

# THE TOUGHEST YET



**D-MAX  
TOUGH**

ISUZU  
**D-MAX**

# THE NEW GENERATION OF TOUGH



**Powered by its legendary 3-litre turbo diesel engine, the all-new Isuzu D-Max is tougher than ever, with improvements across the range.**

Welcome to the new generation of tough. With increased power and torque, the all-new D-Max retains the durability that has firmly established it as one of the toughest Utes in New Zealand.

The all-new D-Max is more refined and loaded with technology, making your ride more comfortable. And it's achieved the maximum 5-star ANCAP safety rating across the entire range.

Over 50 years of truck-making and specialist engineering experience has led to the all-new Isuzu D-Max. Whether you're on a worksite, navigating the city or ruling off-road, it's bigger, bolder and more comfortable than ever.



TESTED  
2020 ★ ★ ★ ★ ★

4x4 D-Max LX Space Cab in Splash White shown on left with optional Alloy Tray.  
4x4 D-Max X-Terrain in Valencia Orange shown in middle.  
4x4 D-Max LS Double Cab in Onyx Black shown on right.

# BOLD AND DECISIVE



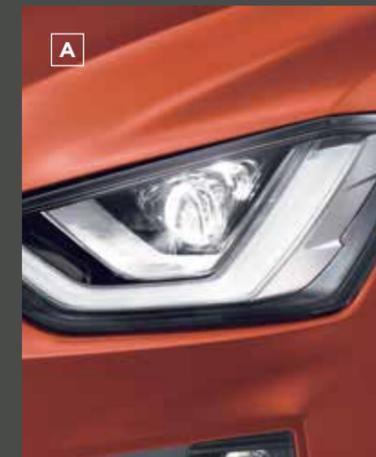
4x4 D-Max X-Terrain in Valencia Orange

## Bold and decisive, the all-new D-Max has been redesigned from the ground up.

The all-new Isuzu D-Max combines signature toughness with sleek urban charisma. Completely new styling extends across all models of the all-new D-Max.

The D-Max lights the way with LED Daytime Running Lights (DRLs) and ultra-bright Bi-LED headlights standard on the LS-M, LS and the top of the range X-Terrain. Taking style to another level, the X-Terrain features dark grey highlights and exclusive features such as an aero sports bar, fender flares and a lockable roller tonneau cover.

- A** Bi-LED HEADLIGHTS: Bi-LEDs illuminate further and wider. Standard on LS-M, LS and X-Terrain models.
- B** FRONT GRILLE: With an unmistakably Isuzu attitude, the D-Max grille is both rugged and stylish. The dark grey grille shown is standard on X-Terrain only.
- C** LED Taillights: Ultra-bright LED taillights are standard on LS and X-Terrain D-Max models.
- D** ALLOY WHEELS: Standard on LS-M, LS & X-Terrain models, durable alloy wheels improve the look of your D-Max.



# YOUR HOME ON THE ROAD

## Effortless space. Intuitive design. Complete comfort.

Your Isuzu D-Max is more than just a ute to get from A to B. It's your mobile office, your place to relax, and your passport to adventure. Whatever your purpose, the D-Max's interior has been carefully crafted to suit your needs.

The first thing you'll notice is the D-Max's stylish, richly appointed and technologically advanced cabin. It's never been simpler to find the perfect driver's position, with a redesigned, ergonomically optimised driver's seat, and tilt and telescopic adjustment of the steering wheel. With electric power steering, every corner of every drive will feel better than ever before. The top of the range D-Max X-Terrain adds an extra layer of luxury with leather accented seats\* as standard, as well as an eight-way adjustable electric driver's seat with built-in powered lumbar support.

Your passengers win, too. All occupants enjoy softer cushioning with firmer lateral support, ample space and abundant storage. Reduced vibration and cabin noise make each journey a pleasure. LS and X-Terrain models feature dual zone climate control, while a fine-particle pollen filter and rear-seat air vents feature on all double cab models.

Once you jump in the all-new D-Max you will never want to leave.

- A** ELECTRIC ADJUSTABLE DRIVER'S SEAT: Standard on the X-Terrain, an eight-way electrically adjustable driver's seat also offers customisable powered lumbar support. Powered lumbar support is also standard on the LS.
- B** REAR SEATS: 30/70 split fold rear seats standard on all double cabs.
- C** DUAL ZONE AIR CONDITIONING: Standard on LS and X-Terrain, both driver and passenger can select their own temperature preference.
- D** TILT & TELESCOPIC STEERING WHEEL: All models feature a height and reach-adjustable steering wheel for improved comfort and control.

\*Seats have leather touches or accents, but are not wholly leather.

4x4 D-Max X-Terrain interior with accented leather seats\*



# YOU'RE IN TOTAL CONTROL

## The intuitive technology in the all-new Isuzu D-Max is designed to make your life easier.

When designing the interior of the all-new D-Max the engineers were given a directive to use an airplane cockpit as inspiration. This means that the D-Max delivers all the technological convenience and functionality you've come to expect, and much more.

Every D-Max features a large, high-definition, customisable central touchscreen, with DAB+ digital radio, Android Auto™ and wireless Apple CarPlay®, as well as voice recognition. A large 4.2" digital display lets the driver access a variety of information in the instrument cluster via the steering wheel, including a digital speed reading. LS and X-Terrain models feature built-in satellite navigation as standard, while up to eight surround-sound in-cabin speakers put you in the front row of the concert on every journey.

An array of technology brings you closer to your car. Remote keyless entry features in every model, with the top of the range X-Terrain including smart keyless entry. Remote engine start can pre-cool your ute in summer or warm it in colder months, while push button start minimises fuss. All D-Maxes offer automatic wipers, automatic headlights and all automatic models feature adaptive cruise control as standard.

- A** REMOTE ENGINE START: The engine can be activated prior to entry with the push of a button. On X-Terrain only.
- B** SMART TOUCHSCREEN DISPLAYS: Apple CarPlay®/Android Auto™ and voice recognition is standard across the D-Max range.
- C** SMART MID: Digital smart Multi-Information Display (MID) is standard across the range providing information on a variety of vehicle features.
- D** REVERSING CAMERA: Every D-Max comes with a reversing camera and Rear Cross Traffic Alert (RCTA) as standard.



\*Seats have leather touches or accents, but are not wholly leather.

4x4 D-Max X-Terrain interior with accented leather seats\*

# THE SAFEST YET

**The all-new D-Max has been designed for maximum peace of mind. Its cutting-edge and personalised driver assistance systems have been designed to protect you and your passengers and enhance your driving experience.**

With Isuzu's Intelligent Driver Assistance System (IDAS\*) as standard in every D-Max, the all-new D-Max range has received a 5-star ANCAP safety rating, making it one of the safest vehicles on New Zealand roads. Using state-of-the-art sensors and a stereo camera system, the D-Max constantly monitors your surrounding environment for danger. Should it detect a collision is imminent, the system will work to help the driver to defuse dangerous situations via alert systems and automated functions. Each D-Max model includes eight airbags as standard, and a stronger, more robust body and chassis as well as a reinforced cabin safety cell for ultimate protection in the case of an accident. You're in the safest of hands, wherever the journey takes you - even when you leave the road behind.

4x4 D-Max LS in Sapphire Blue mica

\*IDAS features are designed to assist the driver, but should not be relied upon nor used as a substitute for safe driving practices. Feature operation may vary in different driving conditions. For full explanation of limitations, see Owner's & Driver's Manual.



**AUTONOMOUS EMERGENCY BRAKING (AEB):** If your D-Max detects a potential collision, emergency braking is applied automatically.



