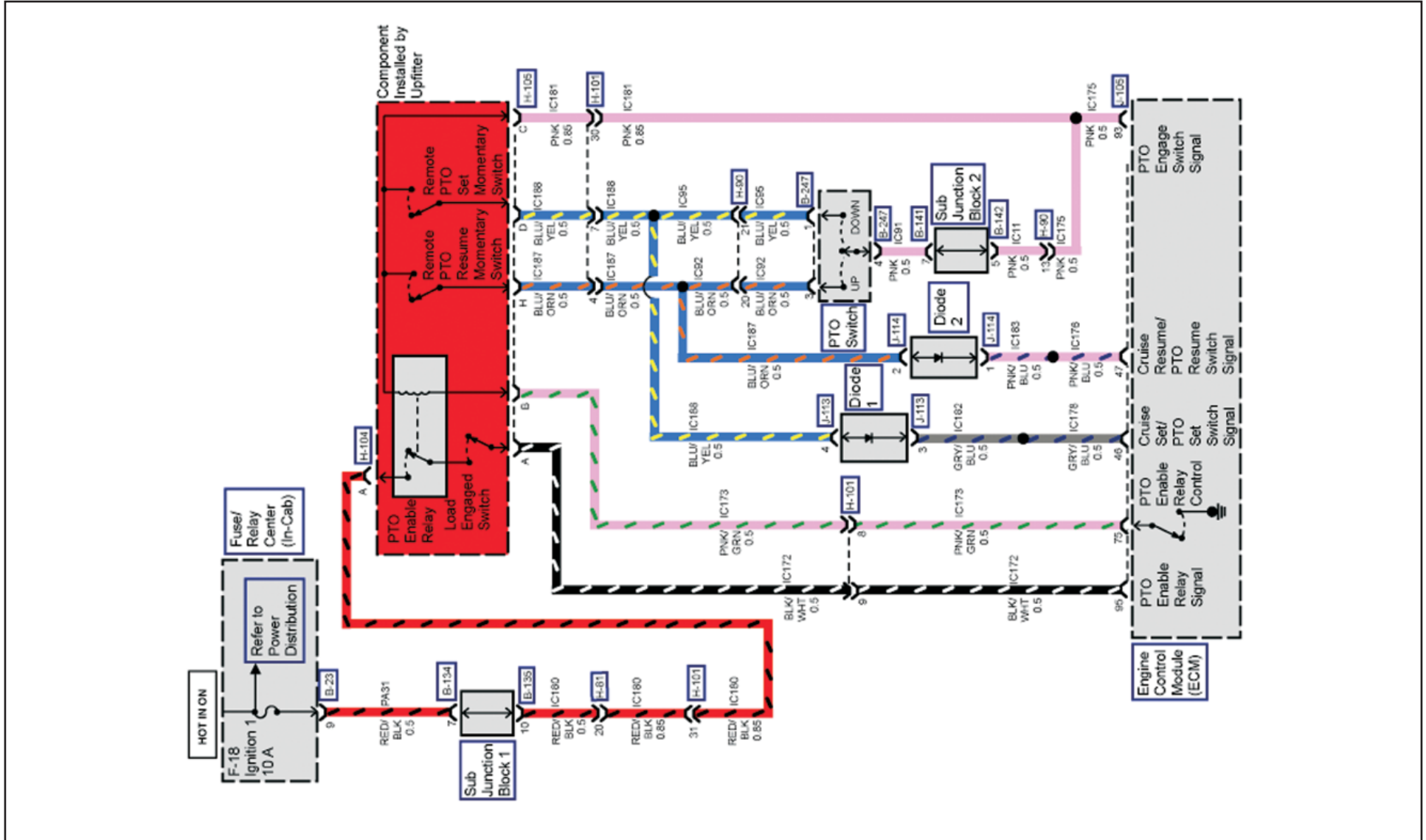
PTO Resume, Disable and Set Switch
Illustration #8



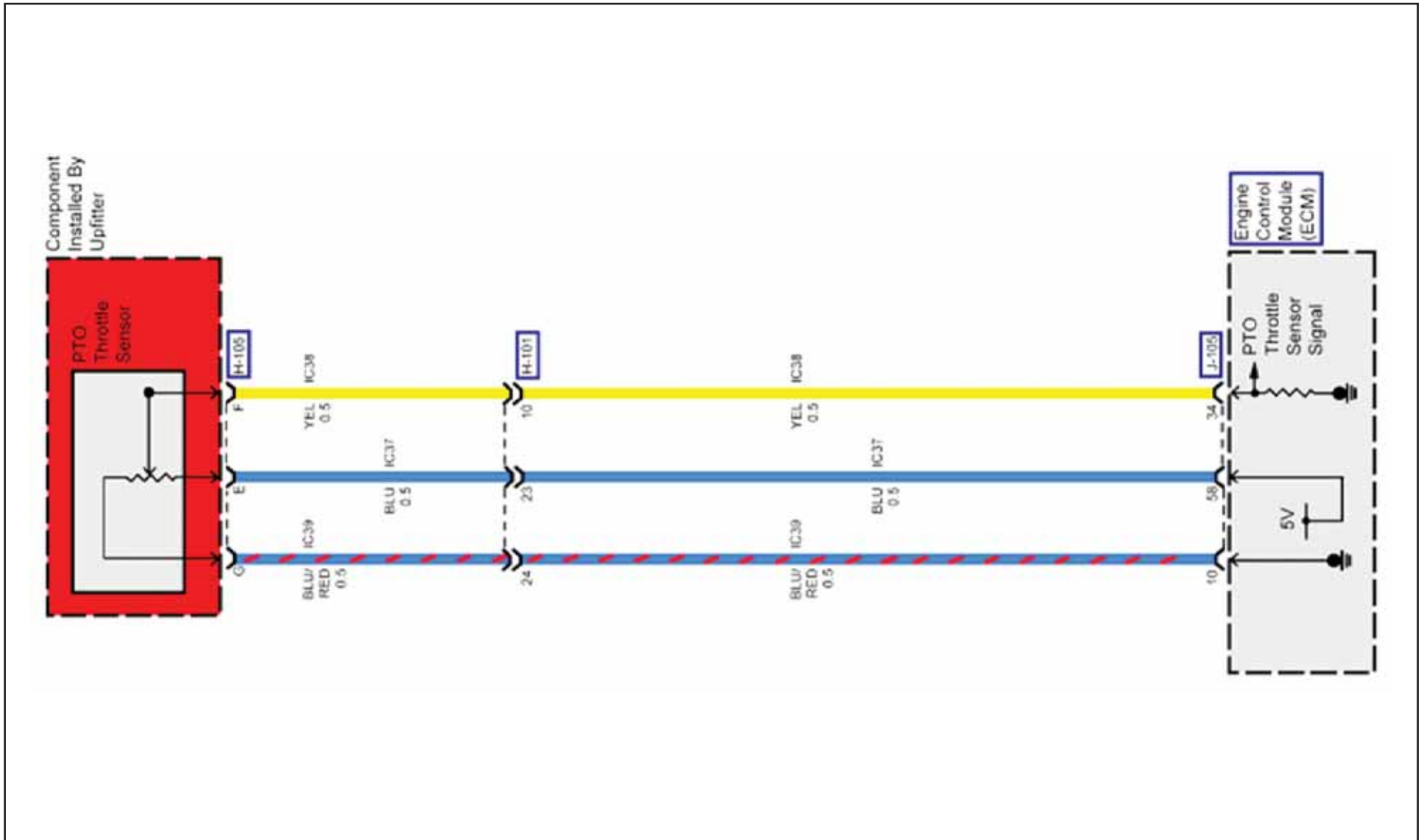
Brake clutch override, IP disable, Set a and b switches
Illustration #9



Power Take-Off Enable Relay
Illustration #10



Power Take-Off Throttle Sensor
Illustration #11



Low Speed Applications for N-Series Chassis

Any low speed vehicle applications using the Aisin Transmission such as sweeper, highway striping and road side mowing airport service must adhere to the following guidelines in order to prevent the over heating of the automatic transmission fluid.

Factory Recommendation:

Select Range 1 for low speed operations under 11 mph, (18km/h).

Select Range 2 for low speed operation under 22 mph, (36km/h).

Auxiliary Transmission Cooler Warning

Installation of Auxiliary automatic transmission fluid cooler will void warranty on transmission/engine.

Transmission Temperature Warning Lamp

Automatic transmission fluid temperature warning lamp illuminates over 140 Centigrade/284°Fahrenheit.

Understanding DPF (Diesel Particulate Filter) Regeneration

2007-2011 Model Years

2007 Bulletins

Information IB07-L-002A Understanding DPF (Diesel Particulate Filter) Regeneration; Modes of Regeneration Quick Reference Guide

Issue Date: December 2007









Affected Vehicle:

- 2007 and newer Isuzu N-Series
- 2007 and newer GMC and Chevrolet W-Series
- 2007 and newer Isuzu F-Series
- 2007 and newer GMC and Chevrolet T-Series
- 2007 and newer GMC and Chevrolet C-Series

Equipped with DPF (Diesel Particulate Filter)

Service Information:

The quick reference information below is provided to assist dealer personnel in better understanding the DPF Emission System Operation. Additional information regarding DPF Regeneration can be found in the Owner's Manual, Service manual, the driver side sunvisor label or on the Emission System Operation video (available in vehicles delivered from Port after 09/01/20x07). For your convenience, this video may be downloaded from the following websites; WWW.ISUZUTRUCKSERVICE.COM, WWW.ISUZUCV.COM, WWW.ISUZUCV.ORG and WWW.ISUZUDIESELENGINE.COM

		Green DPF Lamp: When illuminated this lamp indicates the DPF is actively regenerating. No action is required.	
 or 		Amber/Orange or Red DPF Lamp: (One indicator with two possible colors) When this lamp is Amber/Orange the DPF filter is dirty. Filter regeneration is necessary at this time. When driving continues without regeneration, this DPF lamp will change from Amber/Orange to RED . Continuing to drive the vehicle with the red lamp illuminated can cause filter damage.	
		Malfunction Indicator Lamp (MIL): This lamp indicates a possible concern with engine and/ or emissions performance.	
		Reduced Engine Power Lamp: (F/T/C-Series Only) This lamp indicates when a noticeable change in vehicle performance may occur.	
N/W-Series 	F/T-Series 	C-Series 	DPF Switch

N-Series and W-Series Regeneration Modes

Mode	Name Description	
Automatic Regeneration	<ul style="list-style-type: none"> ECM monitors sensor inputs and determines DPF regeneration is necessary The ECM commands the green DPF lamp "ON" Vehicle should be driven normally <p><i>Note: If idling at a stop or in "Park" during this regeneration mode, the engine RPM will increase and the exhaust brake will activate.</i></p> <ul style="list-style-type: none"> This process occurs at 180 mile intervals or sooner Amber or red light comes "ON" Driver MUST choose one of the following options to perform this regeneration. If one of the following options is not completed, Limp Home Mode may be activated. 	
Emergency Regeneration	Running Option 1	<ul style="list-style-type: none"> Drive vehicle above 30mph ECM monitors sensor input and determines if regeneration is possible The ECM commands the green DPF lamp "ON" Vehicle should be driven normally <p><i>Note: If idling at a stop or in "Park" during this regeneration mode, the engine RPM will increase and the exhaust brake will activate.</i></p>
Emergency Regeneration	Switched Option 2	<ul style="list-style-type: none"> Set the parking brake, engine running and transmission in Park or Neutral Position Press DPF switch Green DPF lamp comes "ON" Engine RPM increases and exhaust brake activation for about 20 minutes If this is interrupted must press DPF switch to restart process
<p><i>Important: Once Emergency Switched or Selectable Regeneration Modes have been selected the Automatic and Emergency Running Modes are no longer available. Automatic and Emergency running modes will become available after Switched or Selectable DPF regeneration is completed.</i></p>		
Selectable Regeneration	<p><i>Note: For quickest possible regeneration, be sure the vehicle is at operating temperature before performing selectable regeneration.</i></p> <ul style="list-style-type: none"> Engine running and in "Park" Position Parking brake is applied Press and hold the DPF switch until the amber DPF lamp turns "ON" If amber DPF lamp goes "Off", regeneration is not necessary. If the amber DPF lamp stays on "ON", it means that regeneration is possible Press the DPF switch again to start regeneration The green DPF lamp and then the amber DPF lamp will turn "ON" indicating that regeneration is taking place. This will take about 20 minutes. Engine RPM will increase and the exhaust brake will activate 	
<p><i>Caution: The following actions will interrupt the stationary type regeneration. Failure to restart and complete the regeneration cycle will result in filter clogging.</i></p> <ul style="list-style-type: none"> Applying the accelerator pedal. Shifting into gear (with Automatic Transmission) Pressing the clutch pedal (Manual Transmission) Engine speed increases. 		
Limp Home Mode	<p><i>Note: This condition should only be diagnosed and repaired by an Isuzu trained technician.</i></p> <ul style="list-style-type: none"> MIL lamp is on, vehicle speed is reduced Technician diagnosis required IDSS induced regeneration (fast or slow) based on diagnosis Slow process takes 2 hours 	

F/T/C-Series Regeneration Modes

Mode	Name Description	
Automatic Regeneration	<ul style="list-style-type: none"> • ECM monitors sensor inputs and determines DPF regeneration is necessary • The ECM commands the green DPF lamp "ON" • Vehicle should be driven normally • <i>Important: If the parking brake is set or the "Park" position is selected, the automatic regeneration will be cancelled.</i> • This process occurs at 180 mile intervals or sooner 	
Emergency Regeneration	<ul style="list-style-type: none"> • Orange or red light comes "ON" • Driver MUST choose one of the following options to perform this regeneration. If one of the following options is not completed, Limp Home Mode may be activated. 	
	Running Option 1	<ul style="list-style-type: none"> • Drive vehicle above 30mph • ECM monitors sensor input and determines if regeneration is possible • The ECM commands the green DPF lamp "ON" • Vehicle should be driven normally • When idling at a stop the exhaust brake may activate and the idle speed may increase. • <i>Important: If the parking brake is set or the "Park" position is selected, the automatic regeneration will be cancelled.</i>
	Switched Option 2	<ul style="list-style-type: none"> • Set the parking brake, engine running and transmission in Park or Neutral Position • Press DPF switch • Green DPF lamp comes "ON" • Engine RPM increases and exhaust brake activation for about 20 minutes • If this is interrupted must press DPF switch to restart process
<p><i>Important: Once Emergency Switched or Selectable Regeneration Modes have been selected the Automatic and Emergency Running Modes are no longer available. Automatic and Emergency running modes will become available after Switched or Selectable DPF regeneration is completed.</i></p>		
Selectable Regeneration	<p><i>Note: For quickest possible regeneration be sure the vehicle is at operating temperature before performing selectable regeneration.</i></p> <ul style="list-style-type: none"> • Engine running and in "Park" Position • Parking brake is applied • Press and hold the DPF switch until the DPF switch jewel lamp comes "ON" • If the jewel lamp goes "Off", regeneration is not necessary. • If the jewel lamp blinks, it means that regeneration is possible • Press the DPF switch again to start regeneration • The orange DPF lamp, green DPF lamp and then the jewel lamp will turn "ON" indicating that regeneration is taking place. This will take about 20 minutes. • Engine RPM will increase and the exhaust brake will activate 	
<p><i>Caution: The following actions will interrupt the stationary type regeneration. Failure to restart and complete the regeneration cycle will result in filter clogging.</i></p> <ul style="list-style-type: none"> • Applying the accelerator pedal. • Shifting into gear (with Automatic Transmission) • Pressing the clutch pedal (Manual Transmission) • Engine speed increases • Releasing the parking brake 		
Limp Home Mode	<p><i>Note: This condition should only be diagnosed and repaired by an Isuzu trained technician.</i></p> <ul style="list-style-type: none"> • MIL and/ or Reduced Engine Power Lamp is "ON", vehicle speed is reduced • Technician diagnosis required • IDSS induced regeneration (fast or slow) based on diagnosis • Slow process takes 2 hours 	

Understanding SCR (Selective Catalytic Reduction)

Introduction to Selective Catalyst Reduction (SCR) and Diesel Exhaust Fluid (DEF)

- 2011MY Isuzu N-Series Equipped with Selective Catalyst Reduction (SCR)

INFORMATION

The Selective Catalyst Reduction (SCR) system reduces nitrogen oxide (NOx) emissions emitted from a diesel engine. The SCR system reduces NOx by adding (injecting) Diesel Exhaust Fluid (DEF) into the exhaust system and inducing a reaction converting NOx into water vapor and nitrogen. This reaction takes place without any driver involvement. In addition, as long as the DEF tank is regularly filled with good quality DEF and at a satisfactory level above empty, the driver may never notice the SCR system.

