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**BRAND LEGACY POWERS ESSENTIAL INDUSTRY**

With more than three decades spent at the top of the local truck market, the Isuzu brand and its legendary reliability resonates strongly with Australian operators.

The formula is relatively simple. A heightened level of awareness built off the back of a super dependable, high-quality product and the very best aftersales support in the country.

The same ingredients of dependability and performance apply to Isuzu’s line-up of common rail Power Solutions products, which are quickly gaining a similar cult following to their four-wheeled cousins on the bitumen.

**Steady growth**

Isuzu Power Solutions (IPS) National Sales Manager, Troy Lawson, said Australia’s off-highway engine market is steadily expanding and projected to enjoy continued growth.

“According to [recent data](https://www.dcceew.gov.au/sites/default/files/documents/nrde-cost-benefit-analysis-final%20report.pdf) from the Department of Climate Change, Energy, the Environment and Water, the non-road diesel space is projected to increase to around 750,000 units by 2028 and to around 945,000 units by 2043.

“It’s an interesting space to work in right now, with these power plants being deployed in a range of booming non-road applications, including agriculture, marine and mining, through to facilities management and emergency services,” he said.

“Think tractors, cranes, loaders, excavators, bulldozers, barges, pumps and generators. Many of these machines are critical to essential industry, where downtime is just not an option.”

Australia doesn’t manufacture any off-highway engines, so every unit currently operating in the country is imported. Unsurprisingly, a large portion hail from China, followed by Europe and the United States.

**Made in Japan**

“As the report suggests, there’s a range of imported products available in Australia at the moment, some better suited to our environmental and operational conditions than others,” Mr Lawson explained.

“This is one of many advantages of our truck DNA here at IPS. Our common-rail products are designed, engineered and manufactured in Japan, arguably to the highest standards anywhere in the world.

“Like any capital equipment segment, there’ll always be cheaper, inferior alternatives,” he said.

“What we’re seeing is now, however, is Australian industry beginning to catch on to the benefits of a truly fit-for-purpose power solution, backed by over a century of engine building know-how.

“From improved fuel efficiency and reduced exhaust and noise emissions to overall performance and reliability, savvy businesses understand that with a Japanese-made IPS product, you pay once, and you really don’t look back.”

**Four to the floor**

The IPS common rail range is underpinned by both four- and six-cylinder Isuzu engine variants, starting with the Isuzu direct-injection, turbocharged 4JJ1 engine with a maximum rated output of 61.0 kW (81.8 hp) @ 2,500 rpm.

Also extremely popular is the turbocharged, intercooled 4JJ1-X, outputting 95kW (127 hp) at 2,500 rpm. The 4JJ1-X is available as a Starter configuration or can be specified in a Premium configuration, including upgraded cooling and control systems as well as a residential-grade exhaust system.

Jumping up in size, Isuzu’s world-renowned 4HK1 plant sits at the heart of many off-highway applications across the country.

With a maximum rated output of 147.0 kW (197.1 hp) @ 2,100 rpm, the 4HK1’s common rail direct injection fuel system provides ultra-reliable power with low noise, low fuel consumption and extremely low maintenance levels.

**Six of the best**

The IPS range of low-emission common rail six-cylinder engines provides solutions for a range of end uses, peppering a swathe of civil, mining and other heavy-duty industries.

Again, borrowing from the brand’s unrivalled trucking reputation, six-cylinder IPS variants begin with the Isuzu turbocharged mechanical direct injection 6HK1 engine at its core.

With a maximum rated output of 212 kW (284 hp) @ 2,000 rpm, the 6HK1-X variant is the most powerful of these models and also comes available in both Starter and Premium guises based on the end use at hand.

Jumping up in size and output, the turbocharged and intercooled 6UZ1 common rail, direct injection unit provides multiple options, outputting 270 kW (367 hp) @ 1,950 rpm and coming fitted with premium quality Australian designed fitments suited to local conditions.

Still in the six-cylinder territory, the IPS common rail line-up rounds out with the more bespoke turbocharged and intercooled direct injection and 6WG1 engine variant, ratcheting up the power output to 397 kW (540 hp) @1,800 rpm.

**The best support**

Anything ‘Isuzu’ is synonymous with aftersales support, and it’s no different when it comes to the brand’s Isuzu Power Solutions offering.

Backed by a footprint of over [70 locations across the country](https://powersolutions.isuzu.com.au/find-a-dealer/) and sharing a natural synergy with the Isuzu Truck range of products, the IPS line-up of common rail Power Solutions products enjoys complete and unrivalled support right across Australia (and New Zealand).

**On the spot**

Just like on the road transport side of the business, [Isuzu Power Solutions](https://powersolutions.isuzu.com.au/?_ga=2.81600533.302818587.1627875850-1019840192.1618202425) is, as the name suggests, sourcing the best solutions to keep Aussie businesses operating as smoothly as possible.

“Isuzu developed Japan’s first air-cooled diesel engine in 1936 and since then produce over one million units every year,” Mr Lawson said.

“Understandably then, we not only know that these engines will get the job done, but we’re supremely confident they’ll provide a string of efficiencies whilst doing it.

“To complement this, we have a team of experienced engine specialists and engineers working side-by-side with industry to design and deliver a truly engineered solution regardless of the challenge at hand.”

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