

Road to Your Success

Here's one road that leads to success through outstanding reliability. We travel this road with our customers with expertise, a passion for technology, and trust.

Experience the Ultimate in Dependability with UD Trucks.



UD Advantages and UD Solutions: Two Roads to Success.

Through innovation, UD Trucks incorporates sophisticated technologies. UD Advantages resulting from these technologies showcase our innovative spirit as a pioneer in advanced environmental solutions.

UD Solutions spotlight the reliability of UD Trucks. We continue to satisfy customers' demands for outstanding performance with low operating costs as we have for years.

Our unique approaches put UD Trucks and you on the road to success.

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UD TRUCKS

UD Advantage

As the market leader in Class 6 and 7 COE (Cab-Over-Engine) trucks, we use technologies that continue to evolve with our customers' needs. Through the innovation and design of UD Trucks, we have increased the performance and power while maintaining a commitment to reducing environmental impact. The cab design and the SCR system put UD Trucks ahead of the competition with performance that exceeds expectations.

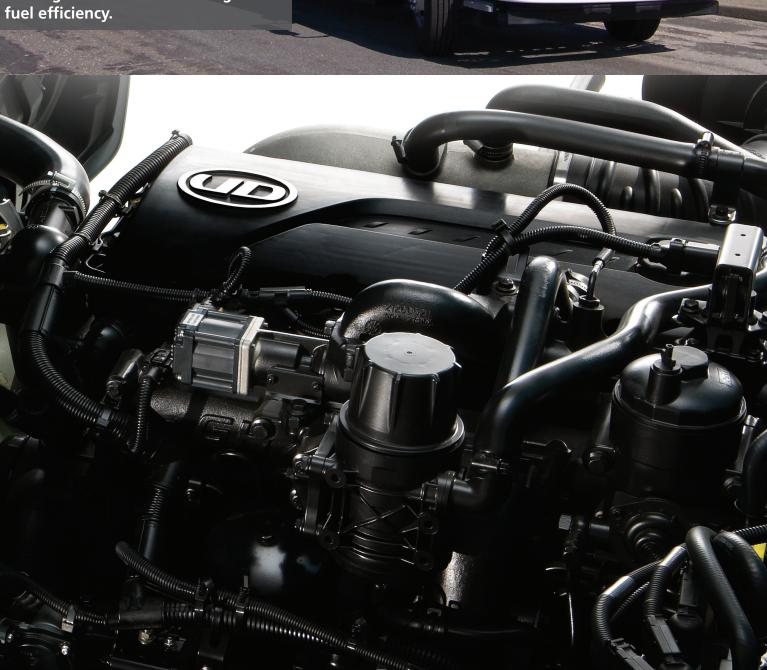


Leading the pack...

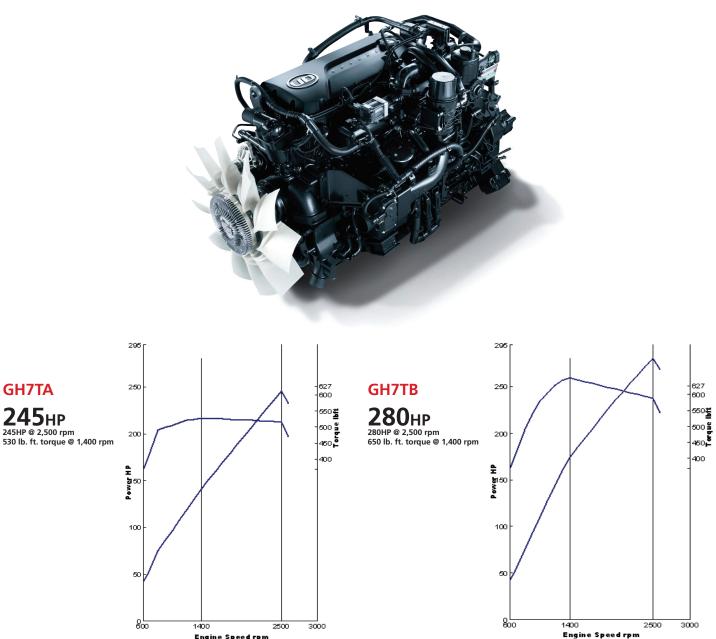
UD Trucks now offers increased horsepower and torque.