It is the driver's responsibility to keep a good supply of quality DEF in the DEF tank for the proper operation of the SCR system. The SCR system will continuously monitor itself and the NOx reduction performance for any condition that will reduce or stop this emission reduction. The information provided in the remainder of this bulletin will outline the SCR system functions, common characteristics of the SCR system, DEF quality requirements and indicator and warning lights should the SCR system detect an incorrect fluid or if the DEF level in the DEF tank becomes too low.

- SCR System Operation
- Adding DEF
- DEF Low Level Warning System
- DEF Quality and Storage
- DEF Safety
- Locating DEF

SCR SYSTEM OPERATION AND THE DRIVER

The SCR system requires good quality DEF for proper operation. The system is equipped with various sensors to detect the proper fluid is added to the DEF tank. The driver's only responsibility is to add good quality DEF to the DEF tank as necessary. The DEF level gauge on the instrument cluster shows the amount of DEF remaining. In addition the Mutli Information Display (MID) will provide additional notice to encourage the driver to add DEF. In order to keep the SCR system operational and emissions compliant a warning system will activate when the DEF level becomes too low (see DEF Low Level Warning System).

After starting the engine the SCR control module will pressurize the system and based on various sensor inputs begin to reduce NOx emissions. No driver action is necessary for the SCR system to function. After the engine is turned "OFF" the SCR control module will reduce system pressure and recover all DEF in the system piping back to the DEF tank. This action is taken as cold weather protection.

Note: Drivers may notice a buzzing noise from the driver side of the vehicle near the DEF tank a few moments after turning "OFF" the engine. This is a function of the SCR system and should be considered normal.

During cold weather seasons DEF may freeze in the DEF tank. Once the engine is started, engine coolant circulates through the DEF tank to thaw it when frozen and prevent it from freezing while the engine is running. The vehicle can be driven normally when DEF is frozen in the DEF tank.

ADDING DEF

Under normal conditions DEF can be added simply by removing the DEF tank fill cap and pouring in DEF. A few points to be aware of when transferring DEF from its original container to the DEF tank are:

1. Be sure the outside of the container is clean from any debris
2. If using a funnel or pump to transfer DEF, be sure to use equipment exclusively for DEF made from polyethylene resin or stainless steel.
3. Do not overfill the DEF tank

Take care not to spill DEF. When DEF dries it will leave a crystalline residue. This condition is normal. Wash, with water, or wipe away the residue to prevent it from entering the DEF tank. If DEF is spilled on the body or frame, it may cause the metal to rust, so wipe it off and then rinse it away with water.

Note: For cold weather climates (ambient temperatures below -11°C/12°F)

Isuzu does not recommend parking the vehicle for long periods with the refill diesel exhaust fluid (DEF) warning light on in cold weather. The DEF low level warning system may not reset when DEF is added. Take the following actions to avoid this condition in cold weather.

ADDING DEF - continued

1. Refill the DEF as soon as possible after parked vehicle.
2. Turn the engine control switch to the "ON" position from the "LOCK" position.
3. Wait for the warning buzzers and warning lights to turn off.
4. If the buzzer does not stop, return the engine control switch back to the "LOCK" position and add more DEF, and then start over the step (2) above.
5. Turn the engine control switch to the "LOCK" position. Turn the engine control switch to the "ON" position from the "LOCK" position.
6. Wait for the warning buzzers and warning lights to turn off.
7. If the buzzer does not stop, return the control switch back to the "LOCK" position and add more DEF, and then start over the step (2) above.
8. Turn the engine control switch to the "LOCK" position.

DEF LOW LEVEL WARNING SYSTEM

To avoid running out of DEF the SCR system will turn on warning and indicator lights and reduce engine power in progressive stages to encourage adding DEF. The following is a summary of the diesel exhaust fluid (DEF) low level warning lights, indicator lights and engine power reductions. Continuing to drive for too long after these lights come on will eventually result in a severe vehicle speed limitation. These warning and indicator lights will go out automatically and engine power will be restored to normal after the SCR system detects that the DEF tank is refilled with DEF.

Stage 1: When the remaining level of DEF becomes excessively low the DEF gauge will change color from green to amber. In addition, warning and indicator lights will come on as shown in the table and engine power will be reduced so the vehicle speed will not exceed 55 MPH (89 km/h).

Stage 2: If driving is continued without adding DEF (approximately 200 miles (320 km)) the DEF gauge, warning and indicator lights will begin blinking. Again, engine power will be reduced so the vehicle speed will not exceed 35 MPH (56 km/h).

Stage 3: If driving is continued until the DEF tank is empty, the DEF gauge will change color from amber to red and the warning and indicator lights will begin to blink faster. Engine power will still be reduced so the vehicle speed will not exceed 35 MPH (56 km/h). The vehicle speed will be limited to 5 MPH (8 km/h) either when the vehicle is stopped after driving further on (approximately 35 miles (56 km)) or when the engine is restarted.

Stage 4: The DEF gauge is red, the indicator light is blinking and the buzzer is beeping continuously indicates the vehicle speed is limited to 5 MPH (8 km/h).

DEF QUALITY AND STORAGE

Diesel Exhaust Fluid is a urea-based chemical reactant designed specifically for use in SCR systems to reduce NOx emissions. The raw materials used to produce DEF include natural gas, coal or other petroleum products. DEF is prepared by combining high purity urea with deionized water to create a 32.5% solution. DEF and similar urea-based products are widely used today for a variety of agricultural and industrial needs. Isuzu DEF is API certified and meets ISO22241 specifications for purity and composition, while being:

- Non-toxic and non-polluting
- Non-flammable
- Stable and colorless
- Non-hazardous

DEF should be stored in an indoor place with good ventilation avoiding direct sunlight, if possible. Be sure containers are sealed properly to avoid contamination and evaporation. To maximize shelf life, ideal storage temperature is below 30°C/86°F and above -11°C/12°F to prevent freezing. If frozen DEF can be thawed and used without any concerns.

DEF SAFETY

Though it should be harmless for physical contact, there may be a rare case to induce inflammation depending on the body constitution, so make sure to take following actions.

- In the event that the fluid does come into contact with your skin, wash it off with water. Although it is rare, a person with sensitive skin may suffer from irritation. If you come into contact with DEF, flush the affected area with soap and/or water. If irritation or redness develops or persists, seek medical attention.
- If it is accidentally swallowed, drink 1- 2 glasses of water or milk and seek immediate medical attention.
- If it does come into contact with the eyes, immediately rinse it off with a large amount of water for at least 15 minutes, and then seek medical attention.

Customer Assistance in locating DEF is available from all authorized Isuzu dealers. In addition, the U.S. Department of Energy has created an on-line DEF locator that can be accessed at <http://www.afdc.energy.gov/afdc/locator/def/> . The American Petroleum Institute (API) also maintains a list of API-certified distributors of DEF on their web page at <http://www.apidef.org/searchresults.asp> .

PREPARATION OF VEHICLES FOR STORAGE BEYOND 30 DAYS

In the event vehicles are to be stored for extended periods beyond 30 days, the following additional maintenance items are suggested:

NOTE: *When vehicles are stored outside, particularly along coastal areas, paint and bright metal deterioration will be more rapid due to prevailing salt water atmosphere and high humidity. For this reason, it may be necessary to wash the vehicle and wax the chrome and stainless steel metal parts at least once a month.*

NOTE: *To prevent the possibility of a build-up of mildew, open the doors to air the vehicle out at least once a month depending upon climatic condition. If there is condensation, wipe the condensation dry with a clean cloth and air out the vehicle.*

A. "Block out" mechanical clutches by holding the clutch pedal partially depressed (approximately 1/2 way) with wooden blocks or bracing. This will prevent clutch plates from rusting to the flywheel and clutch pressure plate.

B. Remove the windshield wiper arms and blades and store in the vehicle.

In addition, the following procedures are to be carried out at 30-day intervals and instituted after the first 30 days of vehicle storage.

- 1) Check the battery water levels and specific gravity. If voltage is under 12.20 volts, recharge the battery.
 - 2) Connect the battery ground cable, and start the engine. Operate the engine at fast idle until normal operating temperature is reached (be sure there is sufficient fuel in tank - each vehicle is supplied with approximately 1.5 gallons of fuel. Do not let the tank run dry. While engine is warming up, perform Steps 3-7 below.
 - 3) Shift the transmission lever to all positions while the engine is running.
 - 4) Move the vehicle for a distance of at least 30 feet to lubricate the wheel bearings.
- NOTE:** *The vehicle should be re-parked so that a different area of the tires is in contact with the ground to reduce the possibility of tire damage.*
- 5) Turn the steering wheel lock-to-lock, while the vehicle is moving slowly.
 - 6) Apply and release the service and parking brakes several times. (Do not apply the parking brake when the vehicle is moving)
 - 7) Stop the engine.
 - 8) Disconnect the battery ground cable.
 - 9) Drain the brake air reservoirs (if appropriate) and close the drain cocks.

VEHICLES STORED BEYOND ONE YEAR

In the event vehicles are to be stored for extended periods beyond one year, the following additional maintenance is required:

- 1) Drain and refill Diesel Exhaust Fluid (DEF)

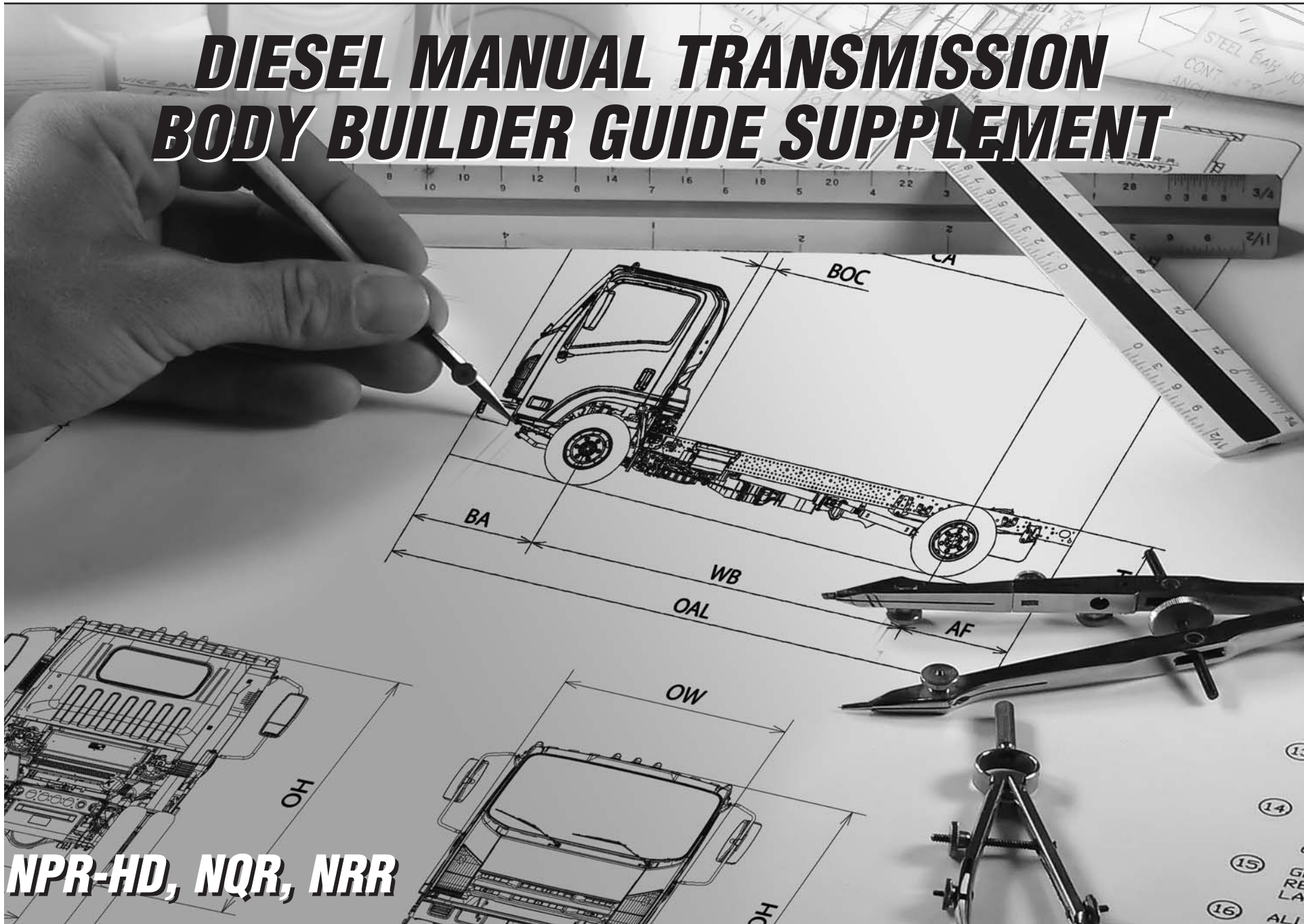
Limited Slip Differential Fluid

Should it become necessary to add fluid to the rear axle of a chassis equipped with a limited slip differential please consult the Isuzu Owners Manual for the appropriate selection of lubricants to be used.

Axle Housing Stamp

Ratio	Stand Axle	LSD Axle
4.300	SO	HO
4.555	C9	D9
4.777	S9	H9
5.125	C8	D8
5.571	A7	B7
5.857	C7	D7

DIESEL MANUAL TRANSMISSION BODY BUILDER GUIDE SUPPLEMENT



NPR-HD, NQR, NRR

MECHANICAL SPECIFICATIONS **Engine Horsepower and Torque Chart**

The following table presents Net versus Gross Horsepower and Torque ratings for Isuzu Truck Product Engines:

ENGINE 4HK1-TC	APPLICATION	TRANSMISSION	NET HP(1) HP/RPM	NET TORQUE(1) LBS.-FT./RPM	GROSS HP(1) HP/RPM	GROSS TORQUE(1) LBS.-FT./RPM
Isuzu	NPR HD NQR NRR	Manual			190/2650	376/1600

MECHANICAL SPECIFICATIONS **GVW/GCWR Chart**

The following table presents GCWR Ratings ratings for Isuzu Truck Product:

TRUCK MODEL	TRANSMISSION	GVWR (lbs.)	GCWR (lbs.)(1)
NPR HD DIESEL	MANUAL	14,500	20,500
NQR DIESEL	MANUAL	17,950	23,950
NRR DIESEL	MANUAL	19,500	25,500

¹ The NPR HD, NQR, NRR are not approved for Hot Shot applications.

