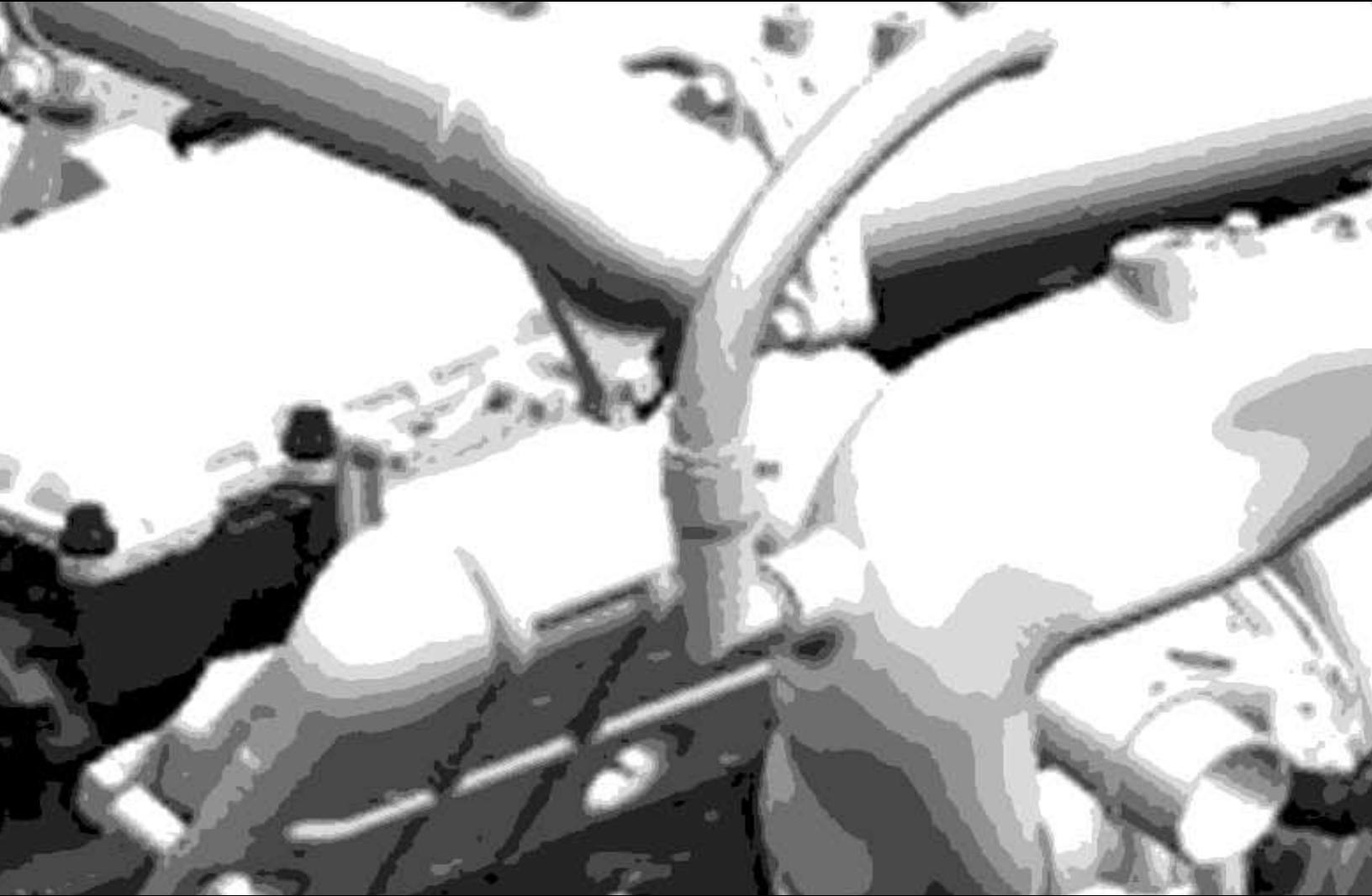


**MEETING THE 2007
DIESEL EMISSIONS STANDARDS**



The 2007 Emissions Standards Challenge

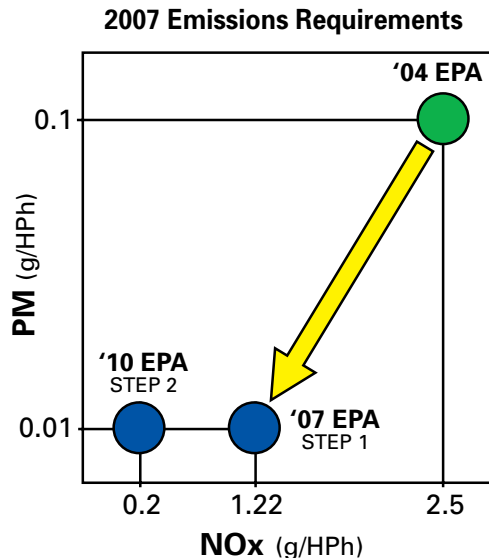
All diesel engines produced starting January 1, 2007 must comply with the new regulations that require the reduction of nitrogen oxide (NO_x) and hydrocarbons (HC) by 50% and particulate matter (PM) by 90+% over the current 2004 emission standards. Further reductions of NO_x, HC and PM will be required by 2010.

Emissions must be reduced in all types of operation, including stop-and-go situations. All diesel engine manufacturers will have to meet these stringent emissions standards, resulting in additional hardware, software and ultimately, higher costs.

The Isuzu Solution

Utilizing our worldwide resources and working with our partner General Motors, Isuzu Commercial Truck of America Inc. is proud to meet the upcoming 2007 Emissions Standards with technology solutions that fulfill our customers' needs as well as the EPA's new clean air requirements.