**FORWARD COLLISION WARNING (FCW):** An audible warning sound and red warning lights flash on the dashboard when an obstacle is detected in your path.



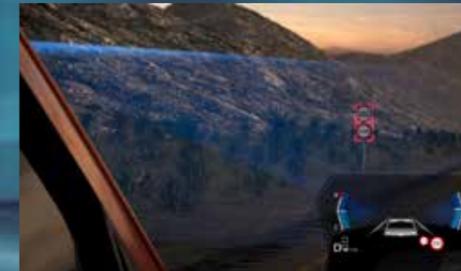
**ADAPTIVE CRUISE CONTROL:** Automatically adjusts your speed based on vehicles around you, including Stop and Go functionality when cruise control is activated. (Automatic Transmission only).



**BLIND SPOT MONITOR (BSM):** Provides a visual warning in your side mirrors when an obstacle is approaching in your blind spot.



**LANE KEEPING:** Lane Keep Assist (LKA), Emergency Lane Keeping (ELK) and Lane Departure Prevention (LDP) work to help prevent collisions with other drivers should your D-Max begin to drift across its lane. (LKA on Automatic Transmission models only).



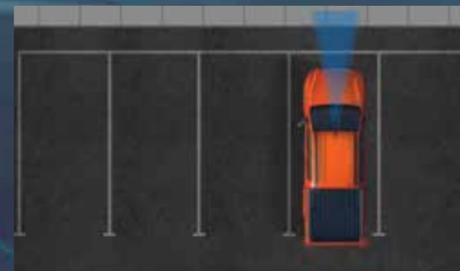
**TRAFFIC SIGN RECOGNITION:** Your D-Max recognises traffic signs, displaying information such as speed limits in the MID for easy reference.



**FRONT & REAR PARKING SENSORS:** Provides instantaneous feedback regarding nearby obstacles at low speed on X-Terrain models only. (LS models have rear sensors only as standard).



**REVERSING CAMERA WITH REAR CROSS TRAFFIC ALERT (RCTA):** Monitors your surrounding area while reversing into traffic, providing visual and audible warnings should an object approach from the left or right.



**MISACCELERATION MITIGATION:** In slow moving areas such as car parks, the stereo cameras determine whether the accelerator has been applied accidentally. Should a potential collision be detected, the brakes are automatically applied. (Automatic Transmission only).



**AUTOMATIC HEADLIGHTS & HIGH BEAMS:** Headlights automatically turn on when it is dark, such as at dusk or in underground car parks. During travel, the D-Max dims the high beams automatically to avoid dazzling other drivers.



**AUTOMATIC WINDSHIELD WIPERS:** Every D-Max has built-in rain-sensing wipers, ensuring you never lose sight of the road or trail ahead.



**EIGHT AIRBAGS:** For ultimate protection, every D-Max comes with eight airbags including a centre airbag to protect front seat occupants in side-on collisions.

Safety feature imagery is for illustrative purposes only.

# THE POWER TO PERFORM



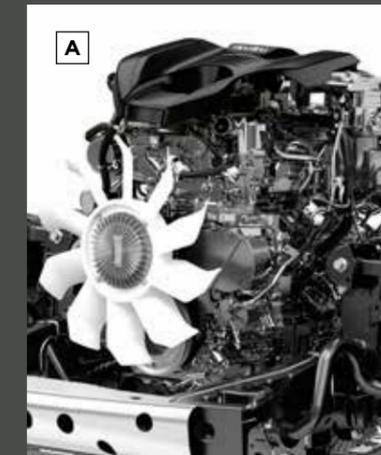
4x4 D-Max X-Terrain in Obsidian Grey with extra accessories shown

## Experience what D-Max Tough really means with 140kW of power and 450Nm of torque.

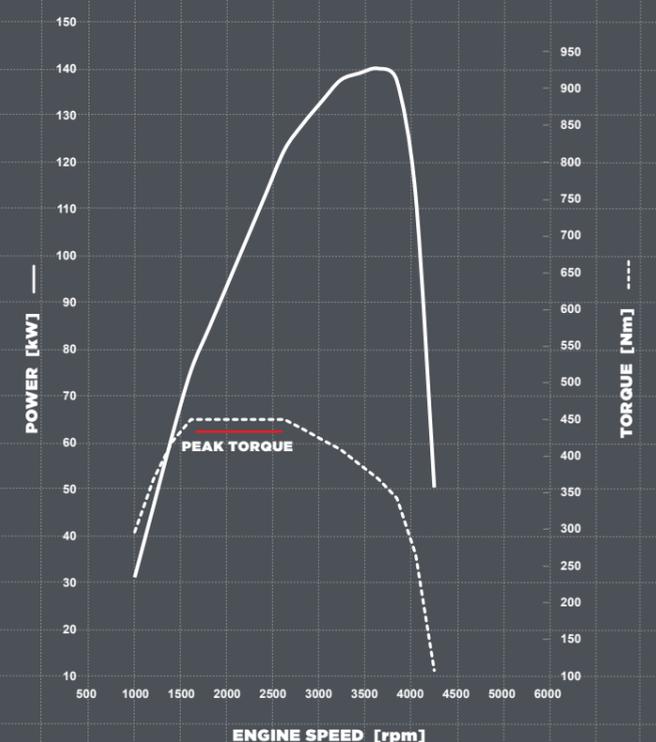
Its advanced 3-litre turbo diesel common rail engine produces an avalanche of torque on demand. All 450Nm is available from just 1600rpm, providing maximum take-off and acceleration, while a broad, flat torque band aids driveability. With precise fuel injection control and low engine noise, improved aerodynamics and all the power you need, the D-Max is more capable than ever before. Being Euro5 compliant, the D-Max also delivers efficient fuel economy across the range.

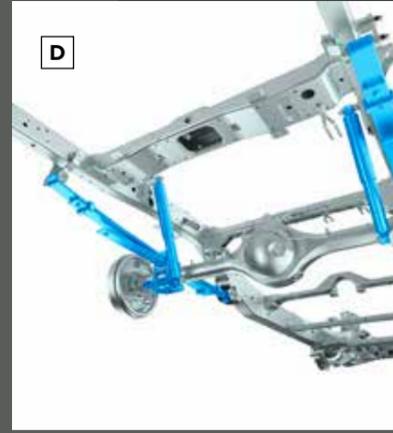
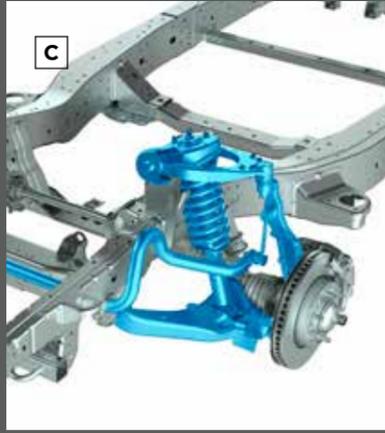
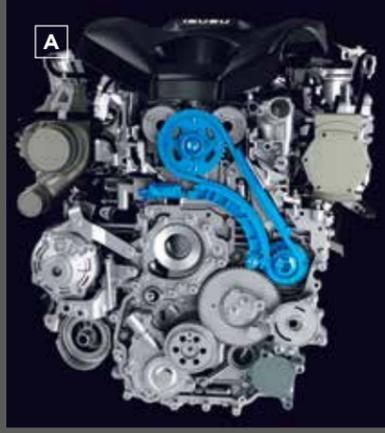
Mated to a choice of manual or automatic six-speed transmissions – the new D-Max demonstrates sophistication across its drivetrain. 6-speed manual transmissions benefit from a new dual mass flywheel, which absorbs vibrations and torque pulses from the engine for smoother and more efficient drivability and transmission longevity. The 'Rev-Tronic' automatic transmission with sequential sports mode, automatically selecting the most appropriate shift and lock-up points according to driving style, vehicle load and road speed. Meanwhile, the short-throw gear lever in the manual D-Max now boasts a superior pivot point – allowing for sportier, more palpable driving engagement.