NPR-HD, NQR, NRR **Diesel Manual Transmission Specification Supplement**

MODEL	NPR-HD, NQR, NRR
GVWR	14,500 lb. 17,950 lb. 19,500 lb.
WB	109 in., 132.5 in., 150 in., 176 in.
ENGINE Model/Displacement HP (Gross) Torque (Gross) Equipment	<p>Isuzu 4-cylinder, in-line 4-cycle, turbocharged, intercooled, direct injection diesel.</p> <p>4HK1-TC/317 CID (5.19 liters)</p> <p>190 HP/2650 RPM</p> <p>376 lb. ft. torque/1600 RPM</p> <p>Dry element air cleaner with vertical intake; 2 rows 569 square in. radiator; 7 blade 20.1in diameter fan with viscous drive. Cold weather starting device and an oil cooler. Engine oil level check. Engine warning system with audible warning for low oil pressure, high coolant temperature, and low coolant level. Engine cruise control and engine idle up function. Rear engine cover.</p>
CLUTCH	Single, dry plate, 14 in. diameter, actuated by self-adjusting hydraulic master/slave cylinder.
TRANSMISSION	Isuzu MZZ, 6 speed all forward gears synchronized. Sixth gear is overdrive. PTO capability
ADDITIONAL SPECIFICATIONS	See appropriate model in 2008 model year Body Builders Guide

NPR-HD, NQR, NRR **Diesel Manual Transmission Chassis Weight Supplement**

NPR-HD

**In-Frame Tank 14,500-lb. GVWR Manual Transmission Model
Chassis Curb and Maximum Payload Weights**

Model	WB+	Unit	Front	Rear	Total	Payload
NE1	109 in.	lb.	3973	2136	6109	8391
NE2	132.5 in.	lb.	4057	2147	6204	8296
NE3	150 in.	lb.	4123	2125	6248	8252
NE4	176 in.	lb.	4173	2134	6307	8193

NQR

**In-Frame Tank 17,950-lb. GVWR Manual Transmission Model
Chassis Curb and Maximum Payload Weights**

Model	WB+	Unit	Front	Rear	Total	Payload
NQ1	109 in.	lb.	4200	2379	6579	11371
NQ2	132.5 in.	lb.	4284	2390	6674	11276
NQ3	150 in.	lb.	4350	2368	6718	11232
NQ4	176 in.	lb.	4400	2377	6777	11173

NRR

**In-Frame Tank 19,500-lb. GVWR Manual Transmission Model
Chassis Curb and Maximum Payload Weights**

Model	WB+	Unit	Front	Rear	Total	Payload
NT1	109 in.	lb.	4213	2502	6715	12785
NT2	132.5 in.	lb.	4297	2513	6810	12690
NT3	150 in.	lb.	4363	2491	6854	12646
NT4	176 in.	lb.	4414	2500	6914	12586

NPR-HD

**Side Mounted Tank 14,500-lb. GVWR Manual Transmission Model
Chassis Curb and Maximum Payload Weights**

Model	WB+	Unit	Front	Rear	Total	Payload
NE4	176 in.	lb.	4316	1989	6305	8195

NQR

**Side Mounted Tank 17,950-lb. GVWR Manual Transmission Model
Chassis Curb and Maximum Payload Weights**

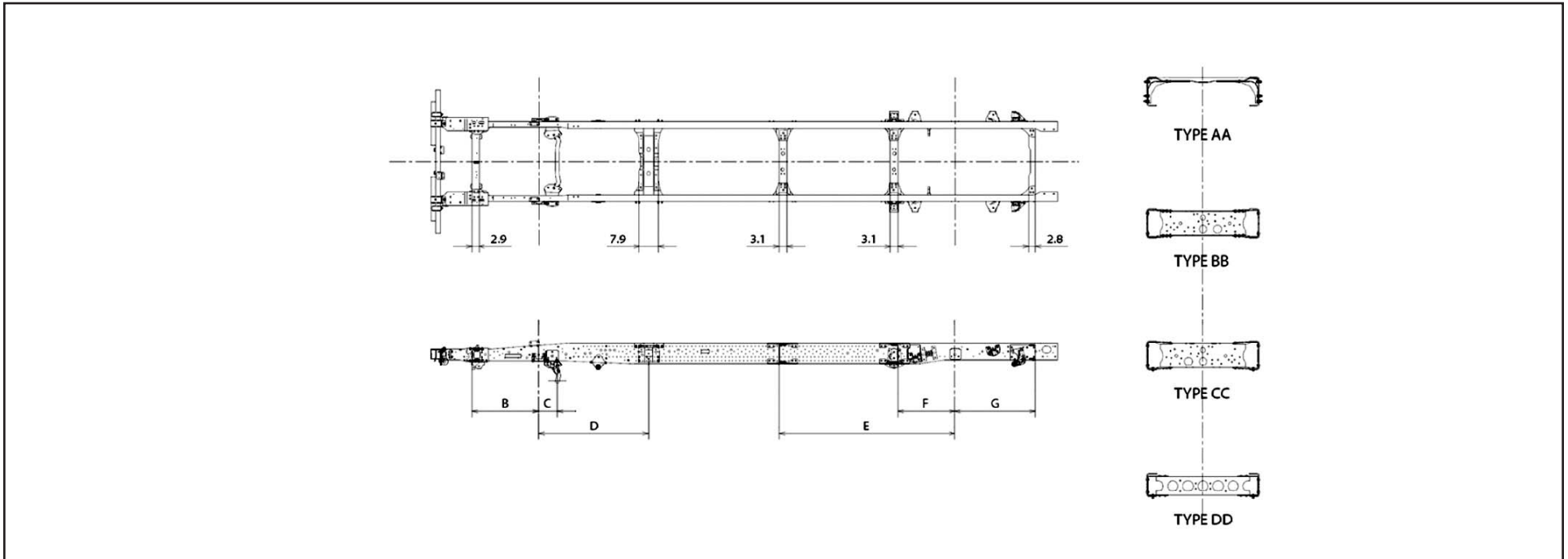
Model	WB+	Unit	Front	Rear	Total	Payload
NQ4	176 in.	lb.	4521	2253	6774	11176

NRR

**Side Mounted Tank 19,500-lb. GVWR Manual Transmission Model
Chassis Curb and Maximum Payload Weights**

Model	WB+	Unit	Front	Rear	Total	Payload
NT4	176 in.	lb.	4556	2354	6910	12590

NPR-HD, NQR, NRR Diesel Manual Transmission Frame and Crossmember Specifications

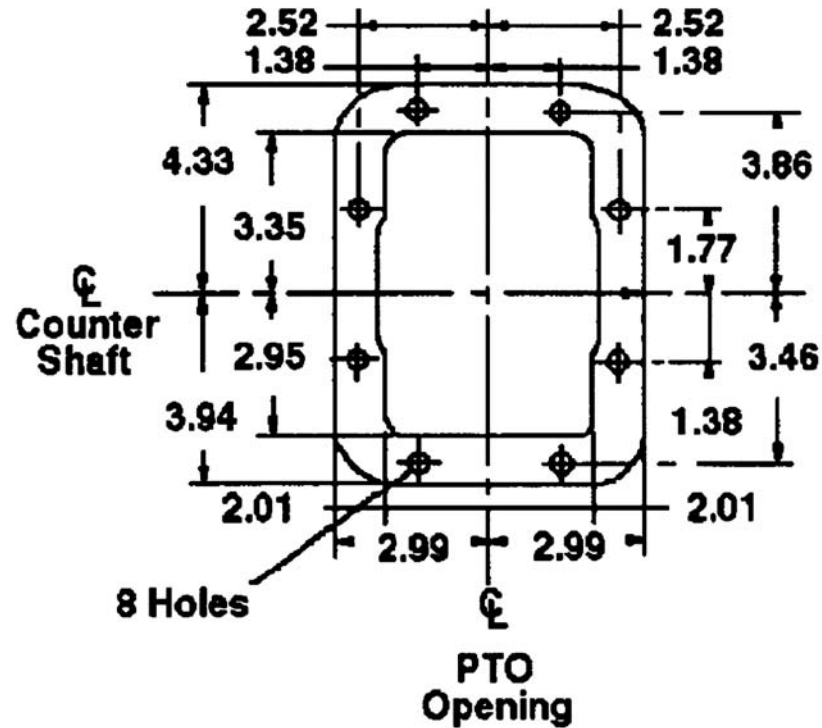


Wheelbase	Frame	Crossmember Type/Location									
		B	C	D		E		F	G		
109	0.24	28.3	7.9	AA	46.5	—	—	CC	24.2	DD	33.8
132.5	0.24	28.3	7.9	AA	46.5	BB	57.5	CC	24.2	DD	33.8
150	0.24	28.3	7.9	AA	46.5	BB	57.9	CC	24.2	DD	33.8
176	0.24	28.3	7.9	AA	46.5	BB	74.4	CC	24.2	DD	33.8

NPR-HD, NQR, NRR

Diesel Manual Transmission PTO Location, Drive Gear and Opening Information

MZZ Transmission PTO Opening

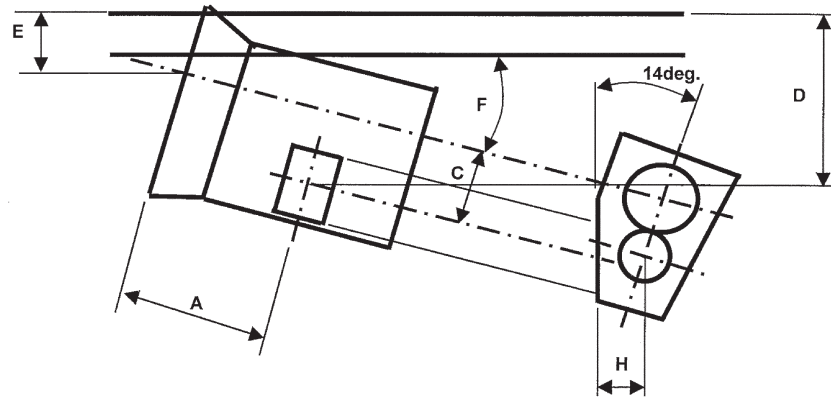


NPR-HD, NQR, NRR

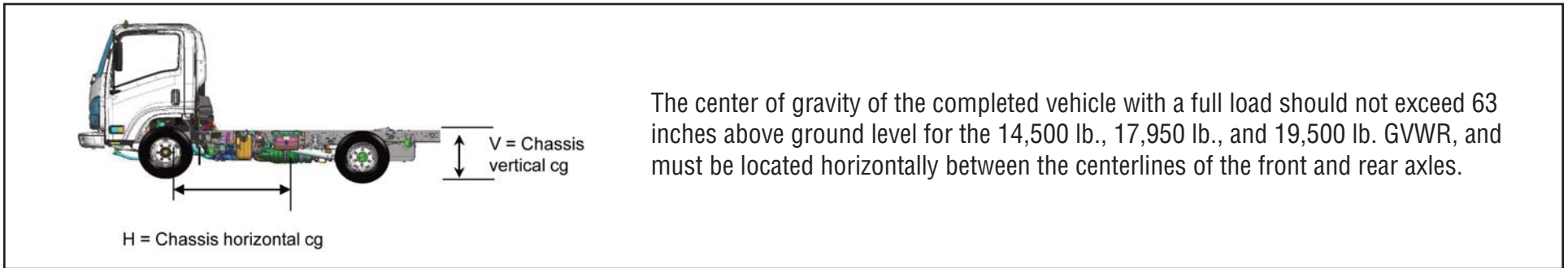
Diesel Manual Transmission PTO Location, Drive Gear and Opening Information

Trans.	Opening Location	Bolt Pattern	A	B	C	D	E	F	H	PTO Drive Gear Location	Ratio of PTO Drv. Gear Spd. to Eng. Spd.	No. of Teeth	Pitch	Helix Angle	Max. Output Torque
MZZ 6U	Left	(Dr 1)	11.6	37.57	5.2	12.8	7.7	2.5°	3.7	Countershaft	25/46=.543	37	3	25°	180 lbs.-ft.@1,000 RPM

Manual Transmission



NPR-HD, NQR, NRR **Diesel Manual Transmission Center of Gravity**

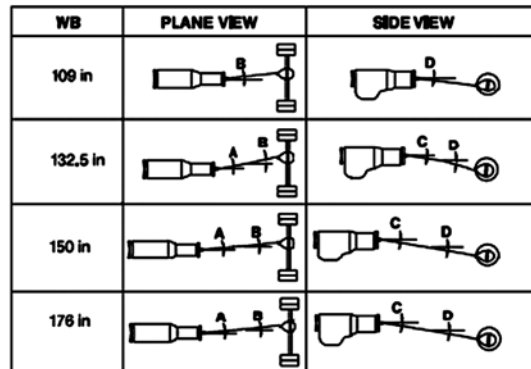


NOTE: The maximum dimensions for a body installed on the NPR-HD, NQR, NRR are 102 inches wide (outside) by 91 inches high (inside). Any larger body applications must be approved by ICTA Application Engineering. In the West Coast call 1-714-935-9327 and in the East Coast call 1-770-740-1620 Ext 262.

NPR-HD Horizontal and Vertical CG of Chassis			
WB	V	H	H
		in frame tank	side tank
109	22.2	36.2	N/A
132.5	22.1	42.7	N/A
150	22.0	47.7	N/A
176	22.0	55.0	50.3
NQR Horizontal and Vertical CG of Chassis			
WB	V	H	H
		in frame tank	side tank
109	23.5	38.4	N/A
132.5	23.3	44.9	N/A
150	23.3	49.9	N/A
176	23.3	57.2	52.5
NRR Horizontal and Vertical CG of Chassis			
WB	V	H	H
		in frame tank	side tank
109	23.4	38	N/A
132.5	23.3	44.6	N/A
150	23.4	49.5	N/A
176	23.4	61.4	56.7

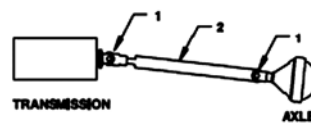
NPR-HD, NQR, NRR Diesel Manual Transmission Propeller Shaft

Wheelbase	Plane View	Plane View	Side View	Side View
	A	B	C	D
	Auto. Trans.	Auto. Trans.	Auto. Trans.	Auto. Trans.
109	—	3.4	—	7.8
132.5	0 ₀	2.8	2.3	4.7
150	0 ₀	2.8	0.1	4.5
176	0 ₀	2.0	0.4	2.5

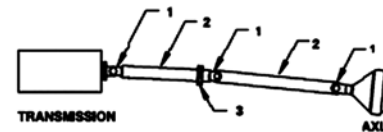


TYPICAL INSTALLATIONS SHOWING YOKES 'IN PHASE.' 'IN PHASE' MEANS THAT THE YOKES AT EITHER END OF A GIVEN PROPELLER SHAFT ASSEMBLY ARE IN THE SAME PLANE.

(109 in WB)



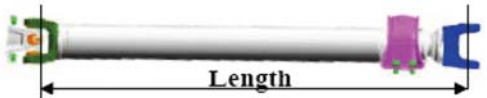

(132.5 in, 150 in and 176 in WB)



- 1. UNIVERSAL JOINT
- 2. PROPELLER SHAFT
- 3. CENTER CARRIER BEARING

NPR-HD, NQR, NRR Diesel Manual Transmission Propeller Shaft

Trans. Type	MZZ 6 Manual Transmission			
	109	132.5	150	176
WHEELBASE				
No. of Shafts	1	2	2	2
Shaft #1 O.D.	3.54	3.54	3.54	3.54
Thickness	0.126	0.126	0.126	0.126
Length	38.3	25.5	42.8	52.2
Type	D	B	B	B
Shaft #2 O.D.	N/A	3.54	3.54	3.54
Thickness	N/A	0.126	0.126	0.126
Length	N/A	36.34	36.34	52.2
Type	N/A	D	D	D

Type	Description	Model	Illustration
Type B	1 st shaft in 2 piece driveline	P30	
Type D	1 st shaft 1 piece driveline 2 nd shaft 2 piece driveline	P30	

DOCUMENT FOR INCOMPLETE VEHICLE

DO NOT REMOVE

THIS DOCUMENT MUST REMAIN
WITH THIS VEHICLE UNTIL IT IS
CERTIFIED AS A COMPLETED VEHICLE.

PLACE
LABEL
HERE

This document is furnished as required by the Canada Motor Vehicle Safety Act and Federal Motor Vehicle Safety Regulations (FMVSR) to aid intermediate and final stage manufacturers in their determination of conformity of the completed vehicle with applicable Canada Motor Vehicle Safety Standards (CMVSS), Federal Motor Vehicle Safety Standards (FMVSS), Canadian On-Road Vehicle and Engine Emission Regulations and Canada Interference Causing Equipment Standard – ICES-002. Also included are instructions which must be followed in order to assure that Environmental Protection Agency (EPA) and California emission certification requirements are met.

This document is not a substitute for knowledge and understanding of the requirements of the Canada Motor Vehicle Safety Act, Federal Motor Vehicle Safety Regulations (FMVSR); or applicable Canada Motor Vehicle Safety Standards (CMVSS) and Federal Motor Vehicle Safety Standards (FMVSS). Intermediate and final stage manufacturers should be familiar with the Regulations and Standards referred to above to be aware of their specific responsibilities.

