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January 2, 2018

SCCA-CERTIFIED TESTING DEMONSTRATES ALL-AROUND EXCELLENCE OF NEW ISUZU CLASS 6 TRUCK

*Isuzu FTR Takes on Five Competitors in Acceleration, Braking,
Maneuverability, Fuel Economy and More*

ANAHEIM, Calif.—Isuzu Commercial Truck of America, Inc., distributor of America’s best-selling low-cab-forward trucks, has announced the results of independent testing of its all-new FTR. The testing pitted the Isuzu against five of its top competitors in five areas important to owners and operators of Class 6 trucks.

“When we introduced the FTR last spring, some naysayers thought a four-cylinder Class 6 truck could never compete with the six-cylinder models you typically find in this segment,” said Shaun Skinner, president of Isuzu Commercial Truck of America, Inc., “But the results demonstrate that the FTR exceeds expectations against the top vehicles in its class—and beats them all for maneuverability and fuel economy.”

The tests were conducted by Pro Formance Group, Inc. (PFG), in Chandler, Arizona, and the results were certified by the Sports Car Club of America (SCCA).

The six vehicles evaluated in the test:

- Isuzu FTR
- Freightliner M2 106
- Navistar DuraStar 4300
- Hino 268A
- Ford F-650
- Kenworth K270

The testing consisted of the following:

- Acceleration (0–20, 0–30, 0–40, 0–50, 0–60 and 30–50 miles per hour)
- Braking (55–0 and 30–0 mph)
- Measured turning radius
- Time and speed on two separate hill climbs
- Fuel economy (measured on both a 198.7-mile mountain route and a 120.7-mile city route with 24 “delivery stops”)

The testing methods were designed by PFG to emphasize consistency and repeatability of results. In addition to SCCA—which sanctioned, observed and validated all testing procedures—PFG engaged Trivinci Systems of Ashburn, Virginia, to provide all instrumentation and an engineer to capture, record and analyze all data during testing.

Fuel Economy: has been one of Isuzu’s strengths since its entry in the market over 30 years ago—and the FTR reinforced Isuzu’s reputation for efficiency. The new Class 6 truck placed first on the mountain route and in stop-and-go city driving.

Acceleration: In acceleration testing, the Isuzu FTR consistently placed in the middle of the pack, thanks to a 5.2-liter turbocharged, four-cylinder engine that generates 215 horsepower and 520 lbs.-ft. of torque.

Braking: The FTR performed admirably in braking evaluations, where it averaged a 55–0 mph distance of 180 feet and a 30–0 mph distance of only 53 feet.

Hill Climb: Two hill-climb tests measured time and speed to altitude. From 3,520 to 4,500 feet, the FTR averaged a time of 05:15.97 minutes at a maximum speed of 34.6 mph, and averaged 02:23.69 minutes at a maximum speed of 35.1 mph from 2,180 to 2,600 feet.

Maneuverability: In maneuverability testing, the FTR was the clear winner, with a measured curb-to-curb turning diameter of 49.0833 feet, beating the second-place finisher by over 1.79 feet—and the last-place competitor by nearly 20 feet.

This allows the FTR to carry a 24-foot dry freight box on a wheelbase of only 212 inches—while four of the other five vehicles tested required wheelbases of over 250 inches.

“We’re thrilled with the results of these tests, which were conducted independently, verified and certified,” said Skinner. “All of the trucks did well in some of the tests, and the FTR did well across the board. That validates our belief that FTR is the best overall choice for the Class 6 market of today and tomorrow. It offers the right combination of performance, maneuverability, dependability, efficiency and low cost of ownership.

“It’s the complete package.”

Further details about the testing can be obtained from the contacts below.

About Isuzu

Headquartered in Anaheim, California, Isuzu Commercial Truck of America, Inc. is the distributor of Isuzu commercial vehicles in the United States. Isuzu commercial trucks have been the best-selling low-cab-forward trucks in America every year since 1986. For more information, call (866) 441-9638 or visit www.isuzucv.com.

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