- A** ISUZU 3.0L ENGINE: The advanced 4JJ3-TCX with plenty of real world power (140kW) and torque (450Nm).
- B** 6-SPEED TRANSMISSION: The D-Max features 6-speed automatic and manual transmission options across the range.
- C** ENGINE PERFORMANCE CURVE: A flat torque curve delivers 450Nm of torque from 1600rpm to 2600rpm.



**C** Engine Performance Curve





# D-MAX TOUGH DNA

**The Isuzu D-Max that kiwis around New Zealand have come to know and love is tougher than ever.**

Having built more than 26 million engines internationally, Isuzu is the world leader in diesel engineering. Made to go the distance, the D-Max has a legendary reputation for reliability. Over generations of commercial vehicle manufacturing, Isuzu has proven itself across New Zealand - and around the world.

The D-Max's chassis is constructed with ultra-high tensile steel with extra cross members for added durability. Warm Stress Shot Peening (WSSP) long-span rear suspension is both stronger and more flexible, while independent double-wishbone front suspension with higher upper control arms improve handling for a more comfortable ride. The improved lightweight body provides better overall stability, greater occupant protection, as well as reduced noise and vibration throughout the cabin.

- A** STEEL TIMING CHAIN: The steel timing chain found in the Isuzu engine is sturdier and lasts longer than a standard poly belt.
- B** PISTONS: Piston crowns and pins are coated with a special diamond-like carbon that improves durability and heat resistance, helping the engine work smoothly at maximum power.
- C** FRONT SUSPENSION: Higher mounted control arms minimise body roll when cornering and improve tyre grounding.
- D** REAR LEAF SUSPENSION: A lighter, but stronger leaf designed for New Zealand conditions creates a smoother ride.
- E** DOUBLE SCISSOR GEARS: A double scissor idler gear design results in reduced engine and gear noise for quieter and smoother operation.

Engine component imagery is for illustrative purposes only & actual appearance may differ.



Isuzu 4JJ3-TCX 3.0 litre turbo diesel engine

# PULLING POWER

## The all-new Isuzu D-Max meets every challenge with 3.5-tonne towing\*.

Whether it's the boat, the trailer, the caravan or something else, D-Max is up for the challenge. Isuzu's legendary 3-litre turbo diesel engine delivers high torque across the range. When fitted with a genuine Isuzu tow bar kit, every D-Max is able to tow up to 3.5 tonnes, while electric power steering ensures easy touring, no matter how long the journey – or how rough the conditions. Included across the range, Trailer Sway Control (TSC) can assist in bringing the towed vehicle back under control in high winds or uneven surfaces. Should it detect sway, TSC will attempt to assist by automatically applying the brakes on individual vehicle wheels, helping to stop your trailer from stepping out of line - and keeping you on the road.

Wider and stronger than ever, the new D-Max underwent the equivalent of over four million kilometres of testing during research and development – both on and off-road – and it shows. It emerged as the toughest ute in Isuzu's history, with an incredibly durable chassis and suspension tuned for New Zealand conditions. The Isuzu D-Max is the complete performer and your perfect travelling companion.



\*Braked towing on all D-Max models when fitted with an optional genuine Isuzu D-Max tow bar kit.

4x4 D-Max X-Terrain in Valencia Orange

# READY FOR EVERY ROAD



4x4 D-Max LX Double Cab in Onyx Black

## New Zealand's toughest ute has been designed from the ground up to handle the most rugged conditions.

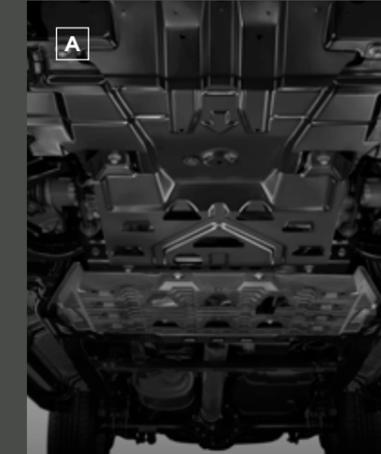
Wherever you're planning to go, your D-Max is up for the task. With extensive steel underbody protection, an increased wading depth\* of 800mm, and with a rear axle differential lock as standard on all 4x4 models, the D-Max is ready for every road.

Engineered for New Zealand conditions, every 4x4 D-Max features 'Terrain Command' as standard, allowing you to switch between 2WD-high and 4WD-high modes at speeds of up to 100km/h in less than a second. When the going gets tough, selecting 4WD-low will provide increased traction and complete control. Hill Start Assist (HSA) automatically prevents roll-back when starting on steep gradients (above 5.7 degrees), while Hill Descent Control (HDC) gives you maximum traction on rough downhill terrain. A turning circle of just 12.5 metres means maximum manoeuvrability in tight spaces.

The D-Max is supremely confident on-road and off-road, whatever the conditions.

- A** STEEL UNDERBODY PROTECTION: Steel underbody guards on sump and transfer case on 4x4 models.
- B** 800MM WADING DEPTH: Water crossings are simple with an increased wading depth\* of 800mm on all D-Max models.
- C** REAR DIFFERENTIAL LOCK: Standard on all 4x4 models, the rear differential lock can be engaged with the push of a button when in 4WD-low.
- D** TERRAIN COMMAND DIAL: Switch quickly and easily between 2WD-high, 4WD-high and 4WD-low driving modes.

\*Up to 800mm of wading depth on all D-Max models when travelling at a consistent speed of 7km/h. Water ingress may occur if speed is not maintained or if the vehicle is static in water above 350mm.



# ***NEW ZEALAND'S TOUGHEST UTE***



4x4 D-Max X-Terrain in Obsidian Grey with extra accessories shown

# GETTING THE JOB DONE

**The Isuzu D-Max will always be the hardest worker on the job, to get it done anywhere, anytime.**

No fuss. No short cuts. No excuses. The D-Max is built to work. Whether you're on the land, on a building site or anywhere in between, the D-Max's superior ladder frame chassis design provides total confidence. Stronger and wider, its rigidity is increased by an incredible 20 percent over its predecessor, thanks to larger chassis side rails and an added cross member. Delivering improved stability when loaded or towing, it ensures long-term durability and sure-footed performance.

Loading up cargo in the cabin is made simple with D-Max's ingenious Space Cab. Featuring rear 'wing' doors to make cabin access easier and a redesigned single piece B Pillar for improved body rigidity, the Space Cab is a worker's best mate. And for even greater versatility, your D-Max can be matched with a genuine Isuzu D-Max tray body, with a range of alloy or steel trays and accessories available to suit you.

All LX and LS-M models come with tough 17-inch all-terrain tyres as standard. They make light work of even the roughest ground while offering a smooth ride on tarmac - and low road noise. With Android Auto™ and wireless Apple CarPlay® across the range, you'll always be connected to the rest of the world.

**A** LADDER CHASSIS: The D-Max's superior ladder chassis is 20 percent stronger, wider and has an added cross member for improved rigidity.