The SCR system, which UD Trucks pioneered in Japan, is utilized on the new GH7 engine.

This new engine complies with US10 **EPA** regulations and offers higher



UD

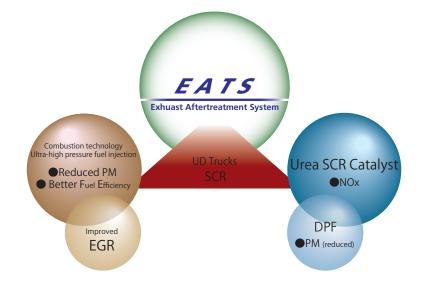


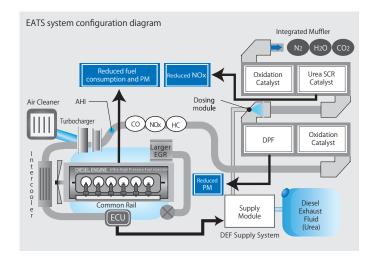
Engine Speed rpm

Environmental and fuel efficiency requirements are duty class to come with an Exhaust Aftertreatment System becoming stricter. To optimize environmental performance, (EATS), a urea-SCR catalyst, which was pioneered by UD fuel efficiency, and power output in the medium duty Trucks, together with a proprietary Diesel Particulate Filter class, UD Trucks started developing a next-generation (DPF). This combination reduces NOx and "Particulate engine. The resulting GH7 engine, with a displacement Matter" emissions. Higher fuel economy contributes to of 7.0 L (427 c.i.), produces high horsepower and torque lower CO₂ emissions. The environmental and economic at low engine rpm for higher fuel economy. The engine performance of the UD Truck leads the industry. incorporates a high -pressure common rail fuel injection system and a high-boost pressure variable nozzle turbocharger (VNT). Fuel efficiency is outstanding, with no compromise in power output or torque. UD Trucks achieved this performance by modifying the combustion chamber shape, reducing friction, and improving electronic control. Extended change intervals for engine oil, oil filter, fuel filters, engine antifreeze, and other consumables reduce vehicle Picture Shown: Variable Nozzle operating costs. This new engine is perfect for today's Turbocharger medium duty trucks. Also, this is UD Trucks' first medium (VNT)

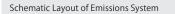


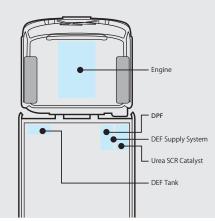






The diesel engine has high thermal efficiency and consumes less fuel, so CO₂ emissions are far lower than a gasoline engine. However, in diesel engines particulate matter (PM) and NOx emissions pose conflicting requirements: PM tends to be produced at low temperature and during incomplete combustion, while NOx tends to be produced at high temperature and during complete combustion, making it difficult to reduce both PM and NOx. In 2004, however, UD Trucks developed an advanced diesel exhaust emissions





reduction system, which combines ultra-high pressure risk of abnormal combustion and damage to the catalyst. In addition, the after-treatment hydrocarbon injection (AHI) fuel injection with a urea-SCR catalyst. increases the exhaust temperature to assist the DPF during The system not only reduces both PM and NOx, but regeneration. The exhaust emissions system is located also fuel consumption and hence CO₂ emissions. The at the muffler to save space. In addition to effective NOx decomposition achieved by adding precisely-controlled GH7 engine incorporates a high-pressure common rail system achieving high combustion efficiency for reduced amounts of DEF, the engine complies with the new stricter emissions regulations (US10 EPA/CARB). The entire power PM. In addition, NOx emissions are cut by the urea-SCR train has been redesigned to maximize environmental catalyst that decomposes NOx. The DPF allows PM to be burned steadily at low temperature, minimizing the performance and fuel efficiency.

THINK GREEN

Reduced Carbon Foot Print

7,000 lbs less than the US07 EPA standard

Improved Fuel Consumption

4 - 5.5% Fuel Cost Savings with SCR and DPF

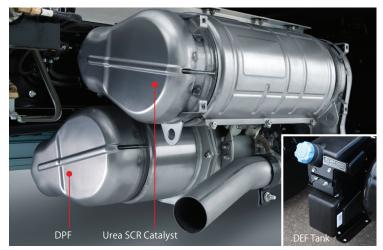
Service Interval Extension

Oil change every 25,000 miles instead of every 15,000 miles*. Less time in the shop and more time on the road.