Any manufacturer making alterations to this incomplete vehicle during the process of manufacturing the complete vehicle should be constantly vigilant to recognize all effects, either direct or indirect, on other components, assemblies or systems caused by each such alteration. No alteration should be made to the incomplete vehicle that either directly or indirectly results in any component, assembly or system being in nonconformance with any applicable Canada Motor Vehicle Safety Standard, Federal Motor Vehicle Safety Standard or Emission Regulation.

The statements contained in this Incomplete Vehicle Document are accurate as of the date of manufacture of the Incomplete Vehicle and can be relied on by any intermediate and/or final stage manufacturer as a basis for certification.

INTRODUCTION

This document contains information relative to conformance of this incomplete vehicle with the following:

Part I – FEDERAL MOTOR VEHICLE SAFETY STANDARDS, AND CANADA MOTOR VEHICLE SAFETY STANDARDS

Part II – U.S. EPA, CALIFORNIA, AND CANADIAN EXHAUST EMISSION REQUIREMENTS

If supplemental technical information is required to support this document, go to the Body Builder website located at <http://www.isuzutruckservice.com/> , or call 1-770-740-1620 Ext.262 (East Coast) or 1-714-935-9327 (West Coast).

PART I

This section contains a list of Canada Motor Vehicle Safety Standards (CMVSS), and Federal Motor Vehicle Safety Standards (FMVSS), followed by a section entitled “Statements Regarding Canada Motor Vehicle Safety Standards (CMVSS), and Federal Motor Vehicle Safety Standards (FMVSS). An appropriate statement of applicability is made for each standard, and by vehicle model as it relates to the incomplete vehicle.

2011 Isuzu Truck - NPR ECO-MAX 12,000 GVW

The identifiers TYPE 1, TYPE 2 or TYPE 3 prefix statements (of applicability) regarding Canada Motor Vehicle Safety Standards (CMVSS), and Federal Motor Vehicle Safety Standards (FMVSS). “Examples” of these statements follow:

TYPE 1 A statement that the vehicle when completed will conform to the standard if no alterations are made in identified components of the incomplete vehicle. **EXAMPLE:** This vehicle when complete will conform to CMVSS 104 and FMVSS No. 104, Windshield Wiping and Washing Systems, if no alterations are made in the windshield wiper components.

TYPE 2 A statement of specific conditions of final manufacture under which the manufacturer specifies that the completed vehicle will conform to the standard. **EXAMPLE:** This vehicle when completed will conform to CMVSS 121 and FMVSS 121, Air Brake Systems, if it does not exceed any of the gross axle weight ratings, if the center of gravity at GVWR is not higher than ## feet above the ground, and if no alterations are made to any brake system component.

TYPE 3 A statement that conformity with the standard cannot be determined based upon the components supplied on the incomplete vehicle, and that the incomplete vehicle manufacturer makes no representation to conformity with the standard.

In accordance with the requirements of Canada Motor Vehicle Safety Regulations, and Federal Motor Vehicle Safety Regulations Part 568.4, the following information is included on the label affixed to the front cover of this document:

- the name and mailing address of the incomplete vehicle manufacturer;
- the month and year the incomplete vehicle manufacturer performed its last manufacturing operation on the incomplete vehicle;
- the vehicle identification number (VIN);
- the Gross Vehicle Weight Rating (GVWR) expressed in kg (lb), intended for the vehicle when it is a completed vehicle;
- the Gross Axle Weight Rating (GAWR) expressed in kg (lb), intended for each axle of the vehicle when it is a completed vehicle, listed in order from front to rear.

In addition, the final stage manufacturer is responsible under of Canada Motor Vehicle Safety Regulations, and Federal Motor Vehicle Safety Regulations Part 567.5, to place the GVWR and the GAWR of each axle, on the Final Vehicle Certification Label. The regulation states that the appropriate rating “shall not be less than the sum of the Unloaded Vehicle Weight, rated cargo load, and 68 kg (150 lb) times the vehicle’s designed seating capacity”. Unloaded Vehicle Weight means the weight of a vehicle with maximum capacity of all fluids necessary for operation of the vehicle, but without cargo or occupants. During the completion of this vehicle, GVWR and GAWR may be affected in various ways, including but not limited to the following:

- The installation of a body or equipment that exceeds the rated capacities of the incomplete vehicle.
- The addition of designated seating positions that exceed the rated capacities of the incomplete vehicle.
- Alterations or substitution of any components such as axles, springs, tires, wheels, frames, steering and brake systems that may affect the rated capacities of the incomplete vehicle.

2011 Isuzu Truck - NPR ECO-MAX 12,000 GVW

PART I - CHART A

LIST OF CANADA MOTOR VEHICLE SAFETY STANDARDS (CMVSS), AND
FEDERAL MOTOR VEHICLE SAFETY STANDARDS (FMVSS), APPLICABLE TO
DIESEL – FUELED TRUCKS WITH A GVWR OF GREATER THAN 4536 kg (10,000 lb)

SEE STATEMENTS REGARDING CMVSS AND FMVSS ON PAGES THAT FOLLOW

CMVSS No.	FMVSS No.	TITLE	NPR
101	101	Controls and displays with a GVWR of more than 4536 kg (10,000 lb)	1
102	102	Transmission shift lever sequence, starter interlock and transmission braking effect	1
103	103	Windshield defrosting and defogging systems	1
104	104	Windshield wiping and washing systems	1
105	105	Hydraulic brake systems	2
106	106	Brake hoses	1
108	108	Lamps, reflective devices and associated equipment	2
111	111	Rearview mirrors	1
113	113	Hood latch system	1
115	-	Vehicle Identification Number	1
116	116	Motor-vehicle brake fluids	1
120	120	Tire selection and rims	2
121	121	Air brake systems	3
124	124	Accelerator control systems	1
205	205	Glazing materials	1
206	206	Door locks and door retention components	1
207	207	Seating systems	1
208	208	Occupant Crash Protection	1
209	209	Seat belt assemblies	1
210	210	Seat belt assembly anchorages	1
213.4	213	Child restraint systems	3
302	302	Flammability of interior materials	1

• TYPE 1, 2 or 3 numbers to the right hand side of the table above designate the appropriate paragraph in the CMVSS or FMVSS standards that follow.

Statements Regarding Canada Motor Vehicle Safety Standards (CMVSS), and Federal Motor Vehicle Safety Standards (FMVSS).

CMVSS 101 and FMVSS 101 – CONTROLS AND DISPLAYS

Applies to all models of incomplete vehicles contained in this book with a 4536 kg (10,000 lb) GVWR or more

TYPE 1 - The following statement is applicable to all models of incomplete vehicles contained in this book with a GVWR of more than 4536 kg (10,000 lb) (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 101 and FMVSS 101 providing no alterations are made which affect this location, identification, or illumination of the controls and displays identified below or the location, travel and type of seat. If the seat is installed by the final stage manufacturer, the visibility and operation of the controls and displays listed below must meet the requirements of the standard:

Vehicle and system controls and displays including:

Accelerator	Horn control
Brake failure warning	Ignition switch (engine start & stop control)
* Brake failure displays	Illumination intensity control
Clutch	Low fuel indicator
Driver's sunvisor	Manual/automatic transmission shift lever
Electrical charge indicator	* Odometer
Engine coolant temperature display	Engine oil pressure display
Engine idle speed control	Service brake
Fuel level display	* Speedometer
Hazard warning control & indicator	Steering wheel
Master lighting switch (includes clearance lamp, identification lamp, and tail lamp control)	Turn signal, control & indicator
Heating & air conditioning system control	Windshield defrosting & defogging controls
Heating system & air conditioning system fan	Windshield washer control
Gear position display	Windshield wiper control
High beam indicator & control	Anti-lock brake failure warning display
DPF Gauge	Multi information display (MID)
	DEF Gauge

If the intermediate or final stage manufacturer installs any of the above controls and displays, those controls and displays will also have to meet the requirements of this standard.

* For CMVSS only, when Canadian option is specified.

CMVSS 102 and FMVSS 102 – TRANSMISSION SHIFT LEVER SEQUENCE, STARTER INTERLOCK AND TRANSMISSION BRAKING EFFECT

Applies to all models of incomplete vehicles contained in this book

TYPE 1 The following statement is applicable to all incomplete vehicle models contained in this book (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 102 and FMVSS 102 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems including but not limited to those listed below (if equipped):

Transmission control and identification system, including but not limited to:

- Automatic transmission assembly (A/T)
- A/T control from floor shift mechanism to transmission linkage
- A/T floor shift mechanism
- A/T neutral safety switch assembly and wire
- A/T position indicator dial
- A/T position indicator (pointer)
- A/T position indicator actuating linkage
- Chassis wiring harness
- Transmission shift position pattern (knob, plate or label)

CMVSS 103 and FMVSS 103 – WINDSHIELD DEFROSTING AND DEFOGGING SYSTEMS

Applies to all models of incomplete vehicles contained in this book

TYPE 1 The following statement is applicable to all models of incomplete vehicles contained in this book (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 103 and FMVSS 103 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems including but not limited to those listed below (if equipped):

Windshield defrosting and defogging systems, including but not limited to:

- Chassis and instrument panel wiring harness assembly
- Defroster air distributor assembly (manifold)
- Defroster air duct assembly
- Defroster air hoses – manifold to nozzle
- Defroster air to windshield outlet assembly (nozzle)
- Defroster outlet to heater assembly adapter
- Engine water outlet thermostat assembly
- Heater & defroster assembly – including motor & blower
- Heater & defroster control (mechanical)
- Heater blower motor resistor assembly (blower speed control)
- Heater & water hoses and hose assemblies
- Heater water inlet valve control
- Windshield assembly

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CMVSS 104 and FMVSS 104 – WINDSHIELD WIPING AND WASHER SYSTEMS Applies to all models of incomplete vehicles contained in this book

TYPE 1 The following statement is applicable to all models of incomplete vehicles contained in this book (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 104 and FMVSS 104 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems including but not limited to those listed below (if equipped):

Windshield wiping and washing systems, including but not limited to:

Chassis wiring harness
Washer reservoir cap
Water reservoir filler assembly
Windshield assembly
Windshield wiper arm assembly
Windshield wiper blade assembly

Windshield wiper linkage assembly
Windshield wiper and washer control
Windshield wiper and washer motor and pump assembly
Windshield washer fluid reservoir
Windshield washer system hoses
Windshield washer nozzle

CMVSS 105 and FMVSS 105 – HYDRAULIC BRAKE SYSTEMS Applies to all models of incomplete vehicles contained in this book

TYPE 2 The following statement is applicable to all models of incomplete vehicles contained in this book (unless otherwise noted on the cover).

This incomplete vehicle, if equipped with hydraulic brakes, when completed, will conform to CMVSS 105 and FMVSS 105 providing no alterations are made which affect the function, physical or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems identified below. In addition, the maximum vertical center of gravity specified below must not be exceeded at maximum GVWR and rated front and rear GAWR.

Center of Gravity:

<u>Application</u>	<u>Maximum Center of Gravity millimeter (inches) above ground</u>
NPR	1600 mm (63")

This center of gravity limit is for conformity to CMVSS 105 and FMVSS 105. For body installation guidance, please see Isuzu body builder guide.

Hydraulic Brake Systems, including but not limited to:

Hydraulic brake lines, fittings and routings including gauges, warning devices and warning statements
Hydraulic brake valves and components
Hydraulic brake reservoir
Service and/or parking brake assemblies and components (Power boosters, master cylinder, ABS module, calipers, wheel cylinders, etc.)
Tires
Wheelbases
Brake pedal, brake light switch, parking brake hand level and switch, and related mechanical components
Brake and ABS warning light
Vacuum pump, tank, pipes and hoses (including warning devices and statements)
Master cylinder reservoir warning statement

CMVSS 106 and FMVSS 106 – BRAKE HOSES
Applies to all models of incomplete vehicles contained in this book

TYPE 1 The following statement is applicable to all models of incomplete vehicles contained in this book (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 106 and FMVSS 106 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems including but not limited to those listed below (if equipped):

Hydraulic Air, and Vacuum Brake Hoses
Hoses and hose end fittings
Labeling requirements

Brake Hose Assemblies – and Brake Hose
End Fittings

2011 Isuzu Truck - NPR ECO-MAX 12,000 GVW

CMVSS 108 and FMVSS 108 – LAMPS, REFLECTIVE DEVICES AND ASSOCIATED EQUIPMENT Applies to all models of incomplete vehicles contained in this book

TYPE 2 The following statement is applicable to all models of incomplete vehicles contained in this book (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 108 and FMVSS 108 providing it is completed in accordance with the following specific conditions by the final stage manufacturer:

- 1) Body width must be between 2.032 m (80") and 2.438 m (96").
- 2) Each of these devices must be properly installed on the completed vehicle and meet all the requirements of CMVSS 108 and FMVSS 108:
 - a. The following devices, when provided, located and/or wired by ISUZU MOTORS meet the requirements of this standard.
 - Cab roof clearance and ID lamps (front)
 - Headlamps (Headlamps or Daytime running lamps)
 - Side marker lamp (Front)
 - Side reflex reflectors (front)
 - Turn signal flasher
 - Turn signal lamps (front)
 - Turn signal operating unit
 - Vehicle hazard warning signal operating unit
 - Vehicle hazard warning signal flasher
 - b. The following lamps and reflective devices are temporarily mounted on this incomplete vehicle as required for transportation. When relocating them, intermediate or final stage manufacturers must refer to the Isuzu Body Builders Manual and assure conformance with the location, visibility, and operational requirements of CMVSS 108 and FMVSS 108.
 - License plate lamp
 - Rear combination lamps (tail lamps, stop lamps, turn signal lamps and back-up lamps)
 - Reflex reflectors (rear)
 - c. No part of the completed vehicle shall be installed so as to prevent any of the devices listed in (a) or (b) above from meeting their required photometric output at the specified test points. If such interference exists, the applicable devices may have to be relocated or additional devices added to meet the requirements of CMVSS 108 and FMVSS 108:
 - Any CMVSS 108 and FMVSS 108 part shall not be painted.
 - d. The following devices are not installed on this incomplete vehicle or supplied by ISUZU MOTORS. When added by intermediate or final stage manufacturers, they must also meet the requirements of CMVSS 108 and FMVSS 108:
 - Clearance lamps (rear)
 - Identification lamps (rear)
 - Side reflex reflectors (rear)
 - Side marker lamps (rear)
 - e. The following additional devices must be installed on the van body and meet all requirements of this standard if the overall vehicle length is 9.1 m (30 feet) or greater.
 - Intermediate side marker lamps
 - Intermediate side reflex reflectors
- 3) No alterations (other than any relocation of Items in 2) b.) which may be necessary for conformance to CMVSS 108 and FMVSS 108 should be made which affect the location, mounting surfaces, function, environment or visibility clearance of the above listed devices which have been installed on this incomplete vehicle.

2011 Isuzu Truck - NPR ECO-MAX 12,000 GVW

CMVSS 111 and FMVSS 111 – REARVIEW MIRRORS **Applies to all models of incomplete vehicles contained in this book**

TYPE 1 The following statement is applicable to all models of incomplete vehicles contained in this book (unless otherwise noted on the cover of this document).

This incomplete vehicle, when completed, will conform to FMVSS 111 providing no alterations or substitutions are made to the outside rearview mirrors, the driver's seat location is not altered, and the body is installed symmetrical about the vehicle centerline. The overall width should be no greater than;

<u>Model</u>	<u>Width Limit</u> millimeter (inches)
NPR	2438 mm (96")

CMVSS 113 and FMVSS 113 – HOOD LATCH SYSTEM **Applies to all models of incomplete vehicles contained in this book**

TYPE 1 The following statement is applicable to all models of incomplete vehicles contained in this book (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 113 and FMVSS 113 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems including but not limited to those listed below:

Hood latch systems, if equipped which may include but are not limited to:

Hood latch (catch) assembly	Hood latch pilot
Hood latch support assembly	Hood latch striker plate (hook) and reinforcements
Hood latch cable release system including controls	

CMVSS 115 – VEHICLE IDENTIFICATION NUMBER **Applies to all models of incomplete vehicles contained in this book**

TYPE 1 The following statement is applicable to all models of incomplete vehicles contained in this book (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 115 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems including but not limited to those listed below:

VIN plate	The vehicle identification number
VIN plate fasteners	

CMVSS 116 and FMVSS 116 – MOTOR VEHICLE BRAKE FLUIDS
Applies to all models of incomplete vehicles contained in this book

TYPE 1 The following statement is applicable to all models of incomplete vehicles contained in this book (unless otherwise noted on the cover).