**B** SPACE CAB DESIGN: Ample storage behind the front seats can be easily accessed via rear 'wing' doors.

**C** LX GRADE INTERIOR CABIN: LX interior with 7" touchscreen featuring Android Auto™ and wireless Apple CarPlay®.



4x4 D-Max LX Single Cab Chassis in Splash White with optional Alloy Tray

Apple CarPlay is a trademark of Apple Inc. Android Auto is a trademark of Google LLC. Not all devices will be compatible & functionality will vary depending on the device. Mobile Data & SMS rates may apply & are the responsibility of the user. Please check your local road rules before using these functions.

# FIT FOR YOUR FLEET



4x4 D-Max LX Double Cab in Sapphire Blue with optional canopy fitted

## With 15 variants available, there's an Isuzu D-Max that's fit for your fleet.

Precision engineered for durability and economy – and with a time-proven reputation for reliability – the D-Max is the ultimate workhorse. And with a choice of 15 variants, the only decision is which D-Max best meets your requirements. Whether your people need to go the distance on highways, on the farm or simply from site to site, the D-Max range has been engineered for valuable cost savings across your fleet, with fewer trips to the fuel pump and less time off the road.

With a maximum 5-star ANCAP safety rating and the Isuzu Intelligent Driver Assistance System (IDAS\*) incorporated into every D-Max, your workforce has never been better protected. Every IDAS safety feature is designed to improve driving practices and maintain driver alertness, as well as protecting pedestrians and other road users. Keeping your employees – and your investments – as safe as possible.

Isuzu Ute's nationwide dealer network spans from Kataia to Invercargill. This ensures that support is always close at hand, whether your people are in the city or in regional and more remote locations. Our dedicated fleet team are always available to ensure that your fleet requirements are met. Whether you're your own boss or a large corporation, a D-Max fleet is equipped to suit every aspect of your business.



**ANCAP**  
SAFETY

TESTED  
2020



\*IDAS features are designed to assist the driver, but should not be relied upon nor used as a substitute for safe driving practices. Feature operation may vary in different driving conditions. For full explanation of limitations, see Owner's & Driver's Manual.

# LX



### Cabin Types



Single Cab Chassis  
(4x4 only)



Space Cab Chassis  
(4x4 only)



Double Cab Ute  
(4x2 & 4x4)

Model shown is 4x4 D-Max LX Single Cab Chassis in Splash White with an optional Heavy Duty Alloy Tray

### LX key features

- Tilt & Telescopic Adjustable Steering Wheel
- Electric Power Steering
- Easy-Clean Vinyl Flooring
- 7" Touchscreen Audio with Android Auto™ & wireless Apple CarPlay® Compatibility
- Reversing Camera
- Black Handles & Mirrors

- 17" Steel Wheels & 255 65 R17 All-Terrain Tyres
- Matte Grey Grille
- Halogen Headlights



### Available colours



### Available colours



# LS-M



### Cabin Types



Double Cab Ute  
(4x4)

Model shown is 4x4 D-Max LS-M Double Cab Ute in Sapphire Blue

### LS-M key features

- Tilt & Telescopic Adjustable Steering Wheel
- Electric Power Steering
- Easy-Clean Vinyl Flooring
- High Grade Cloth Seats
- 7" Touchscreen Audio with Android Auto™ & wireless Apple CarPlay® Compatibility
- Reversing Camera

- Body Colour Handles & Mirrors
- LED Fog Lights
- 17" Alloy Wheels & 255 65 R17 All-Terrain Tyres
- Matte Grey Grille
- Bi-LED Headlights with Auto Levelling

# LS



## Cabin Types



Space Cab Ute  
(4x4 only)



Double Cab Ute  
(4x2 & 4x4)

Model shown is 4x4 D-Max LS Double Ute in Spinel Red



# X-TERRAIN



## Cabin Types



Double Cab Ute  
(4x4)

Model shown is 4x4 D-Max X-Terrain in Valencia Orange

## LS key features

- Tilt & Telescopic Adjustable Steering Wheel
- Leather Steering Wheel
- Electric Power Steering
- Carpet Flooring
- High Grade Cloth Seats
- 9" Touchscreen Audio with Android Auto™ & wireless Apple CarPlay® Compatibility
- Reversing Camera with Rear Park Assist Sensors

- 18" Two-Tone Machined Alloy Wheels & 265 60 R18 Highway-Terrain Tyres
- Chrome Grille, Handles & Mirrors
- Bi-LED Headlights with Auto Levelling
- Power Lumbar Support Driver's Seat
- Dual Zone Climate Control Air Conditioning (with rear seat vents in Double Cab)
- Silver Aluminium Side Steps

## Available colours



## Available colours



All features mentioned are a guide for quick comparison. Refer to the D-Max specification list for further details on available features. Apple CarPlay is a trademark of Apple Inc. Android Auto is a trademark of Google LLC. Not all devices will be compatible & functionality will vary depending on the device. Mobile Data & SMS rates may apply & are the responsibility of the user. Please check your local road rules before using these functions. \*Seats have leather touches or accents but are not wholly leather.

## X-Terrain key features

- Smart Keyless Entry & Push Button Start
- Remote Engine Start & Walk Away Door Lock
- Tilt & Telescopic Adjustable Steering Wheel
- Electric Power Steering
- Carpet Flooring with Darkened Interior Finish
- 9" Touchscreen Audio with Android Auto™ & wireless Apple CarPlay® Compatibility
- Front & Rear Park Assist Sensors with Reversing Camera

- 18" Dark Grey Alloy Wheels & 265 60 R18 Highway-Terrain Tyres
- Bi-LED Headlights with Auto Levelling
- Electric Eight-Way Adjustable Driver's Seat with Power Lumbar Support
- Dual Zone Climate Control Air Conditioning (with rear seat vents)
- Dark Grey Grille, Side Steps, Fender Flares & Sail Plane
- Lockable Roller Lid
- Under Rail Bed Liner
- Leather Accented Seats\*

# SPECIFICATIONS

## Engine

|                   |  |
|-------------------|--|
| Series            | Isuzu 4JJ3-TCX   |
| Description       | 3.0 litre turbo diesel, in-line 4-cylinder, DOHC, 16-valve with Diesel Particulate Diffuser (DPD)  |
| Maximum torque    | 450Nm @ 1600-2600 rpm (automatic and manual)   |
| Maximum power     | 140kW @ 3600 rpm   |
| Bore x stroke     | 95.4mm x 104.9mm   |
| Displacement      | 2999cc   |
| Compression ratio | 16.3 : 1   |
| Cylinder head     | Isuzu-patent special aluminium alloy   |
| Valve gear        | Chain-driven dual overhead camshafts, roller rockers, 4 valves/cylinder  |
| Induction         | Electronic high pressure common rail direct fuel injection with VSS (Variable Swirl System) and intercooled electric control VGS (Variable Geometry System) turbocharger |
| Cylinder block    | Cast iron upper with induction-hardened cylinder bores, cast alloy lower   |
| Emission level    | Euro5  |
| Alternator        | 90 amp with Intelligent Battery Sensor (IBS)   |

## Chassis

Separate, full-length heavy-duty chassis with 8 cross members on all models

### Front suspension

Independent, high-ride, coil springs, gas shock absorbers, upper and lower wishbones, stabiliser bar

### Rear suspension

LS-M and all Cab Chassis models: Heavy Duty alloy-steel overslung long-span semi-elliptic leaf springs; gas shock absorbers

4x2 and 4x4 models: Alloy-steel overslung long-span semi-elliptic leaf springs; gas shock absorbers

## Steering

Electric power steering with speed-sensing steering feel (light at low speed, heavy at high speed); tilt and telescopic adjustable steering wheel

