14 May 2025

**POUND-FOR-POUND LIGHT DUTY CHAMP REINVENTED**

The pound-for-pound, undisputed champion of light-duty trucking in Australia, the Isuzu N Series, is set to continue its unmatched market dominance, following its recent MY25 release at the Brisbane Truck Show.

Australia’s premiere truck industry gathering was a fitting scene for the launch of the latest and greatest incarnation of Australia’s highest selling light truck range.

Building on more than three decades at the top, Isuzu has unveiled entirely new models, new powertrain, transmission and safety technology, along with a swag of operational and driver comfort features - writing the next chapter in the remarkable story of the Isuzu N Series.

“The success of the N Series in Australia really can’t be understated,” said Isuzu Australia Limited (IAL) Director and Chief of Sales and Aftersales, Ben Lasry.

“They may be at the lighter end of our full model changeover in 2025, but the significance of the N Series to a huge range of Australian businesses is truly remarkable.

“With the sheer scale of this new model launch, we’re looking to further cement the mighty N Series as the clear light-duty truck of choice for many years to come.

“We’re confident we’ve achieved that here today,” Mr Lasry stated.

**MY25 N Series**

**4.5t-5.5t GVM: Engines**

Servicing an endless list of applications right across the country, the 2025 N Series line-up begins within the 4,500 to 5,500-kilogram Gross Vehicle Mass (GVM) band, encompassing a number of model variants, including the NKR, NLR, NLS, and NMR.

From a powertrain perspective, this introductory model group share Isuzu’s one of two 4JZ1 engine variants (in this case the 4JZ1-TCS), which replaces and improves upon the outgoing 4JJ1 introduced in 2021.

Outputting 110 kilowatts or 150 horsepower and with flat peak torque from 1,280-2,800 rpm, the 4JZ1-TCS is smartly specified across this model group, delivering a proven power-to-torque ratio for a range of driver licence friendly applications, especially in the last mile and hub-to-hub logistics spaces.

On the emissions front, Isuzu’s two 4JZ1 variants now meet the Japanese post-Post New Long Term (pPNLT) emissions standard, equivalent in stringency to Euro VI and U.S. 2010 standards.

An engine mounted Diesel Particulate Diffuser (DPD) reduces harmful particulate matter and now combines with a chassis mounted Selective Catalytic Reduction system (SCR) and AdBlue dosing unit - to reduce nitrogen oxide or NOx.

**4.5t-5.5t GVM: Transmissions**

Mated to both 4JZ1 engines and a standout feature of the 2025 N Series release, is the all new MYR9S 9-speed Automated Manual Transmission (AMT).

Isuzu’s patented dual-clutch transmission features a wet clutch design producing well-spaced ratios, smaller full-power gear steps, along with a double overdrive 8th and 9th gear for almost inconspicuous shifting.

The smooth torque convertor launch combines with both low speed gradeability and efficient low-rpm cruising in an optimum powerband between 2,300 and 2,700 rpm.

Across the 4.5 to 5.5t GVM group, the MYR9S replaces Isuzu’s MYY-6E six speed AMT, with the drive performance explained simply as, “impressive.”

**5.5t-7.5t GVM: Engines**

Moving up in weight, the next band of N Series models, covering 5,500 to 7,500 GVM, comprise of variants within the NPR, NNR and NPS 4x4 line-ups and share the higher output 4JZ1-TCH engine variant.

Producing 129 kilowatts or 175 horsepower (PS) and torque from 1,450 to 2,860 rpm, the TCH variant gains an additional 20 PS on its predecessor, equating to more muscle for a diverse range of applications including critical tasks within our emergency services.

Possessing the same emissions control systems and meeting the same international standards as its stablemate, the new 4JZ1-TCH represents a logical evolution of Isuzu’s 4J engine lineage as part of the 2025 launch.

**5.5t-7.5t GVM: Transmissions**

N Series models covering 5,500 to 7,500 GVM and powered by the 4JZ1-TCH powerplant are also mated to the new MYR9S 9-speed transmission, a boon for a swathe of city-side applications such as light tow and hook lift use cases, as well as tipper applications across trade and construction businesses.

The MYR9S shifter also has a ‘P for park’ position with a park pawl - for added ease of use and parking convenience in and around town.

Isuzu’s MYY-5A synchromesh 5-speed manual transmission has been retained and made available for NPS 4,500 4x4 models, particularly well-received throughout Australia’s emergency services sector.

**7.5t-8.8t GVM: Engines & transmissions**

At the upper echelons of the N Series weight band is the NQR model line-up topping out at 8,800 kg GVM and featuring crew cab variants along with a range of wheelbase options.

Popular across refrigerated and general delivery applications nationwide, the versatile NQR line-up now receives an all-new powertrain in the form of the four cylinder, 4HK1-TCH.

Outputting 140 kilowatts or 190 horsepower and torque from 1,600 to 2,600 rpm, the next generation 4HK1 also receives advance emissions mitigation systems by way of a chassis-mounted DPD and SCR unit with a 16 litre AdBlue tank.

Isuzu’s tried and tested MZZ6 AMT is retained for the 4HK1-TCH engine variant, featuring fully automatic and clutch-less manual operating modes.

**MY 25 N Series: Safety**

Setting a new safety benchmark right across the range, all new N Series models come equipped with vastly updated active and passive safety technology fitted to all 4x2 models via Isuzu’s Advanced Driver Assistance System (ADAS) with second generation stereo camera and short-range radar hardware.

Building on an already comprehensive list of existing safety aids, the 2025 N Series now comes with an additional seven active systems, including…

1. Attention Alert System (AAS)
2. Intersection Warning System (IWS)
3. Intersection (AEB)
4. Front Cross Traffic Alert (FCTA)
5. Traffic Sign Recognition (TSR)
6. Intelligent Speed Limiter (ISL)
7. Miss Acceleration Mitigation (MAM)

This line-up of active safety features complements existing ‘passive’ features found on all N Series trucks. These include Driver & front passenger airbags, driver & outboard passenger seat belt pretensioners, an ECE-R29 rated cabin and anti-intrusion bars in the doors.

**N Series range: Cabin styling & comfort**

From the aerodynamic grille to distinctive headlamps and newly engineered bumper, the prominent N Series exterior cabin design comes together in a handsome posture – a fresh new look across the line-up in 2025.

The striking new appearance is complemented by large Bi-LED headlights with Daytime Running Light (DRLs) and LED side indicators to complete the picture.

Inside, operators are met with an entirely new interior look with a range of additional driver comfort and operational features, including a new ergonomic driving position, new digital cluster, automatic climate control, new steering wheel with controls, an electric park brake, door pockets and overhead storage.

**From the ground up**

From head to toe, Isuzu’s new N Series line-up comes together in 2025 as a compelling and formidable proposition for just about every application imaginable.

With some standout driveline, safety and in-cabin features headlining the changeover, the leadership at IAL are rightly buoyed with confidence.

“For our customers most importantly, this release ultimately showcases exactly where we’re at as brand,” Mr Lasry said.

“We’ve gone all out on a range of fronts to provide a deeply considered and highly compelling transport solution at the lighter end of the duty task.

“Australia quite literally rides on the back of these workhorses, and we believe the sheer volume of features and benefits enveloped within this product really shifts the needle of what’s traditionally expected of a light truck.

“It’s the safest, most comfortable and most well-conceived light truck offering on the Australian market, and we’re extremely proud to stand behind it,” he concluded.

**ends**

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