Bottom Line...

Less fuel consumption and less down time

*Based on use and driving conditions



CAB DESIGN

New cab design ushers in new era for medium-duty trucks

Cab design reduces drag to improve fuel efficiency

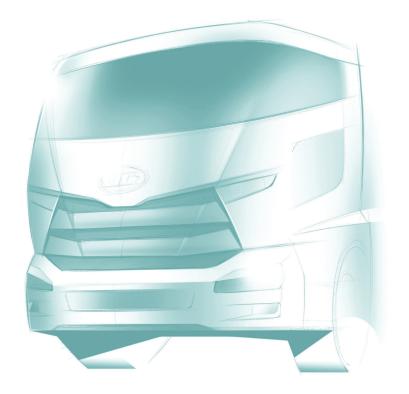
Large windshield for greater visibility

Ease of entry/egress

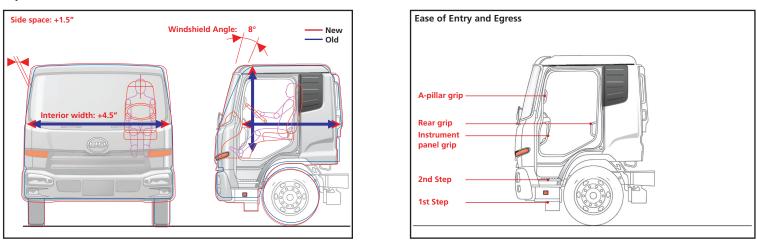
Isolated cab suspension for reduced driver fatigue

All for extra comfort and confidence when driving



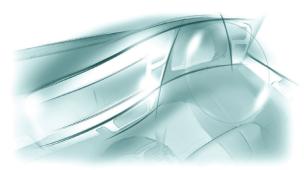


Spacious Cab



The "totally new" UD cab is rugged yet refined and raises the bar for all medium-duty trucks. Fuel efficiency has been improved by streamlining the cab, including the front shape of the cab, curvature of the right and left corners, and shapes of the roof and bumpers. Air flow is optimized throughout. The wider cab with improved styling, offers a large, roomy interior. The cab also provides the driver a panoramic field of vision and an interior that is





COCKPIT

The UD Truck cockpit has been carefully designed with top priority on creating the perfect driving environment. The UD cab is designed for superb, unobstructed visibility. The instrument panel has a solid, quality feel with its contoured design, and the switches and controls are centralized for easy access. The new combination meter is easy to read during the day and at night, and the multi-function display in the center provides key information about vehicle

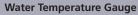


Improved Visibility



New easy to read cluster with MFD (multi-function display)







Centralized controls for ease of use

CAB INTERIOR

A driving space, an office away from home, a place to relax. The cabin is where the driver spends most of the time, so the UD Truck's cabin is spacious and meticulously designed, from the seats to the storage space. Efficient use of interior space in the UD cab was a major design consideration. The door and windshield glass areas have been increased for a roomier feel and increased visibility. The fully adjustable, newly designed driver's air suspension seat is now standard, incorporating a large head restraint and tilting bottom cushion. Also, the multi-position



Specifications





WHEELBASES		E	F	н	к	N
DIMENSIONS	Unit: in.	-	-			
Wheelbase [†]	(WB)	148.43	166.54	178.35	190.16	216.54
Cab-to-Rear Axle	(CA)	111.57	129.69	141.50	153.31	179.69
Rear Overhang	(RO)	63.78	63.78	77.95	83.86	96.85
Overall Length	(OL)	259.65	277.76	303.74	321.46	360.83
Frame End Height	(FEH)	35.31	35.09	35.31	35.31	35.31
Typical Body Lengths ‡	(ft.)	14/16	16/18	18/20	20/22	22/24
WEIGHTS	Unit: lb.					
GVWR		17,995	17,995	17,995	17,995	17,995
Chassis Weight	Front	5,455	5,500	5,530	5,555	5,640
	Rear	2,500	2,535	2,555	2,590	2,655
	Total	7,955	8,035	8,085	8,145	8,295
Gross Payload *		10,040	9,960	9,910	9,850	9,700
TURNING RADIUS	Unit: ft.	19.4	21.7	23.0	24.3	27.6