Engine-speed-sensitive variable capacity Electric power system; 3.84 turns lock-to-lock via tilt-adjustable steering wheel

## Transmission

|                   |   |                   |                |                   |                |       |       |     |       |       |     |       |       |     |       |       |     |       |       |     |       |       |         |       |       |
|-------------------|---|-------------------|----------------|-------------------|----------------|-------|-------|-----|-------|-------|-----|-------|-------|-----|-------|-------|-----|-------|-------|-----|-------|-------|---------|-------|-------|
| Manual            | Isuzu MVL-6S 6-speed manual with high torque capacity and output reduction, 275mm diameter clutch plate and dual mass flywheel  |                   |                |                   |                |       |       |     |       |       |     |       |       |     |       |       |     |       |       |     |       |       |         |       |       |
| Automatic         | Aisin AWR6B45 II 6-speed with sequential shift and brake shift lock electronically controlled, tri-mode with fuel-saving lock-up torque converter on gears 3, 4, 5 and 6 <ul style="list-style-type: none"> <li>Uphill/Downhill Transmission Control: holds gear in varied-gradient ascents, selects gear on steep descents to hold speed with engine braking</li> </ul>  |                   |                |                   |                |       |       |     |       |       |     |       |       |     |       |       |     |       |       |     |       |       |         |       |       |
| Ratios: 1         | <table border="1"> <tr> <td></td> <td>6-speed Manual</td> <td>6-speed Automatic</td> </tr> <tr> <td>1st</td> <td>4.942</td> <td>3.600</td> </tr> <tr> <td>2nd</td> <td>2.452</td> <td>2.090</td> </tr> <tr> <td>3rd</td> <td>1.428</td> <td>1.488</td> </tr> <tr> <td>4th</td> <td>1.000</td> <td>1.000</td> </tr> <tr> <td>5th</td> <td>0.749</td> <td>0.687</td> </tr> <tr> <td>6th</td> <td>0.634</td> <td>0.580</td> </tr> <tr> <td>Reverse</td> <td>4.597</td> <td>3.732</td> </tr> </table> |                   | 6-speed Manual | 6-speed Automatic | 1st            | 4.942 | 3.600 | 2nd | 2.452 | 2.090 | 3rd | 1.428 | 1.488 | 4th | 1.000 | 1.000 | 5th | 0.749 | 0.687 | 6th | 0.634 | 0.580 | Reverse | 4.597 | 3.732 |
|                   | 6-speed Manual  | 6-speed Automatic |                |                   |                |       |       |     |       |       |     |       |       |     |       |       |     |       |       |     |       |       |         |       |       |
| 1st               | 4.942   | 3.600             |                |                   |                |       |       |     |       |       |     |       |       |     |       |       |     |       |       |     |       |       |         |       |       |
| 2nd               | 2.452   | 2.090             |                |                   |                |       |       |     |       |       |     |       |       |     |       |       |     |       |       |     |       |       |         |       |       |
| 3rd               | 1.428   | 1.488             |                |                   |                |       |       |     |       |       |     |       |       |     |       |       |     |       |       |     |       |       |         |       |       |
| 4th               | 1.000   | 1.000             |                |                   |                |       |       |     |       |       |     |       |       |     |       |       |     |       |       |     |       |       |         |       |       |
| 5th               | 0.749   | 0.687             |                |                   |                |       |       |     |       |       |     |       |       |     |       |       |     |       |       |     |       |       |         |       |       |
| 6th               | 0.634   | 0.580             |                |                   |                |       |       |     |       |       |     |       |       |     |       |       |     |       |       |     |       |       |         |       |       |
| Reverse           | 4.597   | 3.732             |                |                   |                |       |       |     |       |       |     |       |       |     |       |       |     |       |       |     |       |       |         |       |       |
| Final drive       | <table border="1"> <tr> <td>4x2</td> <td>3.727</td> <td>3.727</td> </tr> <tr> <td>4x4</td> <td>3.727</td> <td>3.727</td> </tr> </table> <p>Snorkelled diff breathers to increase fording depth and reduce mud blockage</p>  | 4x2               | 3.727          | 3.727             | 4x4            | 3.727 | 3.727 |     |       |       |     |       |       |     |       |       |     |       |       |     |       |       |         |       |       |
| 4x2               | 3.727   | 3.727             |                |                   |                |       |       |     |       |       |     |       |       |     |       |       |     |       |       |     |       |       |         |       |       |
| 4x4               | 3.727   | 3.727             |                |                   |                |       |       |     |       |       |     |       |       |     |       |       |     |       |       |     |       |       |         |       |       |
| Transfer gearing  | <table border="1"> <tr> <td>4x4 low-range</td> <td>2.482</td> <td>2.482</td> </tr> <tr> <td>4x4 high-range</td> <td>1.000</td> <td>1.000</td> </tr> </table>  | 4x4 low-range     | 2.482          | 2.482             | 4x4 high-range | 1.000 | 1.000 |     |       |       |     |       |       |     |       |       |     |       |       |     |       |       |         |       |       |
| 4x4 low-range     | 2.482   | 2.482             |                |                   |                |       |       |     |       |       |     |       |       |     |       |       |     |       |       |     |       |       |         |       |       |
| 4x4 high-range    | 1.000   | 1.000             |                |                   |                |       |       |     |       |       |     |       |       |     |       |       |     |       |       |     |       |       |         |       |       |
| 4x4 system        | “Terrain Command” control with ‘shift on the fly’ 2-high - 4-high selection at up to 100km/h, 4-low with rear differential lock   |                   |                |                   |                |       |       |     |       |       |     |       |       |     |       |       |     |       |       |     |       |       |         |       |       |
| Drivetrain system | TCS (Traction Control System) on all model variants   |                   |                |                   |                |       |       |     |       |       |     |       |       |     |       |       |     |       |       |     |       |       |         |       |       |

## Wheels and Tyres

|            |  |
|------------|--|
| LX         | 17" x 7" drilled silver-finish steel; 255 / 65 R17 All-Terrain |
| LS-M       | 17" x 7" alloy; 255 / 65 R17 All-Terrain                       |
| LS         | 18" x 7.5" alloy; 265 / 60 R18 Highway-Terrain                 |
| X-Terrain  | 18" x 7.5" dark grey alloy; 265 / 60 R18 Highway-Terrain       |
| All Models | Full size steel spare wheel                                    |

## Axles

### Front

Independent 4x4: fully floating with outer CV, inner double offset joints and equal length driveshafts. Rating: 1450kg

### Rear

Rigid semi-floating banjo with hypoid final drive and dual tapered needle roller bearings. Rating: 1910kg

## Brakes

Anti-lock Brake System (ABS) with Electronic Brakeforce Distribution (EBD), Electronic Stability Control (ESC), Emergency Brake Assist (EBA), Traction Control System (TCS), Rollover Mitigation, Hill Start Assist (HSA), Hill Descent Control (HDC) and Trailer Sway Control (TSC)

320mm dia. ventilated front discs with 2-piston calipers, 295mm rear drums

Power-assisted via 10" servo unit; central pull up park brake

## Service Plus

|                     |  |
|---------------------|--|
| Warranty            | For the ultimate peace of mind, every Isuzu D-Max comes standard with a comprehensive, bumper-to-bumper 3 years/100,000km warranty*. |
| Roadside Assistance | Enjoy up to 3 years or 100,000km of roadside assistance, whichever occurs first.   |