This incomplete vehicle, when equipped with approved hydraulic brake fluid will conform to CMVSS 116 and FMVSS 116 providing no alterations are made which affect the physical or chemical properties of the brake fluid.

CMVSS 120 and FMVSS 120 – TIRE SELECTION AND RIMS FOR VEHICLES OTHER THAN PASSENGER CARS
Applies to all models of incomplete vehicles contained in this book

TYPE 2 The following statement is applicable to all models of incomplete vehicles contained in this book (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 120 and FMVSS 120

Providing:

- A. No alterations are made which affect the function, physical or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems including but not limited to: Wheels Tires
- B. GVWR, GAWR front and rear weight ratings as listed on the incomplete vehicle label affixed to the front cover of this document must not be exceeded.
- C. The tire and wheel information shown on the incomplete vehicle label must be transferred to the final stage manufacturer's Certification label or Tire Information Label providing no equipment changes are made.

CMVSS 121 and FMVSS 121 – AIR BRAKE SYSTEMS
Applies to all models of incomplete vehicles equipped with Air Brakes and contained in this book

TYPE 3 The following statement is applicable to NPR of incomplete vehicles contained in this book (unless otherwise noted on the cover).

Conformity with CMVSS 121 and FMVSS 121 cannot be determined based upon the components supplied on the incomplete vehicle, and ISUZU MOTORS makes no representation to the conformity with the standard.

CMVSS 124 and FMVSS 124 – ACCELERATOR CONTROL SYSTEMS **Applies to all models of incomplete vehicles contained in this book**

TYPE 1 The following statement is applicable to all models of incomplete vehicles contained in this book (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 124 and FMVSS 124 providing no alterations are made which affect the function, physical chemical, or mechanical properties, environment, location, or vital spatial clearances of the components, assemblies or systems including but not limited to those listed below:

Accelerator/throttle control systems, including but not limited to:

Accelerator Control Systems, including but not limited to::

- | | | |
|--------------------|---|--|
| DIESEL
VEHICLES | { | Accelerator pedal and attachments |
| | | Accelerator lever and supporting bracket assembly |
| | | Accelerator cable, support brackets, and seals |
| | | Accelerator return spring(s) |
| | | Attachment to injection pump lever - pin, hole, or ball stud |
| | | Downshift switch |
| | | Idling control cable assembly |

CMVSS 205 and FMVSS 205 – GLAZING MATERIALS **Applies to all models of incomplete vehicles contained in this book**

TYPE 1 The following statement is applicable to all models of incomplete vehicles contained in this book (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 205 and FMVSS 205 providing no alterations are made which affect the function, physical chemical, or mechanical properties, environment, location, or vital spatial clearances of the components, assemblies or systems including but not limited to those listed below:

Glazing material

Visibility of the monogram

The monogram

Final compliance with CMVSS 205 and FMVSS 205 is the responsibility of the final stage manufacturer for any modifications, or added material, parts, components, or systems.

CCMVSS 206 and FMVSS 206 – DOOR LOCKS AND DOOR RETENTION COMPONENTS Applies to all models of incomplete vehicles contained in this book

TYPE 1 The following statement is applicable to all models of incomplete vehicles contained in this book (unless otherwise noted on the cover of this document).

This incomplete vehicle, when completed, will conform to CMVSS 206 and FMVSS 206 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems including but not limited to those listed below:

- Door lock
- Door latch
- Door latch striker plate
- Door hinge
- Inside lock control linkage
- Exterior door handles

If the intermediate or final stage manufacturer installs any additional doors, they must also meet the requirements of this standard.

CMVSS 207 and FMVSS 207 – ANCHORAGE OF SEATS Applies to all models of incomplete vehicles contained in this book

TYPE 1 The following statement is applicable to all models of incomplete vehicles contained in this book (unless otherwise noted on the cover of this document).

This incomplete vehicle, when completed, will conform to CMVSS 207 and FMVSS 207 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems including but not limited to those listed below:

Seating systems, including but not limited to:

Floor pan assemblies	Seat assembly
Folding seat or seat back latch assembly	Seat or seat back latch assembly
Seat adjuster assembly	Seat or seat back latch release control
Seat anchorage's brackets reinforcements, attachment hardware, etc.	Seat or seat back latch striker
	Seat riser

CMVSS 208 and FMVSS 208 – OCCUPANT CRASH PROTECTION Applies to all models of incomplete vehicles contained in this book

TYPE 1 The following statement is applicable to all models of incomplete vehicles contained in this book (unless otherwise noted on the cover).

This vehicle, when completed, will conform to the seat belt provision sections of CMVSS 208 and FMVSS 208 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems installed by Isuzu Motors including but not limited to the location or configuration of the designated seats/seating positions or to the number, placement, installation or model number of the seat belt assemblies of this incomplete vehicle.

CMVSS 209 and FMVSS 209 – SEAT BELT ASSEMBLIES
Applies to all models of incomplete vehicles contained in this book

TYPE 1 The following statement is applicable to all models of incomplete vehicles contained in this book (unless otherwise noted on the cover).

The seat belt assembly provided by ISUZU Motors when mounted to its original attachments locations, at any designated seating position, will conform to CMVSS 209 and FMVSS 209 providing no alterations are made which affect the function, physical, chemical, or mechanical properties environment, location or vital spatial clearances of the components, assemblies or systems including but not limited to those listed below:

Seat belt assemblies
Seat belt anchorages
Owner manual instructions

Seat assemblies
Seat anchorages

CMVSS 210 and FMVSS 210 – SEAT BELT ASSEMBLY ANCHORAGES
Applies to all models of incomplete vehicles contained in this book

TYPE 1 The following statement is applicable to all models of incomplete vehicles contained in this book (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 210 and FMVSS 210 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems including but not limited to those listed below:

Seat assemblies
Seat belt assemblies
Floor pan assembly
Seat position/adjustment capability
Seat belt routing

Seat belt anchorage brackets, plates, and reinforcements
Child restraint system including anchorages, brackets, plates and reinforcements

CMVSS 213.4 and FMVSS 213 – CHILD RESTRAINT SYSTEMS
Applies to all models of incomplete vehicles contained in this book

TYPE 3 The following statement is applicable to all models of incomplete vehicles contained in this book (unless otherwise noted on the cover).

Conformity with CMVSS 213.4 and FMVSS 213 cannot be determined based upon the components supplied on the incomplete vehicle, and ISUZU Motors makes no representation to conformity with the standard.

CMVSS 302 and FMVSS 302 – FLAMMABILITY OF INTERIOR MATERIALS
Applies to all models of incomplete vehicles contained in this book

TYPE 1 The following statement is applicable to all models of incomplete vehicles contained in this book (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 302 and FMVSS 302 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems including but not limited to those listed below, and installed by ISUZU Motors:

- Seat assemblies
- Seat cushions
- Seat backs
- Seat belts
- Headlining
- Arm rests
- Compartment shelves
- Head restraints
- Floor coverings
- Sun visors
- Shades
- Wheel housing covers
- Engine compartment covers
- Instrument panel
- Console
- Rear Organizer

All trim panels including door, front, rear and side panels

Any other interior materials, including padding and crash deployed elements that are designed to absorb energy on contact by occupants in the event of a crash.

PART II

U.S. EPA, CALIFORNIA, AND CANADIAN EXHAUST EMISSION REQUIREMENTS AND ON-BOARD DIAGNOSTIC SYSTEM (OBDII) REQUIREMENTS

To assure that EPA California and Canada emission certificate requirements and OBDII requirements are met, this incomplete vehicle (except where noted) must be completed in strict accordance with all instructions contained in this document, especially the following instructions which relate to:

- A. Exhaust emission related components
- B. Noise

(A) EMISSION RELATED COMPONENTS

TYPE 1 The following statement is applicable to all models of incomplete vehicles contained in this book (unless otherwise noted on the cover).

1. This incomplete vehicle, when completed, will conform to U.S. EPA, CALIFORNIA, AND CANADIAN EXHAUST & EVAPORATIVE EMISSION REQUIREMENTS providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems including but not limited to those listed below (if equipped), and installed by Isuzu Motors:

Air inlet system	Exhaust oxygen sensors (if equipped)
Catalytic converter	Exhaust system
Coolant temperature sensor	Evaporative emission control system (gasoline engine)
Crankcase emission control system	Fuel injection system
Diesel fuel injection components/controls	Fuel system
Engine assembly	Ignition system (gasoline engine)
Engine electronics (ecm/pcm/vcm)	Intake manifold
Engine speed sensor	Turbocharger and associated equipment/controls
EGR system	MAF Sensor
Exhaust emission control system	DPF (Diesel Particulate Filter) system
Charge Air Cooler and related system	SCR (Selective Catalytic Reduction) system
Transmission Control Module (TCM)	Tires

2. Cold tire pressure as listed for front and rear on the Incomplete Vehicle Label affixed to the front cover of this document must be maintained.
3. GVWR, GAWR front and rear weight ratings as listed on the Incomplete Vehicle Label affixed to the front cover of this document must not be exceeded.
4. NPR, incomplete vehicle, is certified using Federal and California chassis certification protocol and will require vehicle weight and frontal area restrictions to retain emission certification. The frontal area and unloaded vehicle weight information can be found on the Vehicle Emission Control Information label, which is located on the underside of cab floor panel. It is the responsibility of the intermediate or final stage manufacturer to ensure that the maximum completed vehicle curb weight and frontal area specified by Isuzu Motors are not exceeded.

<u>Model</u>	<u>Curb Weight</u>	<u>Frontal Area</u>
NPR	9,660 lbs.	74.5 ft ²

LABELS

TYPE 1 The following statement is applicable to all models of incomplete vehicles contained in this book (unless otherwise noted on the cover).

The emission control related information labels and ultra low sulfur diesel fuel label that are permanently affixed are required by government regulation and must not be obstructed from view or defaced so as to impair its visibility or legibility.

(B) NOISE

CMVSS 1106 – EXTERIOR NOISE **Applies to all models of incomplete vehicles contained in this book**

TYPE 1 The following statement is applicable to all models of incomplete vehicles (unless otherwise noted on the cover of this document).

A. This incomplete vehicle, when completed, will conform to the above standards providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems including but not limited to those listed below:

Exhaust System
Tires (including correct tire pressure)
Engine assembly
Transmission assembly
Diesel Particulate Filter (DPF)

Powertrain cooling fan
Intake system
Axle
Catalytic converter and its location (if equipped)
Selective Catalytic Reduction (SCR) System

B. Final compliance with CMVSS 1106 is the responsibility of the final stage manufacturer for any modifications, or added material, components, or systems.

PART III

INTERFERENCE CAUSING EQUIPMENT STANDARD – ICES-002 **Applies to all models of incomplete vehicles except vehicles equipped with diesel engines contained in this book**

TYPE 1 The following statement is applicable to all models of incomplete vehicles except vehicles equipped with diesel engines (unless otherwise noted on the cover of this document).

This incomplete vehicle, when completed, will conform to the above regulations providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems including but not limited to those listed below:

Ignition wires & plugs
Ignition coil(s)

Spark plug wires

NPR-HD, NQR, and NRR DOCUMENT FOR INCOMPLETE VEHICLE

DO NOT REMOVE

THIS DOCUMENT MUST REMAIN
WITH THIS VEHICLE UNTIL IT IS
CERTIFIED AS A COMPLETED VEHICLE.

PLACE
LABEL
HERE

This document is furnished as required by the Canada Motor Vehicle Safety Act and Federal Motor Vehicle Safety Regulations (FMVSR) to aid intermediate and final stage manufacturers in their determination of conformity of the completed vehicle with applicable Canada Motor Vehicle Safety Standards (CMVSS), Federal Motor Vehicle Safety Standards (FMVSS), Canadian On-Road Vehicle and Engine Emission Regulations and Canada Interference Causing Equipment Standard – ICES-002. Also included are instructions which must be followed in order to assure that Environmental Protection Agency (EPA) and California emission certification requirements are met.

This document is not a substitute for knowledge and understanding of the requirements of the Canada Motor Vehicle Safety Act, Federal Motor Vehicle Safety Regulations (FMVSR); or applicable Canada Motor Vehicle Safety Standards (CMVSS) and Federal Motor Vehicle Safety Standards (FMVSS). Intermediate and final stage manufacturers should be familiar with the Regulations and Standards referred to above to be aware of their specific responsibilities.

Any manufacturer making alterations to this incomplete vehicle during the process of manufacturing the complete vehicle should be constantly vigilant to recognize all effects, either direct or indirect, on other components, assemblies or systems caused by each such alteration. No alteration should be made to the incomplete vehicle that either directly or indirectly results in any component, assembly or system being in nonconformance with any applicable Canada Motor Vehicle Safety Standard, Federal Motor Vehicle Safety Standard or Emission Regulation. The statements contained in this Incomplete Vehicle Document are accurate as of the date of manufacture of the Incomplete Vehicle and can be relied on by any intermediate and/or final stage manufacturer as a basis for certification.

INTRODUCTION

This document contains information relative to conformance of this incomplete vehicle with the following:

Part I – FEDERAL MOTOR VEHICLE SAFETY STANDARDS, AND CANADA MOTOR VEHICLE SAFETY STANDARDS

Part II – U.S. EPA, CALIFORNIA, AND CANADIAN EXHAUST & EVAPORATIVE EMISSION REQUIREMENTS

Part III – CANADA INTERFERENCE CAUSING EQUIPMENT STANDARD

If supplemental technical information is required to support this document, go to the Body Builder website located at <http://www.isuzutruckservice.com/> , or call 1-770-740-1620 Ext.262 (East Coast) or 1-714-935-9327 (West Coast).

PART I

-FEDERAL MOTOR VEHICLE SAFETY STANDARDS, AND CANADA MOTOR VEHICLE SAFETY STANDARDS-

This section contains a list of Canada Motor Vehicle Safety Standard (CMVSS), and Federal Motor Vehicle Safety Standards (FMVSS), followed by a section entitled “Statements Regarding Canada Motor Vehicle Safety Standards (CMVSS), and Federal Motor Vehicle Safety Standards (FMVSS). An appropriate statement of applicability is made for each standard, and by vehicle model as it relates to the incomplete vehicle.

The identifiers TYPE 1, TYPE 2 or TYPE 3 prefix statements (of applicability) regarding Canada Motor Vehicle Safety Standards (CMVSS), and Federal Motor Vehicle Safety Standards (FMVSS). "Examples" of these statements follow:

- TYPE 1 A** statement that the vehicle when completed will conform to the standard if no alterations are made in identified components of the incomplete vehicle.
EXAMPLE: This vehicle when complete will conform to CMVSS 104 and FMVSS No. 104, Windshield Wiping and Washing Systems, if no alterations are made in the windshield wiper components.
- TYPE 2 A** statement of specific conditions of final manufacture under which the manufacturer specifies that the completed vehicle will conform to the standard.
EXAMPLE: This vehicle when completed will conform to CMVSS 121 and FMVSS 121, Air Brake Systems, if it does not exceed any of the gross axle weight ratings, if the center of gravity at GVWR is not higher than ## feet above the ground, and if no alterations are made to any brake system component.
- TYPE 3** A statement that conformity with the standard cannot be determined based upon the components supplied on the incomplete vehicle, and that the incomplete vehicle manufacturer makes no representation to conformity with the standard.

In accordance with the requirements of Canada Motor Vehicle Safety Regulations, and Federal Motor Vehicle Safety Regulations Part 568.4, the following information is included on the label affixed to the front cover of this document:

- the name and mailing address of the incomplete vehicle manufacturer;
- the month and year the incomplete vehicle manufacturer performed its last manufacturing operation on the incomplete vehicle;
- the vehicle identification number (VIN);
- the Gross Vehicle Weight Rating (GVWR) expressed in kg (lb), intended for the vehicle when it is a completed vehicle;
- the Gross Axle Weight Rating (GAWR) expressed in kg (lb), intended for each axle of the vehicle when it is a completed vehicle, listed in order from front to rear.