You can be confident that Isuzu medium-duty trucks with 2007-compliant 4H and 6H diesel engines will deliver optimum performance at the lowest possible cost of ownership. In fact, our 2007 emissions technology has already been proven in over 60,000 Isuzu trucks operating successfully in Japan for the last two years!

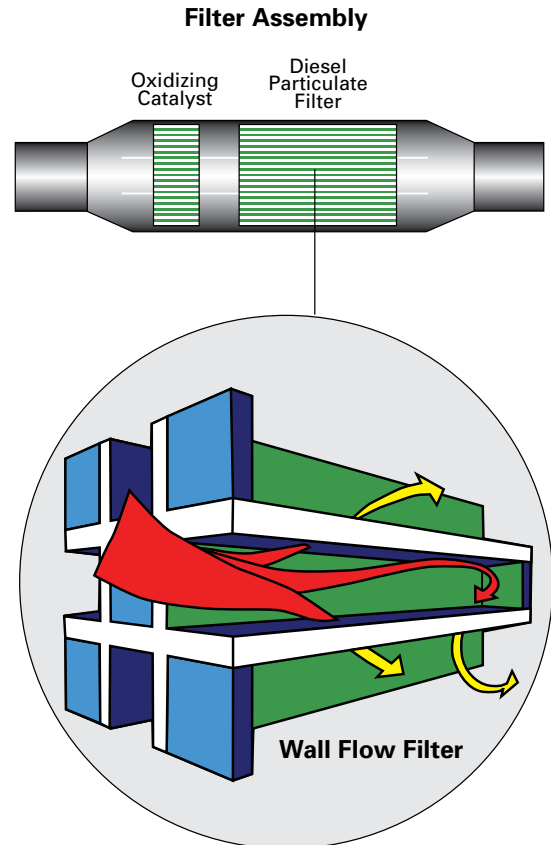


Exhaust Gas Recirculation (EGR)

To provide and maintain the best engine performance and fuel economy while reducing the nitrogen oxide levels for the 2007 emissions requirements, Isuzu 4H and 6H engines will use an advanced Exhaust Gas Recirculation (EGR) system and a variable geometry turbocharger.

Diesel Particulate Filter (DPF)

To reduce particulate matter, a Diesel Particulate Filter (DPF) captures soot and larger sulfate particles in a series of ceramic honeycomb channels. Exhaust gases are directed into a cordierite or silicon carbide molded substrate with closed ends. Gas passes through the porous material, and the particulates are trapped and accumulate on the channel walls. As is used currently, an Oxidizing Catalyst will control hydrocarbons.



DPF Regeneration

To prevent the DPF from clogging, the trapped particulates are burned off and the filter is cleaned using a high temperature (around 1000°F in the Particulate Filter) regeneration process that leaves a harmless ash as a residue. There are two types of regeneration: Self-regeneration, which is automatic when the exhaust gases are high enough and Forced computer-initiated regeneration, which is either automatic or manual. In most instances, the regeneration will be done automatically as the truck is driven throughout the day and requires no involvement by the driver. However, if vehicle operation does not produce exhaust gases that are hot enough for automatic regeneration, a control light will indicate the need for regeneration and the driver may initiate the process by activating a switch on the dashboard.

Regeneration requires managing and controlling much hotter exhaust gases than those experienced on current diesel-powered vehicles. By utilizing dual-wall air gap pipes, an insulated catalyst and DPF filter end cones, we are able to retain the heat within the exhaust system. Consequently, pipe and component exterior skin temperatures are not much higher during regeneration than they are today.

Even though the filter is designed for long life, eventually the accumulated ash must be removed by special cleaning equipment at truck dealerships.

To precisely control engine combustion and DPF regeneration, we have developed special system sensing and control software. Extensive calibration changes have also been made.

Closed Crankcase System

The 2007 emission regulations require that all engine gas emissions be reduced, including crankcase gas. As a result, we'll be adding a closed crankcase system that re-routes ventilation gases back into the engine for combustion. Some systems will have serviceable filters to collect residual crankcase oil.

Special Fuels And Lubricants

The EPA has also lowered the limit for diesel fuel sulfur from 500 ppm (parts per million) to 15 ppm for diesel engines that meet the 2007 emissions standard. This new ultra-low-sulfur fuel will be available beginning October 2006 and will add 5¢ to 10¢ per gallon to fuel costs. New low-ash oil will have to be utilized in order to extend the maintenance life of the DPF filter. We have designed our emissions systems to work efficiently with these new fuels and lubricants.

Isuzu Is Ready To Meet Your Needs

Working together, GM and Isuzu have thoroughly tested our emissions technology in the lab and in the field under a wide variety of driving conditions and applications. Isuzu trucks utilizing our proven 2007 emissions technology are operating now.

In addition, Isuzu has 70 years experience as a global leader in engine design and manufacturing. Since 1936, more than 18,000,000 Isuzu engines have been put to work worldwide. In fact, Isuzu engines are one of the world's top-selling medium-duty diesel engines.

Our commitment to providing industry-leading technology is your assurance that we will continue to deliver products that meet your trucking needs today — and well into the future.

What You Can Do Now

Isuzu offers alternatives that are available today for those businesses wanting to avoid the extra costs and driver training that will be required when buying or leasing trucks manufactured in 2007. Our current model line-up includes:

- N-Series trucks with 4H diesel engines
- F-Series trucks with 6H diesel engines
- H-Series trucks with 6H diesel engines
- NPR and NPR HD trucks with Vortec gas engines

No matter which solution you choose, you can be confident that your Isuzu truck will offer the highest level of performance now and in the years to come.



Isuzu N-Series



Isuzu 4H Diesel



Vortec 6000 Gas



Isuzu 6H Diesel



Isuzu F-Series



Isuzu H-Series



Isuzu 6H Diesel



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