## Safety

|      |   |
|------|---|
| IDAS | Every D-Max comes with Isuzu's Intelligent Driver Assistance System (IDAS#) built-in to protect and enhance the driving experience. IDAS includes smart technologies as well as other passive and active safety features. |
|------|---|

#IDAS features are designed to assist the driver, but should not be relied upon nor used as a substitute for safe driving practices. Feature operation may vary in different driving conditions. For full explanation of limitations, see Owner's & Driver's Manual.

|              |   |
|--------------|---|
| ANCAP RATING | The entire D-Max range has achieved a maximum 5-star ANCAP safety rating in 2020. |
|--------------|---|



## Engine

2999cc DOHC 4cyl. with intercooled turbo charger (450Nm, 140kW)

### Transmissions

6-speed manual transmission  
6-speed "Rev-Tronic" automatic transmission with sequential sport mode

### Safety and Security

|   |   |   |   |   |   |   |   |
|---|---|---|---|---|---|---|---|
| 4-channel 4-sensor Anti-lock Brake System (ABS) with Electronic Brakeforce Distribution (EBD) | • | • | • | • | • | • | • |
| Electronic Stability Control (ESC)  | • | • | • | • | • | • | • |
| Traction Control System (TCS)   | • | • | • | • | • | • | • |
| Emergency Brake Assist (EBA)  | • | • | • | • | • | • | • |
| Hill Start Assist (HSA)   | • | • | • | • | • | • | • |
| Hill Descent Control (HDC)  | • | • | • | • | • | • | • |
| Autonomous Emergency Braking (AEB)  | • | • | • | • | • | • | • |
| Turn Assist with AEB  | • | • | • | • | • | • | • |
| Post-Collision Braking  | • | • | • | • | • | • | • |
| Forward Collision Warning (FCW)   | • | • | • | • | • | • | • |
| Misacceleration Mitigation (*AT models only)  | • | • | • | • | • | • | • |
| Adaptive Cruise Control (ACC) with Stop and Go functionality (*AT models only)                | • | • | • | • | • | • | • |
| Traffic Sign Recognition (TSR)  | • | • | • | • | • | • | • |
| Intelligent Speed Limiter   | • | • | • | • | • | • | • |
| Manual Speed Limiter  | • | • | • | • | • | • | • |
| Lane Departure Warning (LDW)  | • | • | • | • | • | • | • |
| Lane Departure Prevention (LDP)   | • | • | • | • | • | • | • |
| Lane Keep Assist (LKA) (*AT models only)  | • | • | • | • | • | • | • |
| Emergency Lane Keeping (ELK)  | • | • | • | • | • | • | • |
| Driver Attention Assist   | • | • | • | • | • | • | • |
| Blind Spot Monitoring (BSM)   | • | • | • | • | • | • | • |
| Rear Cross Traffic Alert (RCTA)   | • | • | • | • | • | • | • |
| Reversing camera  | • | • | • | • | • | • | • |
| Rear parking sensors  | • | • | • | • | • | • | • |
| Front parking sensors   | • | • | • | • | • | • | • |
| 8 Airbags: dual front, curtain, side, driver's knee and far side airbags                      | • | • | • | • | • | • | • |
| Passenger side SRS airbag on/off switch   | • | • | • | • | • | • | • |
| Height-adjustable upper mounts for front seat belts   | • | • | • | • | • | • | • |
| Pre-tensioners with load limiters for front seat belts  | • | • | • | • | • | • | • |
| Pre-tensioners with load limiters for outer rear seat belts                                   | • | • | • | • | • | • | • |
| 3-point retractable seat belts for all rear and centre seating positions                      | • | • | • | • | • | • | • |
| Intelligent seatbelt reminder (all seats)   | • | • | • | • | • | • | • |
| 2 childseat tethers and ISOFIX compatible anchor points                                       | • | • | • | • | • | • | • |
| Height-adjustable head restraints for full-size seats   | • | • | • | • | • | • | • |
| Child-proof rear door locks   | • | • | • | • | • | • | • |
| Single 10 inch servo brake master cylinder  | • | • | • | • | • | • | • |
| Side anti-intrusion bars inside all doors   | • | • | • | • | • | • | • |
| Engine immobiliser  | • | • | • | • | • | • | • |
| Rear window demister  | • | • | • | • | • | • | • |
| High Density Polyethylene (HDPE) fuel tank  | • | • | • | • | • | • | • |
| High mount brake light on cabin   | • | • | • | • | • | • | • |
| Dual horn   | • | • | • | • | • | • | • |

### Protection

Under-front steel skid plate  
Steel plate guards: sump, transfer case, fuel tank leading edge; reinforced resin under fuel tank

### Protection

Standard rear leaf suspension  
Heavy duty rear leaf suspension  
Front independent, coil spring suspension w/gas shock absorbers, upper and lower wishbones and stabiliser bar  
Heavy-duty brakes: 320mm ventilated front discs w/twin-pot calipers, 295mm rear drums

\* The new Isuzu Three (3) Year Warranty period expires three (3) years from the date of first registration new in New Zealand or 100,000 km, whichever occurs first.



# FUEL, WEIGHTS AND DIMENSIONS

## D-MAX ADR 81/02\* Fuel Consumption Values

|  | 4x2 High-Ride     |                   | 4x4                   |                      |                  |                   |                     |                   |                          |
|--|-------------------|-------------------|-----------------------|----------------------|------------------|-------------------|---------------------|-------------------|--------------------------|
|  | Double Cab Ute LX | Double Cab Ute LS | Single Cab Chassis LX | Space Cab Chassis LX | Space Cab Ute LS | Double Cab Ute LX | Double Cab Ute LS-M | Double Cab Ute LS | Double Cab Ute X-Terrain |
| Transmission (MT = Manual, AT = Automatic) | AT                | MT / AT           | MT / AT               | MT / AT              | AT               | MT / AT           | MT / AT             | MT / AT           | AT                       |
| FUEL CONSUMPTION (litres/100km)            |                   |                   |                       |                      |                  |                   |                     |                   |                          |
| Combined                                   | 7.7               | 8                 | 8                     | 8                    | 8                | 7.7/8.0           | 7.7/8.0             | 7.7/8.0           | 8                        |
| Urban                                      | 9.5               | 10.2/9.8          | 10.2/9.8              | 10.2/9.8             | 9.8              | 9.7/9.8           | 9.7/9.8             | 9.7/9.8           | 9.8                      |
| Extra Urban                                | 6.7               | 6.7/6.9           | 6.7/6.9               | 6.7/6.9              | 6.9              | 6.6/6.9           | 6.6/6.9             | 6.6/6.9           | 6.9                      |
| CO2 (g/km)                                 |                   |                   |                       |                      |                  |                   |                     |                   |                          |
| Combined                                   | 200               | 206/207           | 206/207               | 206/207              | 207              | 200/207           | 200/207             | 200/207           | 207                      |
| Urban                                      | 246               | 262/254           | 262/254               | 262/254              | 254              | 251/254           | 251/254             | 251/254           | 254                      |
| Extra Urban                                | 174               | 174/180           | 174/180               | 174/180              | 180              | 171/180           | 171/180             | 171/180           | 180                      |