In addition, the final stage manufacturer is responsible under of Canada Motor Vehicle Safety Regulations, and Federal Motor Vehicle Safety Regulations Part 567.5, to place the GVWR and the GAWR of each axle, on the Final Vehicle Certification Label. The regulation states that the appropriate rating "shall not be less than the sum of the Unloaded Vehicle Weight, rated cargo load, and 68 kg (150 lb) times the vehicle's designed seating capacity".

Unloaded Vehicle Weight means the weight of a vehicle with maximum capacity of all fluids necessary for operation of the vehicle, but without cargo or occupants.

During the completion of this vehicle, GVWR and GAWR may be affected in various ways, including but not limited to the following:

- The installation of a body or equipment that exceeds the rated capacities of the incomplete vehicle.
- The addition of designated seating positions that exceed the rated capacities of the incomplete vehicle.
- Alterations or substitution of any components such as axles, springs, tires, wheels, frames, steering and brake systems that may affect the rated capacities of the incomplete vehicle.

PART I - CHART A

LIST OF CANADA MOTOR VEHICLE SAFETY STANDARDS (CMVSS), AND
FEDERAL MOTOR VEHICLE SAFETY STANDARDS (FMVSS), APPLICABLE TO
GASOLINE OR DIESEL – FUELED TRUCKS WITH A GVWR OF GREATER THAN 4536 kg (10,000 lb)

SEE STATEMENTS REGARDING CMVSS AND FMVSS ON PAGES THAT FOLLOW

CMVSS No.	FMVSS No.	NPR TITLE	NQR NPR-HD	NRR
101	101	Controls and displays with a GVWR of more than 4536 kg (10,000 lb)	1	1
102	102	Transmission shift lever sequence, starter interlock and transmission braking effect	1	1
103	103	Windshield defrosting and defogging systems	1	1
104	104	Windshield wiping and washing systems	1	1
105	105	Hydraulic brake systems	2	2
106	106	Brake hoses	1	1
108	108	Lamps, reflective devices and associated equipment	2	2
111	111	Rearview mirrors	1	1
113	113	Hood latch system	1	1
115	-	Vehicle Identification Number	1	1
116	116	Motor-vehicle brake fluids	1	1
120	120	Tire selection and rims	2	2
121	121	Air brake systems	3	3
124	124	Accelerator control systems	1	1
205	205	Glazing materials	1	1
206	206	Door locks and door retention components	1	1
207	207	Seating systems	1	1
208	208	Occupant Crash Protection	1	1
209	209	Seat belt assemblies	1	1
210	210	Seat belt assembly anchorages	1	1
213.4	213	Child restraint systems	3	3
302	302	Flammability of interior materials	1	1

• TYPE 1, 2 or 3 numbers to the right hand side of the table above designate the appropriate paragraph in the CMVSS or FMVSS standards that follow.

Statements Regarding Canada Motor Vehicle Safety Standards (CMVSS), and Federal Motor Vehicle Safety Standards (FMVSS).

CMVSS 101 and FMVSS 101 – CONTROLS AND DISPLAYS

Applies to all models of incomplete vehicles contained in this book with a 4536 kg (10,000 lb) GVWR or more

TYPE 1 The following statement is applicable to all models of incomplete vehicles contained in this book with a GVWR of more than 4536 kg (10,000 lb)
- (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 101 and FMVSS 101 providing no alterations are made which affect this location, identification, or illumination of the controls and displays identified below or the location, travel and type of seat. If the seat is installed by the final stage manufacturer, the visibility and operation of the controls and displays listed below must meet the requirements of the standard:

Vehicle and system controls and displays including:

Accelerator	Horn control
Brake failure warning	Ignition switch (engine start & stop control)
* Brake failure displays	Illumination intensity control
Clutch	Low fuel indicator
Driver's sunvisor	Manual/automatic transmission shift lever
Electrical charge indicator	* Odometer
Engine coolant temperature display	Engine oil pressure display
Engine idle speed control	Service brake
Fuel level display	* Speedometer
Hazard warning control & indicator	Steering wheel
Master lighting switch (includes clearance lamp, identification lamp, and tail lamp control)	Turn signal, control & indicator
Heating & air conditioning system control	Windshield defrosting & defogging controls
Heating system & air conditioning system fan	Windshield washer control
Gear position display	Windshield wiper control
High beam indicator & control	Anti-lock brake failure warning display
DPF Gauge	Multi information display (MID)
	DEF Gauge

If the intermediate or final stage manufacturer installs any of the above controls and displays, those controls and displays will also have to meet the requirements of this standard.

* For CMVSS only, when Canadian option is specified.

CMVSS 102 and FMVSS 102 – TRANSMISSION SHIFT LEVER SEQUENCE, STARTER INTERLOCK AND TRANSMISSION BRAKING EFFECT

Applies to all models of incomplete vehicles contained in this book

TYPE 1 The following statement is applicable to all incomplete vehicle models contained in this book (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 102 and FMVSS 102 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems including but not limited to those listed below (if equipped):

Transmission control and identification system, including but not limited to:

- Automatic transmission assembly (A/T)
- A/T control from floor shift mechanism to transmission linkage
- A/T floor shift mechanism
- A/T neutral safety switch assembly and wire
- A/T position indicator dial
- A/T position indicator (pointer)
- A/T position indicator actuating linkage
- Chassis wiring harness
- Transmission shift position pattern (knob, plate or label)

CMVSS 103 and FMVSS 103 – WINDSHIELD DEFROSTING AND DEFOGGING SYSTEMS

Applies to all models of incomplete vehicles contained in this book

TYPE 1 The following statement is applicable to all models of incomplete vehicles contained in this book (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 103 and FMVSS 103 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems including but not limited to those listed below (if equipped):

Windshield defrosting and defogging systems, including but not limited to:

- Chassis and instrument panel wiring harness assembly
- Defroster air distributor assembly (manifold)
- Defroster air duct assembly
- Defroster air hoses – manifold to nozzle
- Defroster air to windshield outlet assembly (nozzle)
- Defroster outlet to heater assembly adapter
- Engine water outlet thermostat assembly
- Heater & defroster assembly – including motor & blower
- Heater & defroster control (mechanical)
- Heater blower motor resistor assembly (blower speed control)
- Heater & water hoses and hose assemblies
- Heater water inlet valve control
- Windshield assembly

CMVSS 104 and FMVSS 104 – WINDSHIELD WIPING AND WASHER SYSTEMS Applies to all models of incomplete vehicles contained in this book

TYPE 1 The following statement is applicable to all models of incomplete vehicles contained in this book (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 104 and FMVSS 104 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems including but not limited to those listed below (if equipped):

Windshield wiping and washing systems, including but not limited to:

Chassis wiring harness
Washer reservoir cap
Water reservoir filler assembly
Windshield assembly
Windshield wiper arm assembly
Windshield wiper blade assembly

Windshield wiper linkage assembly
Windshield wiper and washer control
Windshield wiper and washer motor and pump assembly
Windshield washer fluid reservoir
Windshield washer system hoses
Windshield washer nozzle

CMVSS 105 and FMVSS 105 – HYDRAULIC BRAKE SYSTEMS Applies to all models of incomplete vehicles contained in this book

TYPE 2 The following statement is applicable to all models of incomplete vehicles contained in this book (unless otherwise noted on the cover).

This incomplete vehicle, if equipped with hydraulic brakes, when completed, will conform to CMVSS 105 and FMVSS 105 providing no alterations are made which affect the function, physical or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems identified below. In addition, the maximum vertical center of gravity specified below must not be exceeded at maximum GVWR and rated front and rear GAWR.

Center of Gravity:

Application
NPR/NPR-HD/NQR/NRR

Maximum Center of Gravity
millimeter (inches) above ground
1600 mm (63")

Hydraulic Brake Systems, including but not limited to:

Hydraulic brake lines, fittings and routings including gauges, warning devices and warning statements

Hydraulic brake valves and components

Hydraulic brake reservoir

Service and/or parking brake assemblies and components (Power boosters, master cylinder, ABS module, calipers, wheel cylinders, etc.)

Tires

Wheelbases

Brake pedal, brake light switch, parking brake hand level and switch, and related mechanical components

Brake and ABS warning light

Vacuum pump, tank, pipes and hoses (including warning devices and statements)

Master cylinder reservoir warning statement

Hydraulic booster pump, pipes, hoses and reservoir (including warning devices)

CMVSS 106 and FMVSS 106 – BRAKE HOSES
Applies to all models of incomplete vehicles contained in this book

TYPE 1 The following statement is applicable to all models of incomplete vehicles contained in this book (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 106 and FMVSS 106 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems including but not limited to those listed below:

Hydraulic Air, and Vacuum Brake Hoses
Hoses and hose end fittings
Labeling requirements

Brake Hose Assemblies – and Brake Hose
End Fittings

CMVSS 108 and FMVSS 108 – LAMPS, REFLECTIVE DEVICES AND ASSOCIATED EQUIPMENT
Applies to all models of incomplete vehicles contained in this book

TYPE 2 The following statement is applicable to all models of incomplete vehicles contained in this book (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 108 and FMVSS 108 providing it is completed in accordance with the following specific conditions by the final stage manufacturer:

- 1) Body width must be between 2.032 m (80") and 2.438 m (96"). (2.184 m (86") MIN Body Width For Crew Cab).
- 2) Each of these devices must be properly installed on the completed vehicle and meet all the requirements of CMVSS 108 and FMVSS 108:
 - a. The following devices, when provided, located and/or wired by ISUZU MOTORS meet the requirements of this standard.
 - Cab roof clearance and ID lamps (front)
 - Headlamps (Headlamps or Daytime running lamps)
 - Side marker lamp (Front)
 - Side reflex reflectors (front)
 - Turn signal flasher
 - Turn signal lamps (front)
 - Turn signal operating unit
 - Vehicle hazard warning signal operating unit
 - Vehicle hazard warning signal flasher
 - b. The following lamps and reflective devices are temporarily mounted on this incomplete vehicle as required for transportation. When relocating them, intermediate or final stage manufacturers must refer to the Isuzu Body Builders Manual and assure conformance with the location, visibility, and operational requirements of CMVSS 108 and FMVSS 108.
 - License plate lamp
 - Rear combination lamps (tail lamps, stop lamps, turn signal lamps and back-up lamps)
 - Reflex reflectors (rear)
 - c. No part of the completed vehicle shall be installed so as to prevent any of the devices listed in (a) or (b) above from meeting their required photometric output at the specified test points. If such interference exists, the applicable devices may have to be relocated or additional devices added to meet the requirements of CMVSS 108 and FMVSS 108: Any CMVSS 108 and FMVSS 108 part shall not be painted.
 - d. The following devices are not installed on this incomplete vehicle or supplied by ISUZU MOTORS. When added by intermediate or final stage manufacturers, they must also meet the requirements of CMVSS 108 and FMVSS 108:
 - Clearance lamps (rear)
 - Identification lamps (rear)
 - Side reflex reflectors (rear)
 - Side marker lamps (rear)
 - e. The following additional devices must be installed on the van body and meet all requirements of this standard if the overall vehicle length is 9.1 m (30 feet) or greater.
 - Intermediate side marker lamps
 - Intermediate side reflex reflectors
- 3) No alterations (other than any relocation of Items in 2) b.) which may be necessary for conformance to CMVSS 108 and FMVSS 108 should be made which affect the location, mounting surfaces, function, environment or visibility clearance of the above listed devices which have been installed on this incomplete vehicle.

CMVSS 111 and FMVSS 111 – REARVIEW MIRRORS
Applies to all models of incomplete vehicles contained in this book

TYPE 1 The following statement is applicable to all models of incomplete vehicles contained in this book (unless otherwise noted on the cover of this document).

This incomplete vehicle, when completed, will conform to FMVSS 111 providing no alterations or substitutions are made to the outside rearview mirrors, the driver's seat location is not altered, and the body is installed symmetrical about the vehicle centerline. The overall width should be no greater than;

<u>Model</u>	<u>Width Limit millimeter (inches)</u>	<u>Width Limit with 102" wide mirror brackets millimeter (inches)</u>
NPR/NPR-HD/NQR/NRR	2438 mm (96")	2590 mm (102")

CMVSS 113 and FMVSS 113 – HOOD LATCH SYSTEM
Applies to all models of incomplete vehicles contained in this book

TYPE 1 The following statement is applicable to all models of incomplete vehicles contained in this book (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 113 and FMVSS 113 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems including but not limited to those listed below:

Hood latch systems, if equipped which may include but are not limited to:

- | | |
|--|--|
| Hood latch (catch) assembly | Hood latch pilot |
| Hood latch support assembly | Hood latch striker plate (hook) and reinforcements |
| Hood latch cable release system including controls | |

CMVSS 115 – VEHICLE IDENTIFICATION NUMBER
Applies to all models of incomplete vehicles contained in this book

TYPE 1 The following statement is applicable to all models of incomplete vehicles contained in this book (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 115 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems including but not limited to those listed below:

- | | |
|---------------------|-----------------------------------|
| VIN plate | The vehicle identification number |
| VIN plate fasteners | |

CMVSS 116 and FMVSS 116 – MOTOR VEHICLE BRAKE FLUIDS
Applies to all models of incomplete vehicles contained in this book

TYPE 1 The following statement is applicable to all models of incomplete vehicles contained in this book (unless otherwise noted on the cover).

This incomplete vehicle, when equipped with approved hydraulic brake fluid will conform to CMVSS 116 and FMVSS 116 providing no alterations are made which affect the physical or chemical properties of the brake fluid.

CMVSS 120 and FMVSS 120 – TIRE SELECTION AND RIMS FOR VEHICLES OTHER THAN PASSENGER CARS
Applies to all models of incomplete vehicles contained in this book

TYPE 2 The following statement is applicable to all models of incomplete vehicles contained in this book (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 120 and FMVSS 120 Providing:

- A. No alterations are made which affect the function, physical or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems including but not limited to: Wheels Tires
- B. GVWR, GAWR front and rear weight ratings as listed on the incomplete vehicle label affixed to the front cover of this document must not be exceeded.
- C. The tire and wheel information shown on the incomplete vehicle label must be transferred to the final stage manufacturer's Certification label or Tire Information Label providing no equipment changes are made.

CMVSS 121 and FMVSS 121 – AIR BRAKE SYSTEMS
Applies to all models of incomplete vehicles equipped with Air Brakes and contained in this book

TYPE 3 The following statement is applicable to NPR/NPR-HD/W3500/W4500 and NQR/NRR/W5500/W5500-HD of incomplete vehicles contained in this book (unless otherwise noted on the cover).

Conformity with CMVSS 121 and FMVSS 121 cannot be determined based upon the components supplied on the incomplete vehicle, and ISUZU MOTORS makes no representation to the conformity with the standard.

CMVSS 124 and FMVSS 124 – ACCELERATOR CONTROL SYSTEMS Applies to all models of incomplete vehicles contained in this book

TYPE 1 The following statement is applicable to all models of incomplete vehicles contained in this book (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 124 and FMVSS 124 providing no alterations are made which affect the function, physical chemical, or mechanical properties, environment, location, or vital spatial clearances of the components, assemblies or systems including but not limited to those listed below:

- | | | |
|----------------------|---|---|
| DIESEL
VEHICLES | } | Accelerator/throttle control systems, including but not limited to: |
| | | Accelerator Control Systems, including but not limited to: |
| | | Accelerator pedal and attachments |
| | | Accelerator lever and supporting bracket assembly |
| | | Accelerator cable, support brackets, and seals |
| | | Accelerator return spring(s) |
| | | Attachment to injection pump lever - pin, hole, or ball stud |
| | | Downshift switch |
| GASOLINE
VEHICLES | } | Accelerator pedal and attachments |
| | | Accelerator lever and supporting bracket assembly |
| | | Accelerator return spring(s) |

CMVSS 205 and FMVSS 205 – GLAZING MATERIALS Applies to all models of incomplete vehicles contained in this book

TYPE 1 The following statement is applicable to all models of incomplete vehicles contained in this book (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 205 and FMVSS 205 providing no alterations are made which affect the function, physical chemical, or mechanical properties, environment, location, or vital spatial clearances of the components, assemblies or systems including but not limited to those listed below:

Glazing material
The monogram

Visibility of the monogram

Final compliance with CMVSS 205 and FMVSS 205 is the responsibility of the final stage manufacturer for any modifications, or added material, parts, components, or systems.

