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**BODY OF EVIDENCE: ISUZU TRAYPACK BOOSTING TRADE BUSINESS**

Making the jump from an overworked ute to a work truck can be a daunting prospect for anyone working in a trade or related industry.

Time, energy, and the overall cost of getting a cab chassis truck fitted with an appropriate body to meet specific business needs are all key concerns for operators.

Significant wait times for parts and componentry can play into this hesitation—with average builds clocking in at weeks, or months, from conception to completion.

**Built for savings**

However, delaying this transition can also come at a price.

From potential losses in productivity and profitability, to excessive fuel consumption— research suggests applying the right vehicle to the application can amount to huge savings over the life cycle of a truck.

Isuzu Trucks’ recently released, [*Future of Trucking Report*](https://isuzu.com.au/news-media/future-of-trucking-report/), reveals that modern operators in trades and related industries are finding new, pre-built and fuel-efficient trucks are increasingly meeting their requirements.

This, along with ongoing customer feedback, corroborates Isuzu Trucks’ long-held mantra that high-quality, turn-key trucks are the go-to solution for Aussie businesses in this space.

Isuzu’s expansive Ready-to-Work range continues to make the transition from a ute or other light commercial vehicle as straightforward as possible for small- and medium-sized Aussie businesses, offering models that are fit-for-purpose across a wide range of applications.

**In focus: NLR 45-150 Traypack**

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| **GVM** | 4,500 kg |
| **GCM** | 8,000 kg |
| **Power** | 110 kW @ 2,800 rpm |
| **Torque** | 375 Nm @ 1,600 – 2,800 rpm |
| **Transmission** | 6-speed Automated Manual Transmission (AMT) / 5-speed manual |
| **Emissions** | Euro V/ ADR 80/03 |
| **Safety** | ABS, ASR traction control, IESC stability control |

*\*For a full list of NLR 45-150 Traypack specifications, visit* [*www.isuzu.com.au*](http://www.isuzu.com.au)

**Building: Big Rooster Constructions**

Young and savvy [Big Rooster Constructions](https://content.isuzu.com.au/news-media/big-rooster-on-the-block/) decided early on that they were going to upgrade their transport solution from a ute, and start saving money, fuel and time. They purchased an [NLR 45-150 SWB Traypack.](https://isuzu.com.au/truck-range/n-series/)

Managing Directors, Jamie Yeoman and Ashley Formston, landed quick success with this intelligent business mindset in Melbourne’s fast-paced residential building space.

The NLR Traypack helped the Big Rooster Constructions team overcome the challenges of weight overloading and materials transport.

“The way that carpentry is now, it’s necessary to have all the tools you might possibility need on hand at any time, and having good access to them is crucial,” Mr Yeoman said.

“We’ve set it up our Traypack so that we can rock up to any jobsite, open the toolbox doors, and leave it there all day for the boys to pick out whatever they need. It’s like carrying a shed around on the truck tray.

“I’ve still got room down the middle where we put ladders and saw benches, or if we need to do a tip run, the boys can load it up with rubbish.

“The Traypack will go anywhere,” he concluded.

**Landscaping: Colonel’s Mowing**

Western Australia is not known for highly fertile soil. Hot, dry, and sandy conditions make growing a healthy spread of turf particularly tough.

Dan Clynk from [Colonel's Mowing](https://content.isuzu.com.au/news-media/work-hard-tow-large-isuzus-traypack-with-colonels-mowing/) brings a unique, holistic brand of turf management, aided by his substantial 12-foot by 6-foot trailer loaded with the bespoke tools of the trade: mowers, aerators, tillers, mulch, composite soils and wetting agents.

Mr Clynk originally relied on a ute to move this load around but once he made the decision to upgrade his business offering with additional services, he needed a transport solution to match.

He made the shift to an [NLR 45-150 SWB Traypack](https://isuzu.com.au/Isuzu_Files/Spec_Sheets/Current_spec_sheets/NLR%2045-150%20TRAYPACK_ARK1355_v02.pdf) and instantly noticed a difference to his business’ bottom line.

“When I started offering vertimowing and aerating as a service, I was carrying a lot of weight and the ute lacked in performance on a number of fronts,” said Mr Clynk.

“Even though it was advertised as having a ton and a half tow capacity, put a cube of soil on the back and it really suffered. After more than a few dramas, I decided ‘that was that’.

“The Traypack is really good on fuel, which I was not expecting at all,” Mr Clynk continued.

“The truck handles the towing far better… there’s better visibility, and the shorter wheelbase means I can still get into the carport at home and back the trailer into the shed to lock everything up.”

**ends**

   
**For further information, please contact:**     **For Isuzu Truck releases and photos:**

Sam Gangemi                                                        Arkajon Communications     
Isuzu Australia Limited                                         Phone: 03 9867 5611     
Phone: 03 9644 6666                                             Email: [isuzu@arkajon.com.au](mailto:isuzu@arkajon.com.au)