## Dimensions (mm unless stated otherwise)

|  |       |       |       |       |       |       |       |       |       |
|--|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Wheelbase                                      | 3125  | 3125  | 3125  | 3125  | 3125  | 3125  | 3125  | 3125  | 3125  |
| Overall length                                 | 5265  | 5265  | 5325  | 5285  | 5265  | 5265  | 5265  | 5265  | 5280  |
| Overall width (excluding door mirrors)         | 1870  | 1870  | 1870  | 1870  | 1870  | 1870  | 1870  | 1870  | 1880  |
| Overall height (*depends on body fitted)       | 1785  | 1790  | 1790* | 1800* | 1790  | 1785  | 1785  | 1790  | 1810  |
| Front overhang                                 | 890   | 890   | 890   | 890   | 890   | 890   | 890   | 890   | 905   |
| Rear overhang (*depends on body fitted)        | 1250  | 1250  | 1310* | 1270* | 1250  | 1250  | 1250  | 1250  | 1250  |
| Wheel track width                              | 1570  | 1570  | 1570  | 1570  | 1570  | 1570  | 1570  | 1570  | 1570  |
| Ground clearance                               | 235   | 240   | 235   | 235   | 240   | 235   | 235   | 240   | 240   |
| Turning circle diameter between kerbs (metres) | 12.5  | 12.5  | 12.5  | 12.5  | 12.5  | 12.5  | 12.5  | 12.5  | 12.5  |
| Approach angle                                 | 30°   | 30.5° | 29.6° | 30°   | 30.5° | 30°   | 30°   | 30.5° | 30.5° |
| Departure angle                                | 23.9° | 24.2° | 28.9° | 27°   | 24.2° | 23.9° | 23.9° | 24.2° | 24.2° |
| Ramp-over angle                                | 23.3° | 23.8° | 23.9° | 23.9° | 23.8° | 23.3° | 23.3° | 23.8° | 23.8° |

## Load area (mm)

|   |      |      |       |       |      |      |      |      |      |
|---|------|------|-------|-------|------|------|------|------|------|
| Cab to rear axle  | 450  | 450  | 1240  | 765   | 765  | 450  | 450  | 450  | 450  |
| Length (top)  | 1495 | 1495 | -     | -     | 1805 | 1495 | 1495 | 1495 | 1495 |
| Length (floor) (*inside genuine accessory tray body)      | 1570 | 1570 | 2550* | 2100* | 1835 | 1570 | 1570 | 1570 | 1570 |
| Maximum width (*inside genuine accessory alloy tray body) | 1530 | 1530 | 1777* | 1777* | 1530 | 1530 | 1530 | 1530 | 1530 |
| Width between wheel houses                                | 1122 | 1122 | -     | -     | 1122 | 1122 | 1122 | 1122 | 1122 |
| Depth   | 490  | 490  | -     | -     | 490  | 490  | 490  | 490  | 490  |

## Interior (mm)

|                       |      |      |      |      |      |      |      |      |      |
|-----------------------|------|------|------|------|------|------|------|------|------|
| Leg room - front      | 1075 | 1075 | 1075 | 1075 | 1075 | 1075 | 1075 | 1075 | 1075 |
| Leg room - rear       | 905  | 905  | -    | -    | -    | 905  | 905  | 905  | 905  |
| Shoulder room - front | 1460 | 1460 | 1460 | 1460 | 1460 | 1460 | 1460 | 1460 | 1460 |
| Head room - front     | 1020 | 1020 | 1020 | 1020 | 1020 | 1020 | 1020 | 1020 | 1020 |
| Rear cargo space      | -    | -    | -    | 730  | 730  | -    | -    | -    | -    |

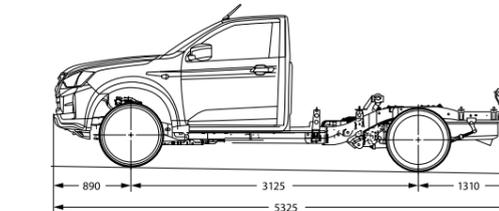
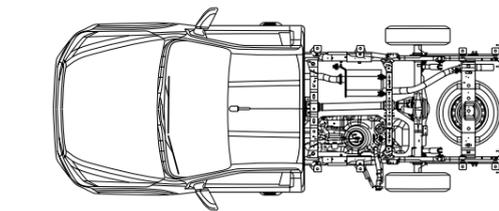
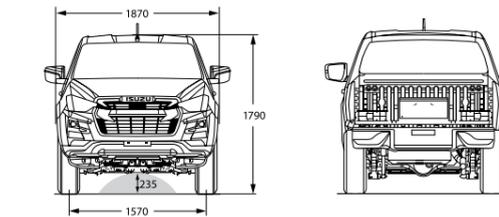
## Mass (kg)

|  |      |           |           |           |      |           |           |           |      |
|--|------|-----------|-----------|-----------|------|-----------|-----------|-----------|------|
| Gross Vehicle Mass (GVM)   | 3000 | 3000      | 3100      | 3100      | 3100 | 3100      | 3100      | 3100      | 3100 |
| Kerb weight*   | 1950 | 1950/1960 | 1780/1790 | 1850/1860 | 2000 | 2025/2035 | 2020/2030 | 2035/2045 | 2130 |
| Payload- (cab chassis models: final mass depends on body fitted)       | 1050 | 1050/1040 | 1320/1310 | 1250/1240 | 1100 | 1075/1065 | 1080/1070 | 1065/1055 | 970  |
| Gross Combination Mass (GCM)   | 5850 | 5850      | 5950      | 5950      | 5950 | 5950      | 5950      | 5950      | 5950 |
| Maximum towing mass (braked trailer)                                   | 3500 | 3500      | 3500      | 3500      | 3500 | 3500      | 3500      | 3500      | 3500 |
| Maximum towing mass (non-braked trailer)                               | 750  | 750       | 750       | 750       | 750  | 750       | 750       | 750       | 750  |
| Maximum tow ball download (when fitted with genuine Isuzu UTE tow kit) | 350  | 350       | 350       | 350       | 350  | 350       | 350       | 350       | 350  |
| Fuel tank capacity (litres)  | 76   | 76        | 76        | 76        | 76   | 76        | 76        | 76        | 76   |

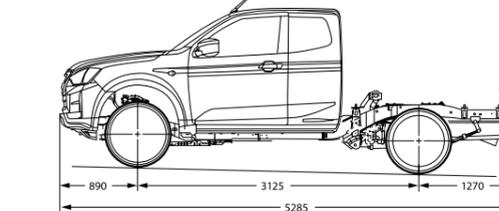
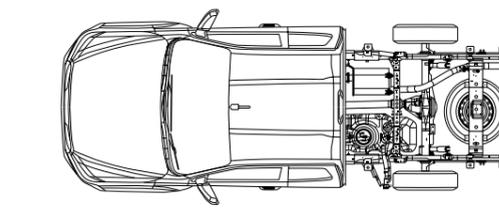
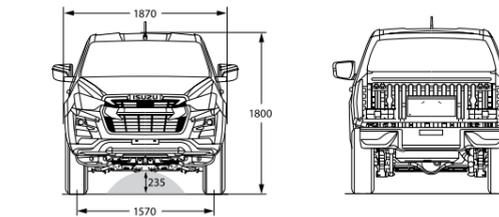
# CAB CHASSIS BODY STYLES AND DIMENSIONS



LX Single Cab Chassis 4x4



LX Space Cab Chassis 4x4

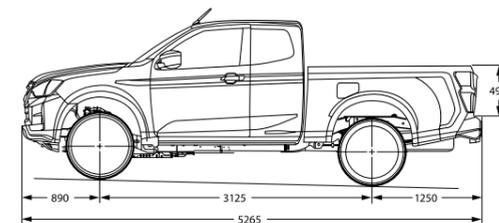
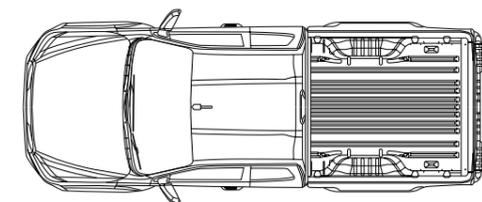
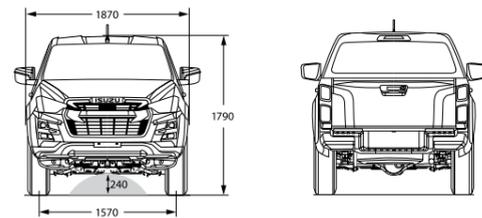


\*Fuel consumption & emissions figures based on ADR 81/02 & are to be used for vehicle comparison purposes only. Actual fuel consumption & emissions will vary depending on many factors including, but not limited to, traffic conditions, individual driving style & vehicle condition. \*Kerb weight - unladen mass of vehicle & full tank of fuel, excludes tray body for cab chassis vehicles. Fuel weight ratio is based on Fuel Standard (Automotive Diesel) Determination 2001. -Payload equals GVM minus kerb weight.

