# Battery 180 kWh

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The NRR EV will speak the new global Isuzu brand design language, "Cross Flow." Designers worked to create a look that would cheat the wind while maintaining an unmistakable Isuzu identity.

Just like its gas and diesel counterparts, the NRR EV has a a full 19,500-pound gross vehicle weight rating to handle your tough Class 5 demands. It also has wheelbases ranging from 132.5 to 176 inches to accommodate the right body for your vocation.

The newly designed front bumper improves cooling performance and is made up of three separate pieces to help reduce any future repair costs.

Every NRR EV is powered by a number of 20 kilowatt-hour, lithium-ion battery packs. For ease of charging, all NRR EV models are equipped with charging ports that accommodate the most popular charging connectors in the U.S.:

To accommodate their multiple battery packs and to provide reasonable charging times, NRR EV trucks, with battery capacities of 60, 100,140, and 180 kWh, have an AC charging time range from 5.5 to 10 hours and a DC charging time range from 1 to 2.5 hours.

With optional Isuzu360 Registration, all recommended scheduled maintenance is covered for up to five years/100,000 miles, or whichever occurs first, at no additional charge. See your authorized Isuzu dealer for details.

I found myself perplexed when I heard about Rivian"s plan to unveil an all-electric pickup truck with a battery pack nearly double the size of any other electric vehicle. Packing 80% more energy than Tesla"s flagship Model S and Model X, Rivian"s 180 kWh battery pack enables their full-size, adventure vehicles to travel 400+ miles (643 km) on a single charge. Rivian"s response? We actually call it the “megapack.”

At a flashy unveiling event in Los Angeles, the Michigan-based electric car company exited stealth mode and debuted their first two production vehicles: an all-electric pickup truck dubbed the R1T and an R1S luxury SUV. Capable of towing 11,000 lbs from its all-electric powertrain, the R1T is set to disrupt a $95-billion-dollar US truck market that’s largely dominated by Ford and GM. Rivian’s seven-seater, R1S SUV takes aim directly at gas guzzlers that are competing in the premium sports utility segment like Land Rover and Porsche’s Cayenne.

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Powering the R1T Truck and R1S SUV is a quad-motor electric drivetrain that’s paired with one of Rivian"s three battery pack configurations, in 105 kWh, 135 kWh, and 180 kWh (the “megapack”). Rivian’s 180 kWh megapack holds enough energy to power a typical US household for more than two weeks. To learn more about the engineering that goes into each of Rivian’s battery packs, and the company’s plan to bring their ultra-long-range battery packs to market, I visited their research and development facility in Southern California.

Rivian"s battery lab is located in an unassuming industrial business park in Irvine, California. Still working its way out of nine-years in stealth mode, the 19,000 sq ft facility lacks any signage on its doors, yet has played a major role since mid-2017 when the company moved in to begin its research and development.

Upon entering the battery lab, I was greeted by the faint hum of testing equipment around me. Bright white lights illuminate a team of engineers in blue Rivian lab coats. I was told that the lab is where Rivian performs tests on the lithium-ion battery cells being used in its vehicles. The lab is also where battery module production is currently taking place, albeit mostly for prototype battery packs.

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