[•] Gross payload capacity equals GVWR minus chassis weight. Installation of specialized equipment or bodies may require frame reinforcement. [•] Wheelbase selection should be based on specific weight distribution. [•] Typical body lengths assume water level load (no specific consideration for driver, passengers, or fuel) to maximize GVWR. Addition of ancillary equipment such as lift gates and refrigeration units not considered in calculations

ENGINE	GH7, L6 OHC 24 Valves, Turbo/Intercooled Diesel, In-line 6 Cylinder, Direct-injection				
TRANSMISSION	<u>STD:</u> MLS63B Manual*, 6 Forward Speeds & 1 Reverse, Synchromesh on 2nd through 6th Gears <u>OPTION:</u> Allison 1000RDS Automatic*, 5 Forward Speeds & 1 Reverse				
BRAKE SYSTEM					
Service Brakes Front	ABS, Dual line, Air-Over-Hydraulic Brake System Internal Expanding, Dual Two Leading Shoe, Self-Adjusting Drum Brakes, Drum Diameter x Lining Width x Lining				
Rear	Thickness: 12.60 x 4.33 x 0.44 in. Internal Expanding, Dual Two Leading Shoe, Self-Adjusting Drum Brakes, Drum Diameter x Lining Width x Lining Thickness: 12.60 x 5.31 x 0.44 in.				
Parking Brake	Standard at Rear Wheel				
EXHAUST BRAKE	Electrically Controlled, Pneumatically Activated Butterfly Valve in Exhaust Pipe				
AXLE	Front	Rear			
GAWR	7,280 lb.	13,660 lb.			
Rated Axle Capacity	/ 7,280 lb.	13,660 lb.			
WHEELS Tires & TIRES		Highway TreadRear: Dual, Highway Tread 14PR (Tubeless Radial)			

Steel Disc Type, 6 Hole,

19.5 x 6.75 in., Offset 5.35 in

Wheels



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WHEELBASES		E	F	н	К	Ν
DIMENSIONS	Unit: in.					
Wheelbase [†]	(WB)	148.43	166.54	178.35	190.16	216.54
Cab-to-Rear Axle	(CA)	111.57	129.69	141.50	153.31	179.69
Rear Overhang	(RO)	63.78	63.78	77.95	83.86	96.85
Overall Length	(OL)	259.65	277.76	303.74	321.46	360.83
Frame End Height	(FEH)	35.14	34.94	35.13	35.13	35.13
Typical Body Lengths ‡	(ft.)	14/16	16/18	18/20	20/22	22/24
WEIGHTS	Unit: lb.					
GVWR		19,500	19,500	19,500	19,500	19,500
Chassis Weight	Front	5,480	5,525	5,555	5,580	5,665
	Rear	2,500	2,535	2,555	2,590	2,655
	Total	7,980	8,060	8,110	8,170	8,320
Gross Payload *		11,520	11,440	11,390	11,330	11,180
TURNING RADIUS	Unit: ft.	19.4	21.7	23.0	24.3	27.6

[•] Gross payload capacity equals GVWR minus chassis weight. Installation of specialized equipment or bodies may require frame reinforcement. [•] Wheelbase selection should be based on specific weight distribution. [•] Typical body lengths assume water level load (no specific consideration for driver, passengers, or fuel) to maximize GVWR. Addition of ancillary equipment such as lift gates and refrigeration units not considered in calculations.

	ENGINE		GH7, L6 OHC 24 Valves, Turbo/Intercooled Diesel, In-line 6 Cylinder, Direct-injection					
TRANSMISSION			<u>STD:</u> MLS63B Manual*, 6 Forward Speeds & 1 Reverse, Synchromesh on 2nd through 6th Gears <u>OPTION:</u> Allison 1000RDS Automatic*, 5 Forward Speeds & 1 Reverse					
	BRAKE SYS	TEM						
	Service Br	akes	ABS, Dual line	e, Air-Over-Hydraulic Brake System				
	Front		Internal Expanding, Dual Two Leading Shoe, Self-Adjusting Drum Brakes, Drum Diameter x Lining Width x Lining Thickness: 12.60 x 4.33 x 0.44 in.					
	Rear		Internal Expanding, Dual Two Leading Shoe, Self-Adjusting Drum Brakes, Drum Diameter x Lining Width x Lining Thickness: 12.60 x 5.31 x 0.44 in.					
	Parking B	rake	Standard at Rear Wheel					
	EXHAUST E	BRAKE	Electrically Controlled, Pneumatically Activated Butterfly Valve in Exhaust Pipe					
	AXLE		Front	Rear				
	GAWR		7,280 lb.	13,660 lb.				
	Rated Axl	e Capacity		13,660 lb.				
	WHEELS & TIRES	Tires		Highway TreadRear: Dual, Highway Tread 14PR (Tubeless Radial)				
		Wheels	Stool Dice Turn					