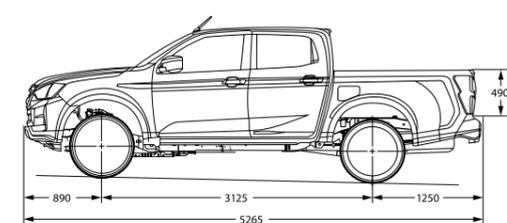
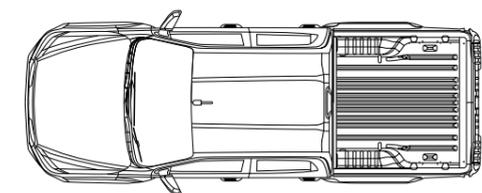
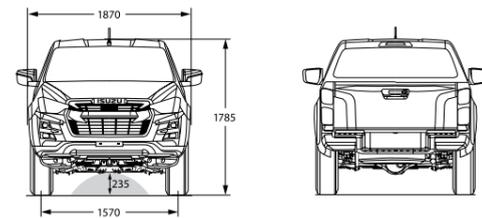
# UTE BODY STYLES AND DIMENSIONS



**LS Space Cab Ute 4x4**



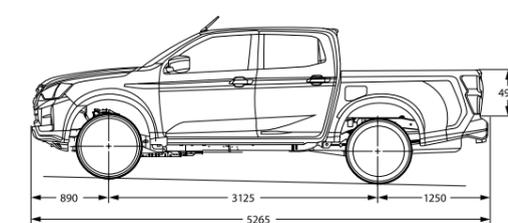
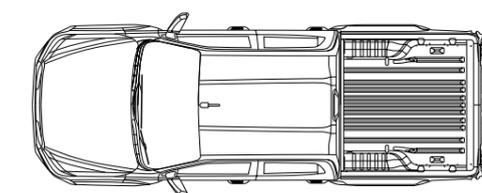
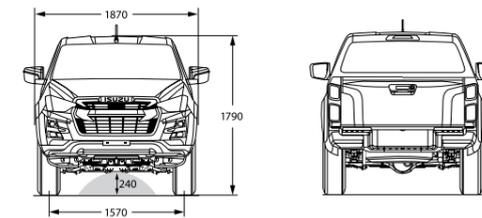
**LS-M Double Cab Ute 4x4**



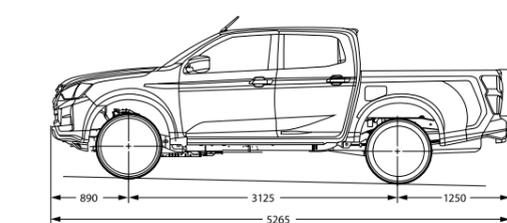
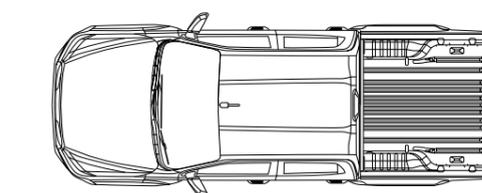
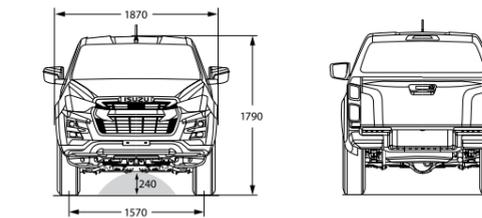
# UTE BODY STYLES AND DIMENSIONS



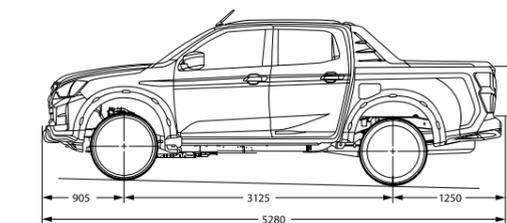
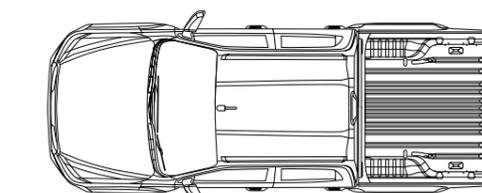
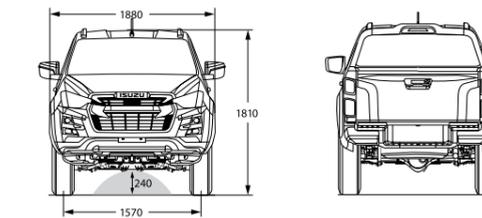
**LX Double Cab Ute 4x4**



**LS Double Cab Ute 4x4**



**X-Terrain Double Cab Ute 4x4**



## COLOURS AND TRIM

### Body Colours



Onyx Black mica



Sapphire Blue mica



Mercury Silver metallic



Obsidian Grey mica



Splash White

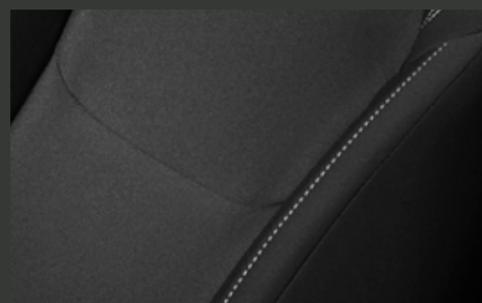


Spinel Red mica



Valencia Orange metallic

### Interior Trim



Standard Black Cloth  
(On LX models)



High Grade Cloth  
(On LS-M & LS models)



Leather Accented\*  
(On X-Terrain models)

\*Seats have leather touches or accents, but are not wholly leather.

## TRAY STYLES

### General Purpose Alloy



### Single



### Space



A dark grey Isuzu Ute is shown driving on a paved road that curves through a landscape of tall, golden-brown grass. The background features rolling hills under a cloudy sky. The image is partially obscured by a large, dark grey geometric shape on the left side of the page.

# ISUZU

[www.isuzuutes.co.nz](http://www.isuzuutes.co.nz)

0800 ISUZU NZ

**ISUZU UTES NEW ZEALAND LIMITED**

ISUZU UTES NEW ZEALAND LTD reserves the right to change specifications and equipment without notice. Details of specifications and equipment mentioned or shown in this brochure are also subject to change to meet local conditions and government recommendations. Please inquire at your local ISUZU Utes dealer for more complete details of any such changes that may be required.

NOTE: Actual vehicle body colours may vary slightly from the colours in the photographs printed in this brochure. Some of the accessories and equipment shown in this brochure have been used for photographic purposes only and are optional.

PO Box 132305, Sylvia Park, Auckland