CMVSS 206 and FMVSS 206 – DOOR LOCKS AND DOOR RETENTION COMPONENTS Applies to all models of incomplete vehicles contained in this book

TYPE 1 The following statement is applicable to all models of incomplete vehicles contained in this book (unless otherwise noted on the cover of this document).

This incomplete vehicle, when completed, will conform to CMVSS 206 and FMVSS 206 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems including but not limited to those listed below:

- Door lock
- Door latch
- Door latch striker plate
- Door hinge
- Inside lock control linkage
- Exterior door handles

If the intermediate or final stage manufacturer installs any additional doors, they must also meet the requirements of this standard.

CMVSS 207 and FMVSS 207 – ANCHORAGE OF SEATS Applies to all models of incomplete vehicles contained in this book

TYPE 1 The following statement is applicable to all models of incomplete vehicles contained in this book (unless otherwise noted on the cover of this document).

This incomplete vehicle, when completed, will conform to CMVSS 207 and FMVSS 207 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems including but not limited to those listed below:

Seating systems, including but not limited to:

Floor pan assemblies	Seat assembly
Folding seat or seat back latch assembly	Seat or seat back latch assembly
Seat adjuster assembly	Seat or seat back latch release control
Seat anchorage's brackets reinforcements, attachment hardware, etc.	Seat or seat back latch striker
	Seat riser

If the intermediate or final stage manufacturer installs any additional doors, they must also meet the requirements of this standard.

CMVSS 208 and FMVSS 208 – OCCUPANT CRASH PROTECTION Applies to all models of incomplete vehicles contained in this book

TYPE 1 The following statement is applicable to all models of incomplete vehicles contained in this book (unless otherwise noted on the cover).

This vehicle, when completed, will conform to the seat belt provision sections of CMVSS 208 and FMVSS 208 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems installed by Isuzu Motors including but not limited to the location or configuration of the designated seats/seating positions or to the number, placement, installation or model number of the seat belt assemblies of this incomplete vehicle.

CMVSS 209 and FMVSS 209 – SEAT BELT ASSEMBLIES
Applies to all models of incomplete vehicles contained in this book

TYPE 1 The following statement is applicable to all models of incomplete vehicles contained in this book (unless otherwise noted on the cover).

The seat belt assembly provided by ISUZU Motors when mounted to its original attachments locations, at any designated seating position, will conform to CMVSS 209 and FMVSS 209 providing no alterations are made which affect the function, physical, chemical, or mechanical properties environment, location or vital spatial clearances of the components, assemblies or systems including but not limited to those listed below:

Seat belt assemblies
Seat belt anchorages
Owner manual instructions

Seat assemblies
Seat anchorages

If the intermediate or final stage manufacturer installs any additional doors, they must also meet the requirements of this standard.

CMVSS 210 and FMVSS 210 – SEAT BELT ASSEMBLY ANCHORAGES
Applies to all models of incomplete vehicles contained in this book

TYPE 1 The following statement is applicable to all models of incomplete vehicles contained in this book (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 210 and FMVSS 210 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems including but not limited to those listed below:

Seat assemblies
Seat belt assemblies
Floor pan assembly
Seat position/adjustment capability
Seat belt routing

Seat belt anchorage brackets, plates, and reinforcements
Child restraint system including anchorages, brackets,
- plates and reinforcements

CMVSS 213.4 and FMVSS 213 – CHILD RESTRAINT SYSTEMS
Applies to all models of incomplete vehicles contained in this book

TYPE 3 The following statement is applicable to all models of incomplete vehicles contained in this book (unless otherwise noted on the cover).

Conformity with CMVSS 213.4 and FMVSS 213 cannot be determined based upon the components supplied on the incomplete vehicle, and ISUZU Motors makes no representation to conformity with the standard.

CMVSS 302 and FMVSS 302 – FLAMMABILITY OF INTERIOR MATERIALS
Applies to all models of incomplete vehicles contained in this book

TYPE 1 The following statement is applicable to all models of incomplete vehicles contained in this book (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 302 and FMVSS 302 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems including but not limited to those listed below, and installed by ISUZU Motors:

- Seat assemblies
- Seat cushions
- Seat backs
- Seat belts
- Headlining
- Arm rests
- Compartment shelves
- Head restraints
- Floor coverings
- Sun visors
- Shades
- Wheel housing covers
- Engine compartment covers
- Instrument panel
- Console
- Rear Organizer

All trim panels including door, front, rear and side panels. Any other interior materials, including padding and crash deployed elements that are designed to absorb energy on contact by occupants in the event of a crash.

PART II

U.S. EPA, CALIFORNIA, AND CANADIAN EXHAUST & EVAPORATIVE EMISSION REQUIREMENTS and ON-BOARD DIAGNOSTIC SYSTEM (OBDII/HD-OBD/EMD) REQUIREMENTS

To assure that EPA California and Canada emission certificate requirements and OBDII/HD-OBD/EMD requirements are met, this incomplete vehicle (except where noted) must be completed in strict accordance with all instructions contained in this document, especially the following instructions which relate to:

- A. Exhaust emission related components
- B. Noise

(A) EMISSION RELATED COMPONENTS

TYPE 1 The following statement is applicable to all models of incomplete vehicles contained in this book (unless otherwise noted on the cover).

1. This incomplete vehicle, when completed, will conform to U.S. EPA, CALIFORNIA, AND CANADIAN EXHAUST & EVAPORATIVE EMISSION REQUIREMENTS providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems including but not limited to those listed below (if equipped), and installed by Isuzu Motors:

Air inlet system	Exhaust oxygen sensors (if equipped)
Catalytic converter	Exhaust system
Coolant temperature sensor	* Evaporative emission control system (gasoline engine)
Crankcase emission control system	Fuel injection system
Diesel fuel injection components/controls	Fuel system
Engine assembly	Ignition system (gasoline engine)
Engine electronics (ecm/pcm/vcm)	Intake manifold
Engine speed sensor	Turbocharger and associated equipment/controls
EGR system	MAF Sensor
Exhaust emission control system	DPF (Diesel Particulate Filter) system
Charge Air Cooler and related system	SCR (Selective Catalytic Reduction) system
Transmission Control Module (TCM)	

* All Federal/California gasoline powered heavy duty vehicles will have an evaporative emission control system that is certified for a fuel tank capacity not to exceed the amount shown on Vehicle Evaporative Emission Control Information Label. Persons wishing to add fuel tank capacity above the amount shown must contact California Air Resources Board and/or submit a written statement to the EPA Administrator that the Hydrocarbon Storage System has been upgraded according to the requirements of 40 CFR 86-095-35 (g) (2).

2. Compliance with applicable fuel evaporative emission regulations will be maintained if no alterations are made to the fuel filler neck(s). Compliance with applicable fuel evaporative emission regulations will be maintained if no alterations are made to change material or increase the size or length of the following nonmetallic fuel and evaporative emission hoses.

- Fuel feed hoses front and rear
- Fuel return hoses front and rear
- Fuel tank filler hoses to filler neck
- Fuel tank vent hoses to filler neck
- Fuel vapor lines at canister
- Fuel vapor lines from engine to chassis pipes
- Fuel vapor lines from fuel tank sender to chassis pipes

SPECIFICATION FOR FILL PIPES AND OPENINGS OF MOTOR VEHICLE FUEL TANKS (APPLICABLE ONLY TO CALIFORNIA GASOLINE POWERED VEHICLES)

TYPE 1 The following statement is applicable to all models of incomplete vehicles contained in this book (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to Title 13, California Administrative Code Chapter 3 Air Resources Board Subchapter 7, "Specifications for Fill Pipes and Openings of Motor Vehicle Fuel Tanks", if no alterations are made to the fuel filler neck(s).

LABELS

TYPE 1 The following statement is applicable to all models of incomplete vehicles contained in this book (unless otherwise noted on the cover).

The emission control related information labels and ultra low sulfur diesel fuel label that are permanently affixed are required by government regulation and must not be obstructed from view or defaced so as to impair its visibility or legibility.

VERTICAL EXHAUST SYSTEM

TYPE 2 The following statement is applicable to all models of incomplete vehicles contained in this book (unless otherwise noted on the cover).

This incomplete vehicle, when completed with the vertical exhaust system, will conform to the above standard providing it is completed by the final stage manufacturer in accordance with the following specific conditions:

- a. the incomplete vehicle manufacturer's vertical exhaust system kit is used, and
- b. the vertical exhaust system kit is installed to the vehicle in accordance with the incomplete vehicle manufacturer's instructions

For more information on the kit and instructions, please call the telephone number shown on page 1.

(B) NOISE

CMVSS 1106 – EXTERIOR NOISE

Applies to all models of incomplete vehicles contained in this book

TYPE 1 The following statement is applicable to all models of incomplete vehicles (unless otherwise noted on the cover of this document).

A. This incomplete vehicle, when completed, will conform to the above standards providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems including but not limited to those listed below:

Exhaust System	Powertrain cooling fan
Tires (including correct tire pressure)	Intake system
Engine assembly	Axle
Transmission assembly	Catalytic converter and its location (if equipped)
Diesel Particulate Filter (DPF)	Selective Catalytic Reduction (SCR) System

B. Final compliance with CMVSS 1106 is the responsibility of the final stage manufacturer for any modifications, or added material, components, or systems.

PART III

INTERFERENCE CAUSING EQUIPMENT STANDARD – ICES-002

Applies to all models of incomplete vehicles except vehicles equipped with diesel engines contained in this book.

TYPE 1 The following statement is applicable to all models of incomplete vehicles except vehicles equipped with diesel engines (unless otherwise noted on the cover of this document).

This incomplete vehicle, when completed, will conform to the above regulations providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems including but not limited to those listed below:

Ignition wires & plugs
Ignition coil(s)

Spark plug wires

This section is reserved for the optional Vertical exhaust system for the NPR-HD, NQR , and NRR series models.

This system system will be available in the first quarter of 2011 .

This section will be updated in the 4th quarter of 2010.

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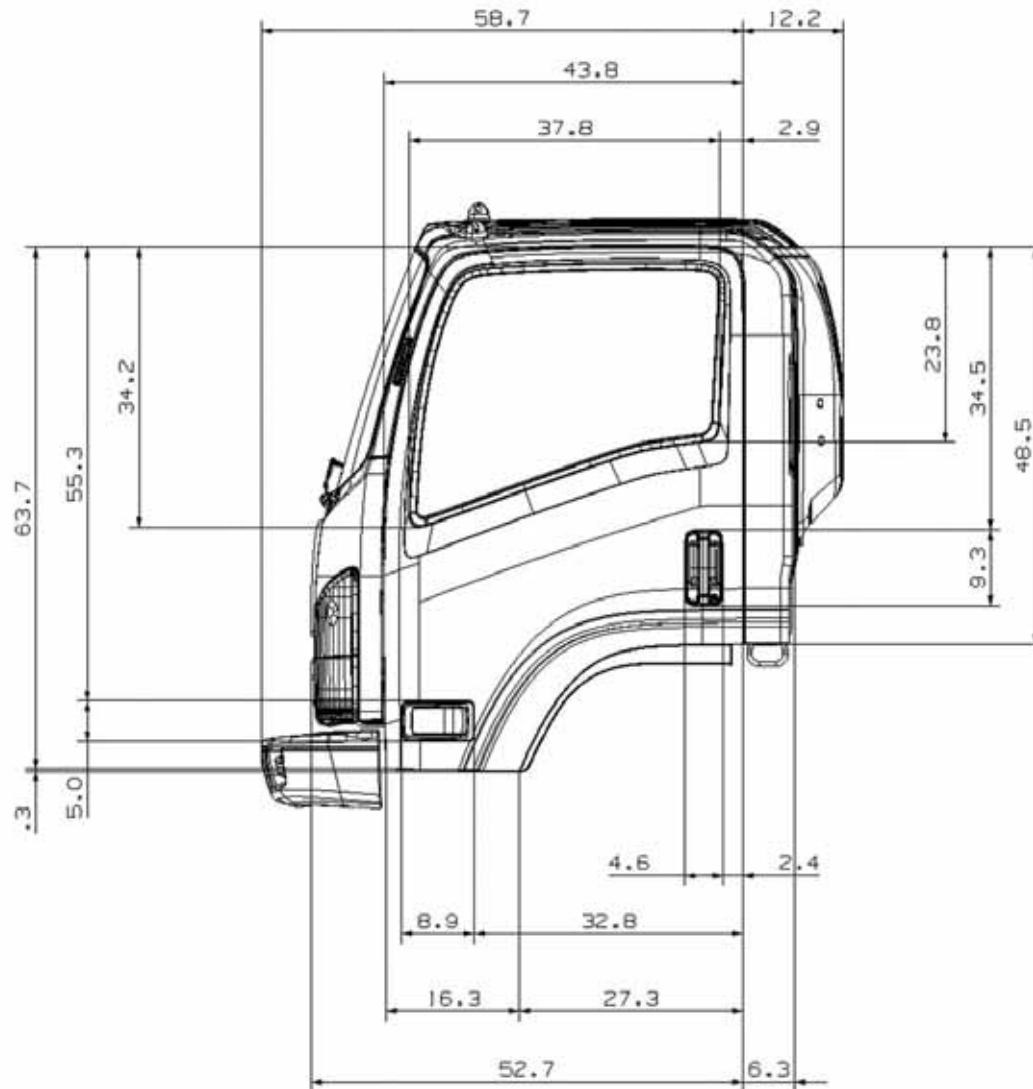
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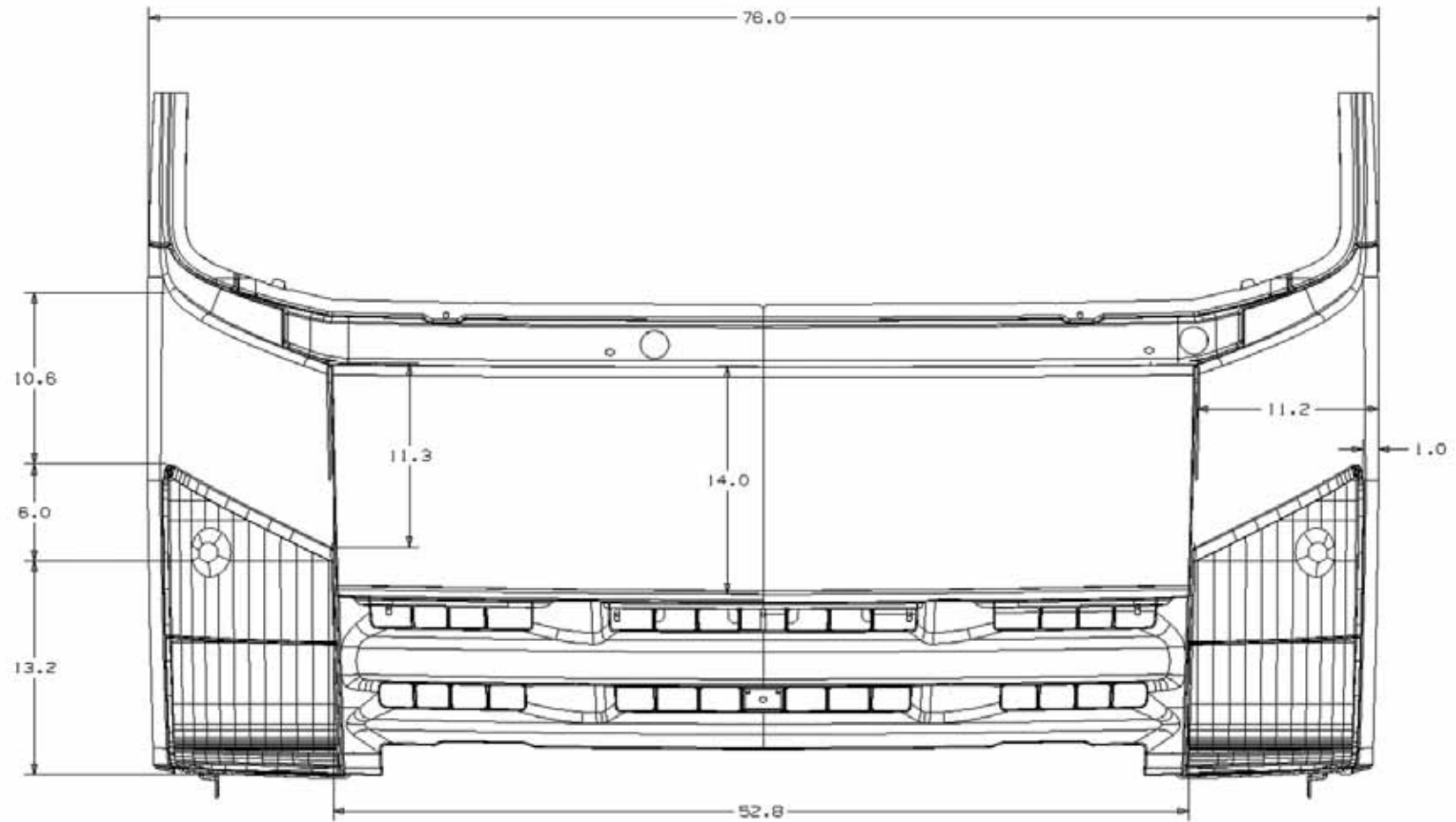
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Single Cab - Side View