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WHEELBASES		D	F	н	К	М
DIMENSIONS	Unit: in.					
Wheelbase [†]	(WB)	147.44	165.55	177.36	189.17	215.55
Cab-to-Rear Axle	(CA)	111.57	129.69	141.50	153.31	179.69
Rear Overhang	(RO)	63.78	63.78	77.95	83.86	96.85
Overall Length	(OL)	259.65	277.76	303.74	321.46	360.83
Frame End Height	(FEH)	36.73	36.51	36.73	36.74	36.73
Typical Body Lengths ‡	(ft.)	14	16/18	18/20	20/22	24/26
WEIGHTS	Unit: lb.					
GVWR		23,000	23,000	23,000	23,000	23,000
Chassis Weight	Front	5,660	5,670	5,725	5,795	5,870
	Rear	2,695	2,750	2,760	2,770	2,895
	Total	8,355	8,420	8,485	8,565	8,765
Gross Payload *		14,645	14,580	14,515	14,435	14,235
TURNING RADIUS	Unit: ft.	21.7	24.0	25.6	27.2	30.5
Cross pauload capacity equals CV	M/P minus d	and a second sec	Installation	of coocialized	oquinment e	r hadias may

* Gross payload capacity equals GVWR minus chassis weight. Installation of specialized equipment or bodies may require frame reinforcement. 1 Wheelbase selection should be based on specific weight distribution. ± Typical body lengths assume water level load (no specific consideration for driver, passengers, or fuel) to maximize GVWR. Addition of ancillary equipment such as lift gates and refrigeration units not considered in calculations.

ENGINE		GH7, L6 OHC 24 Valves, Turbo/Intercooled Diesel, In-line 6 Cylinder, Direct-injection					
TRANSMIS	SION	1 Reverse, Syr	<u>STD:</u> MLS63B Manual*, 6 Forward Speeds & 1 Reverse, Synchromesh on 2nd through 6th Gears <u>OPTION:</u> Allison 2200RDS Automatic*, 5 Forward Speeds & 1 Reverse				
BRAKE SYS	STEM						
Service Bi	rakes	ABS, Dual line	e, Air-Over-Hydraulic Brake System				
Front		Drum Brakes,	Internal Expanding, Dual Two Leading Shoe, Self-Adjusting Drum Brakes, Drum Diameter x Lining Width x Lining Thickness: 14 57 x 3 94 x 0 51 in				
Rear		Drum Brakes,	Internal Expanding, Dual Two Leading Shoe, Self-Adjusting Drum Brakes, Drum Diameter x Lining Width x Lining Thickness: 14 57 x 5 31 x 0 51 in				
Parking B	Brake	Standard at R	Standard at Rear Wheel				
EXHAUST I	BRAKE	Electrically Controlled, Pneumatically Activated Butterfly Valve in Exhaust Pipe					
AXLE		Front	Rear				
GAWR		8,375 lb.	15,430 lb.				
Rated Axle Capacity		,	15,430 lb.				
WHEELS	Tires	5,	lighway Tread; Rear: Dual, Highway Tread				
& TIRES	Wheels		4PR (Tubeless Radial) 8 Hole				
	**110013	Steel Disc Type, 8 Hole, 19.5 x 6.75 in., Offset 5.35 in					





WHEELBASES D F н Κ Μ DIMENSIONS Unit: in. Wheelbase [†] (WB) 147.44 165.55 177.36 189.17 215.55 111.57 129.69 141.50 153.31 179.69 Cab-to-Rear Axle (CA) Rear Overhang (RO) 63.78 63.78 77.95 83.86 96.85 Overall Length (OL) 259.65 277.76 303.74 321.46 360.83 (FEH) 40.37 40.16 40.36 40.36 40.36 Frame End Height Typical Body Lengths ‡ (ft.) 14 16/18 18/20 20/22 24/26 WEIGHTS Unit: lb. GVWR 23,000 23,000 23,000 23,000 23,000 **Chassis Weight** 5,710 5,720 5,775 5,845 5,920 Front Rear 2,795 2,850 2,860 2,870 2,995 8,505 8,570 8,635 8,715 8,915 Total Gross Payload * 14,495 14,430 14,365 14,285 14,085 TURNING RADIUS Unit: ft. 21.7 24.0 25.6 27.2 30.5

