

UTE Vs TRUCK

ISUZU TAKES THE GUESSWORK OUT OF THE AGE-OLD PROCUREMENT DEBATE... IS A UTE OR A LIGHT TRUCK THE BEST TOOL FOR THE JOB?

INTRODUCTION

At one point or another, many transport-reliant business owners, especially in the trades, will face the question, 'truck or ute?' Many businesses see the obvious value and benefits of trading up to a light truck, though some might feel a perceived loss regarding the versatility of a ute for weekend commuting and activities.

When it comes to providing the most practical transport solutions for businesses, Isuzu Trucks has done the research to help answer that question by highlighting and comparing the key deliverables of both light trucks and utes.

The challenges of recent years have highlighted the value of getting more mileage out of every asset purchase, with businesses stripping back operations to their upmost efficiency, while also maximising productivity.

Isuzu's Future of Trucking report confirms that 22 per cent of ute owners are prepared to make a bigger commitment to their businesses and upgrade to a truck that would better serve the demands of their application.

With many light truck models able to be driven on a car drivers' licence (up to 4,500 kg Gross Vehicle Mass), and featuring a range of two-pedal transmissions, they are easy to operate with the added value of being safe, compliant and far more productive.

Don't take our word for it though, here are the facts...



FACTS & FIGURES: THE DELIVERABLES

LOAD CAPACITY (PAYLOAD)

Perhaps the most critical variable of them all. A vehicle's Gross Vehicle Mass (GVM) is established by the manufacturer to represent the total permissible mass of the vehicle on the road, including its body, payload, fuel and driver. It's also lodged with the registration authorities and stamped on the compliance plate of every vehicle registered in Australia.

Payload is determined by deducting the vehicle's kerb mass from the GVM. Kerb mass is typically the weight of an empty standard vehicle with all of its fluids (oils, coolants) and a full tank of fuel, as well as a driver and passenger weighing-in at around 68 kg each.

ISUZU NPR 45-155 TRADEPACK SWB AMT VS FORD RANGER 4X4 SINGLE CAB AUTO

SPECIFICATIONS	ISUZU TRADEPACK	FORD RANGER
GROSS VEHICLE MASS (KG)	4,500 kg	3,200 kg
PAYLOAD (KG)	1,575 kg	1,313 kg

TURNING CIRCLE

Turning circle is another important consideration, especially for those trades and service providers working in and around tight work sites and urban locations. Turning circle is usually measured kerb-to-kerb in metres using the front outside tyre. Obviously, shorter vehicle lengths mean a tighter turning circle and greater manoeuvrability but looks can be deceiving.

Contrary to popular belief, some short wheelbase light trucks have a tighter turning circle than a number of utes on the Australian market right now.

Front wheel drive vehicles typically have a poor turning circle and 4x4 vehicles are notoriously bad when it comes to overall manoeuvrability.

ISUZU NLR 45-150 SWB SERVICEPACK X AMT VS MAZDA BT-50 4X2 SINGLE CAB AUTO

SPECIFICATIONS	ISUZU SERVICEPACK	MAZDA BT50
GROSS VEHICLE MASS (KG)	4,500 kg	3,200 kg
PAYLOAD (KG)	1,615 kg	1,389 kg
TURNING CIRCLE	8.70 m	12.40 m

VISIBILITY

Turning circle is another important consideration, especially for those trades and A difficult one to analyse in numbers, visibility is nonetheless consistently named as a key concern for operators of commercial equipment and trade work vehicles such as utes and light trucks.

Be it manoeuvring within a tight loading dock or negotiating trailer access at a worksite, good visibility can mean the difference between a costly collision, damage to gear and trailers or a well-executed park with time-saving access.

Over time, there has been a decrease in the free angle on the driver's right and an increase in the free angle to the driver's left - due to changes to pillar positions and the size of windscreens.

Example: Ranking or comparing overall visibility is by nature subjective and usually undertaken using a 'jury' approach. Isuzu's findings show that, in general, light cab-over trucks common to the Australian market have far superior overall visibility than utes, based on driver positioning (namely height), pillar size and position as well as glass angles/ slopes (windshield and door glass).

TOWING

Behind payload and other crucial body considerations, a vehicle's capacity to tow a trailer is close to the top of the list of priorities for those in market for either truck or a ute.

By virtue of the fact a light truck's wheelbase is typically longer and the payloads far greater than a ute, this many negate the need for towing completely, depending on the task at hand.

That said, if towing remains a must, the most straightforward way to achieve a headline comparison is to simply look at advertised towing capacities. There are of course a myriad of variables when it comes to towing and it's strongly recommended customers seek advice from a dealer who is qualified to recommend towing combinations to suit your specific requirements.

ISUZU NPR 45-155 SWB TRADEPACK AMT VS TOYOTA HILUX 4X4 DUAL CAB AUTO

SPECIFICATIONS	ISUZU NPR TRADEPACK	TOYOTA HILUX
GROSS VEHICLE MASS (KG)	4,500 kg	2,930 kg
PAYLOAD (KG)	2,210 kg	1,030 kg
TURNING CIRCLE	8.70 m	11.80 m
TOWING CAPACITY	4,500 kg	2,800 kg

LENGTH/ DECK SPACE

With many businesses now doing more with less, it's little wonder load deck space and overall length plays a key role in the decision-making process of buying a new work vehicle.

It goes without saying that a light truck is generally going to have a longer wheelbase, longer internal body lengths and slightly wider dimensions than the average ute. This means additional overall space for whatever the application demands - tools, materials, ramps, ladders, boxes, generators, even the dirt bike.

ISUZU NPR 45-155 SWB TRADEPACK AMT VS RAM 1500 LARAMIE CREW CAB

SPECIFICATIONS	ISUZU NPR TRADEPACK	RAM LARAMIE
GROSS VEHICLE MASS (KG)	4,500 kg	3,450 kg
PAYLOAD (KG)	1,835 kg	800 kg
TURNING CIRCLE	10.70 m	12.10 m
TOWING CAPACITY	4,500 kg	4,500 kg
OVERALL LENGTH	6,508 mm	5,833 mm

A READY-MADE SOLUTION

Isuzu's Future of Trucking Report found that no less than 65 per cent of business owners surveyed felt it more important (and more efficient) for new trucks to be pre-built and ready to drive away, compared to custom-built trucks or standardised utes.

This where Isuzu's pioneering Ready-to-Work (RTW) range comes to the fore, backed by an industry leading warranty on both truck and body.

Isuzu Trucks' top-selling Ready-to-Work (RTW) range has found favour with Australian operators thanks to the smart pairing of key model and application-targeted body combinations, whilst offering adaptability and capability across a diverse array of environments.

Catering to both on and off-road operation and covering just about every eventuality, the light-duty RTW range includes the Traypack, Tradeback, Tipper, Vanpack and Servicepack, all available in an endless range of variations.

FOR MORE INFORMATION

Contact your local Isuzu Trucks dealer: www.isuzu.com.au/dealer-map