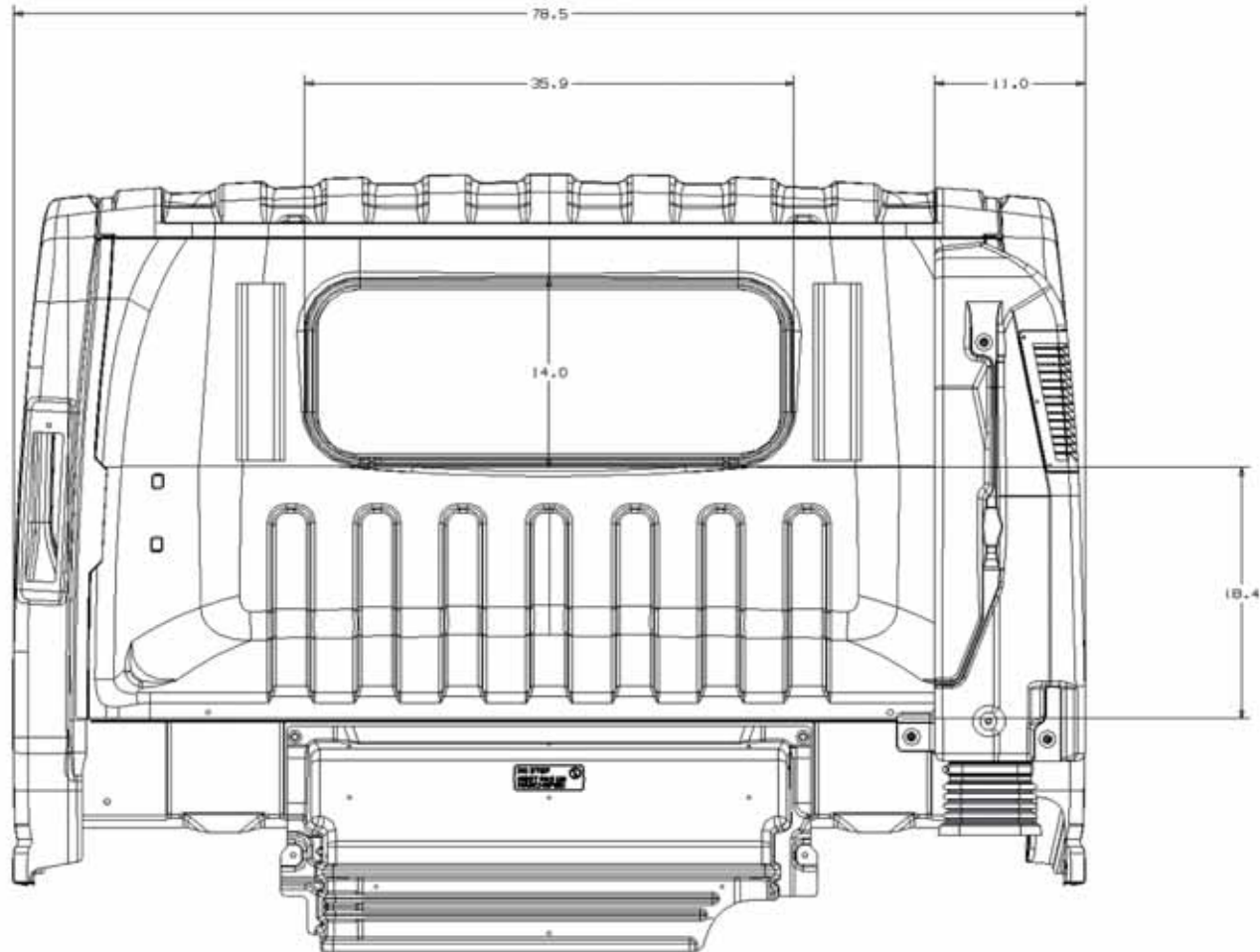
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Single Cab - Front View



(Vehicle Specifications Index Section – Door and Cab Face Dimensions – continued from previous page)

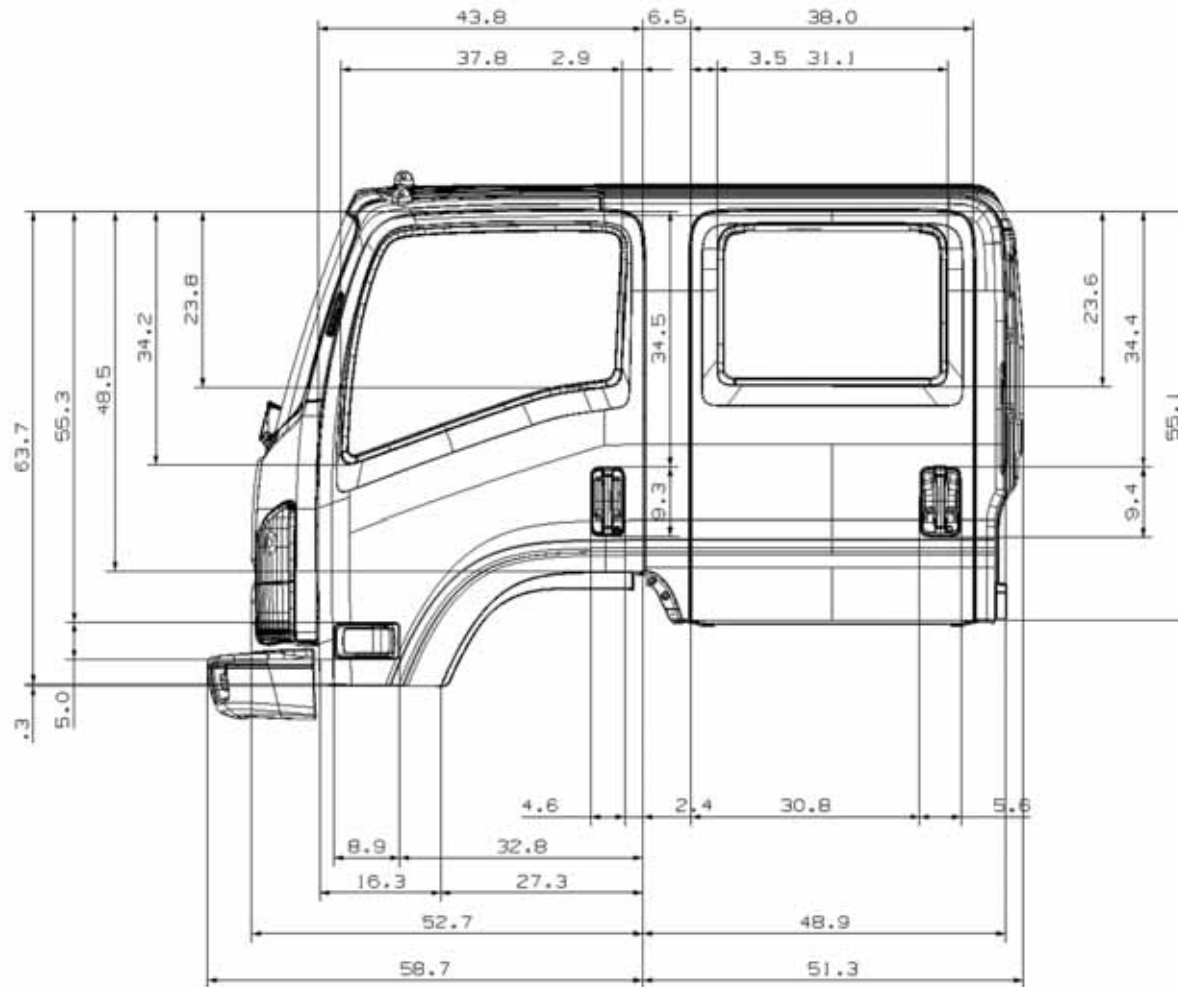
Single Cab - Rear View



2011 Isuzu Truck

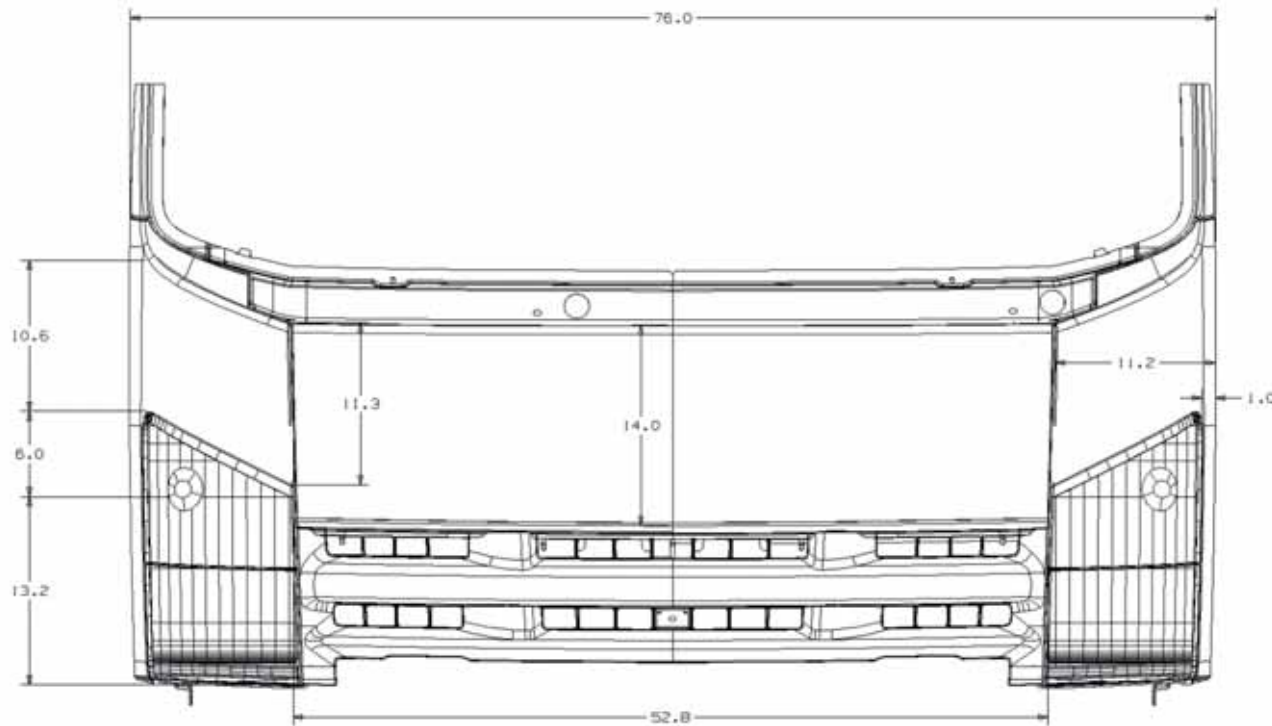
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Crew Cab - Cab Side View



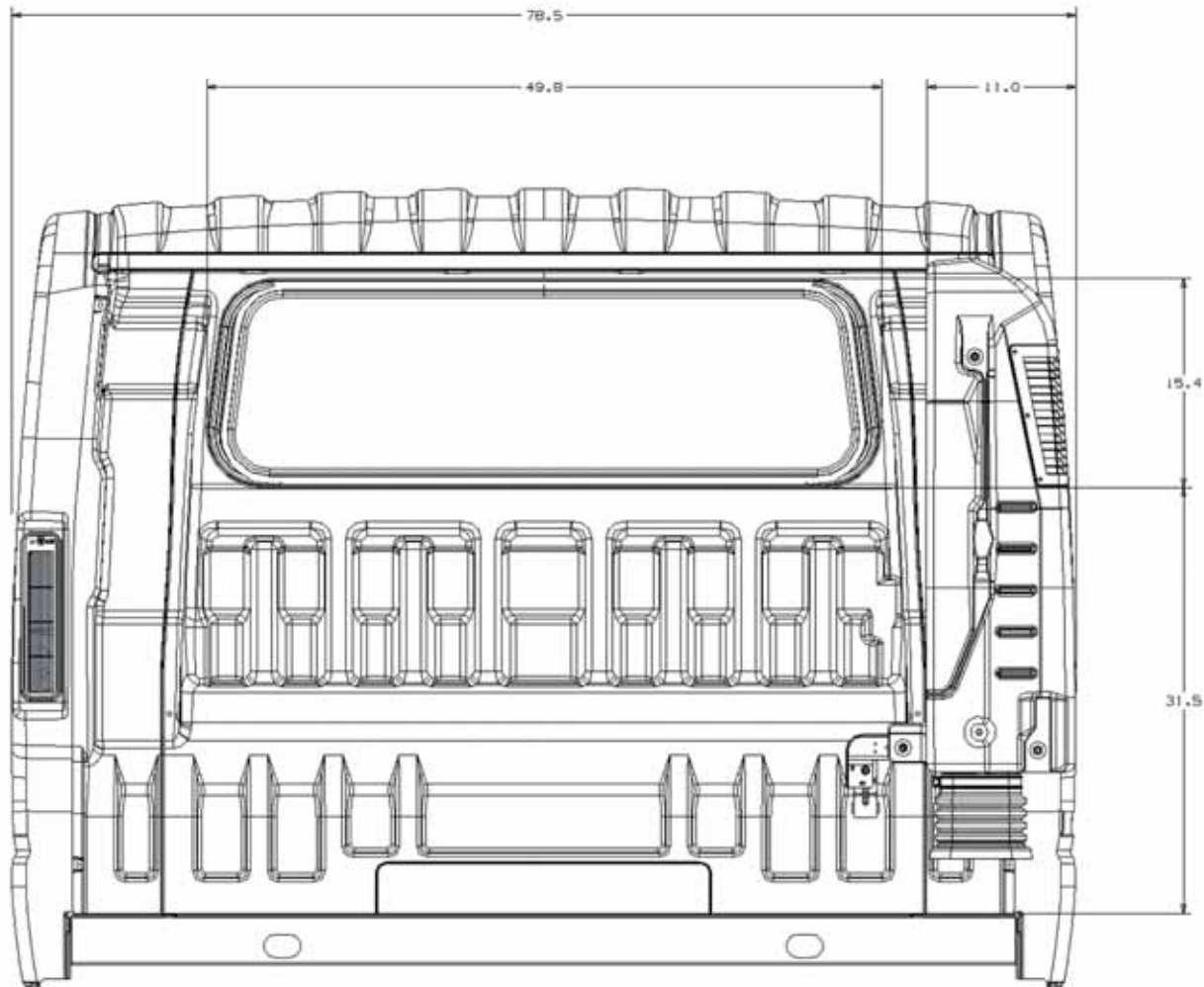
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Crew Cab - Front View



(Vehicle Specifications Index Section – Door and Cab Face Dimensions – continued from previous page)

Crew Cab - Rear View



(Vehicle Specifications Index Section – Door and Cab Face Dimensions – continued from previous page)

Single Cab - Front and Side View (Air Shield on Single Cab only)

Current Production Air Shield