* Gross payload capacity equals GVWR minus chassis weight. Installation of specialized equipment or bodies may require frame reinforcement. + Wheelbase selection should be based on specific weight distribution. + Typical body lengths assume water level load (no specific consideration for driver, passengers, or fuel) to maximize GVWR. Addition of ancillary equipment such as lift gates and refrigeration units not considered in calculations.

ENGINE		24 Valves, Turbo/Intercooled Diesel, nder, Direct-injection				
TRANSMISSION	1 Reverse, Sy	Manual*, 6 Forward Speeds & ynchromesh on 2nd through 6th Gears son 2200RDS Automatic*, 5 Forward Speeds				
BRAKE SYSTEM						
Service Brakes	ABS, Dual lin	e, Air-Over-Hydraulic Brake System				
Front	Drum Brakes	anding, Dual Two Leading Shoe, Self-Adjusting , Drum Diameter x Lining Width x Lining 9.57 x 3.94 x 0.51 in				
Rear	Drum Brakes	Internal Expanding, Dual Two Leading Shoe, Self-Adjusting Drum Brakes, Drum Diameter x Lining Width x Lining Thickness: 14.57 x 5.31 x 0.51 in.				
Parking Brake	Standard at I	Standard at Rear Wheel				
EXHAUST BRAKE		Electrically Controlled, Pneumatically Activated Butterfly Valve in Exhaust Pipe				
AXLE	Front	Rear				
GAWR	8,375 lb.	16,535 lb.				
Rated Axle Capacit	,	16,535 lb.				
WHEELS Tires & TIRES		Highway Tread; Rear: Dual, Highway Tread ubeless Radial)				

Wheels Steel Disc Type, 8 Hole, 22.5 x 6.75 in., Offset 5.98 in.

Specifications



WHEELBASES		Е	Н	К	Μ	Ν	R	S
DIMENSIONS	Unit: in.							
Wheelbase [†]	(WB)	147.64	177.17	192.91	208.66	218.50	238.19	253.94
Cab-to-Rear Axle	(CA)	114.92	144.45	160.20	175.94	185.79	205.47	221.22
Rear Overhang	(RO)	47.64	72.83	76.97	88.58	102.36	110.24	114.17
Overall Length	(OL)	246.85	301.57	321.46	348.82	372.44	400.00	419.69
Frame End Height	(FEH)							
Leaf Su	spension	39.14	39.44	39.40	39.49	39.64	39.62	39.57
Air Sus	pension §		37.15	37.14	37.19	37.28	37.28	37.26
Typical Body Lengt	:hs (ft.) ‡	14/16	16/18	18/20	20/22	24/26	26/28	28/30
WEIGHTS	Unit: lb.							
GVWR		25,995	25,995	25,995	25,995	25,995	25,995	25,995
Character Marchalter	Front	6,315	6,495	6,620	6,680	6,735	6,785	6,870
Chassis Weight 245hp	Rear	3,770	3,770	3,745	3,800	3,860	3,910	3,935
24511p	Total	10,085	10,265	10,365	10,480	10,595	10,695	10,805
Gross Payload *		15,910	15,730	15,630	15,515	15,400	15,300	15,190
Character Martin La	Front	6,535	6,720	6,840	6,900	6,960	7,005	7,095
Chassis Weight	Rear	3,750	3,850	3,825	3,880	3,940	3,995	4,020
280hp	Total	10,390	10,570	10,665	10,780	10,900	11,000	11,115
Gross Payload *		15,605	15,425	15,330	15,215	15,095	14,995	14,880
TURNING RADIUS	Unit: ft.	21.3	25.3	27.2	29.2	30.5	33.1	35.1

¹ Gross payload capacity equals GVVR minus chassis weight. Installation of specialized equipment or bodies may require frame reinforcement. ¹ Wheelbase selection should be based on specific weight distribution. ² Typical body lengths assume water level load (no specific consideration for driver, passengers, or fuel) to maximize GVVR. Addition of ancillary equipment such as lift gates and refrigeration units not considered in calculations. [§] Airbags inflated.

ENGINE	GH7, L6 OHC 24 Valves, Turbo/Intercooled Diesel, In-line 6 Cylinder, Direct-injection						
HORSEPOWER	245 hp @ 2,500 rpm * OPTION: 280 hp [‡]						
TORQUE	530 lb. ft. @ 1,400 rpm * OPTION: 650 lb. ft. ‡						
TRANSMISSION	<u>STD:</u> MLS63B Manual*, 6 Forward Speeds & 1 Reverse, Synchromesh on 2nd through 6th Gears <u>OPTION:</u> Allison 2200RDS Automatic*, 5 Forward Speeds & 1 Reverse <u>OPTION:</u> MPS63B Manual [‡] , 6 Forward Speeds & 1 Reverse, Synchromesh on 2nd through 6th Gears <u>OPTION:</u> Allison 3000RDS Automatic [‡] , 6 Forward Speeds & 1 Reverse						
BRAKE SYSTEM							
Service Brakes	ABS, Dual Line, Air-Over-Hydraulic Brake System						
Front	Internal Expanding, Two Leading Shoe, Self-Adjusting Drum Brakes Drum diameter x lining width x lining Thickness: 15.75 x 4.72 x 0.59 in.						
Rear	Internal Expanding, Two Leading Shoe, Self-Adjusting Drum Brakes Drum diameter x lining width x lining Thickness: 15.75 x 6.10 x 0.59 in						
Parking Brake	Standard at Rear Wheel						
EXHAUST BRAKE	Electrically Controlled, Pneumatically Activated Butterfly Valve in Exhaust Pipe						
AXLE	Front Rear						
GAWR	11,020 lb. 20,280 lb.						
Rated Axle Capacity	11,020 lb. 20,280 lb.						
WHEELS Tires & TIRES	Front: Single, Highway Tread; Rear: Dual, Highway Tread 255/70R22.5 - 14PR (Tubeless Radial)						

Wheels Steel Disc Type, 10 Hole, 22.5 x 8.25 in., Offset 6.50 in.

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WHEELBASES		Е	н	К	Μ	Ν	R	S
DIMENSIONS	Unit: in.							
Wheelbase [†]	(WB)	147.64	177.17	192.91	208.66	218.50	238.19	253.94
Cab-to-Rear Axle	(CA)	114.92	144.45	160.20	175.94	185.79	205.47	221.22
Rear Overhang	(RO)	47.64	72.83	76.97	88.58	102.36	110.24	114.17
Overall Length	(OL)	246.85	301.57	321.46	348.82	372.44	400.00	419.69
Frame End Height	(FEH)							
Leaf Su	spension	42.40	42.64	42.59	42.69	42.87	42.84	42.78
Air Sus	pension §		39.41	39.39	39.45	39.54	39.53	39.52
Typical Body Lengt	ths (ft.) ‡	14/16	16/18	18/20	20/22	24/26	26/28	28/30
WEIGHTS	Unit: lb.							
GVWR		25,995	25,995	25,995	25,995	25,995	25,995	25,995
	Front	6,330	6,515	6,635	6,695	6,755	6,800	6,890
Chassis Weight 245hp	Rear	3,805	3,805	3,780	3,835	3,895	3,945	3,970
245Hp	Total	10,135	10,320	10,415	10,530	10,650	10,745	10,860
Gross Payload *		15,860	15,675	15,580	15,465	15,345	15,250	15,135
Character Marcheller	Front	6,555	6,735	6,860	6,920	6,980	7,025	7,110
Chassis Weight 280hp	Rear	3,890	3,885	3,860	3,920	3,975	4,030	4,055
20010	Total	10,445	10,620	10,720	10,840	10,955	11,055	11,165
Gross Payload *		15,550	15,375	15,275	15,155	15,040	14,940	14,830
TURNING RADIUS	Unit: ft.	21.3	25.3	27.2	29.2	30.5	33.1	35.1

⁶ Gross payload capacity equals GVVR minus chassis weight. Installation of specialized equipment or bodies may require frame reinforcement. ¹ Wheelbase selection should be based on specific weight distribution. ³ Typical body lengths assume water level load (no specific consideration for driver, passengers, or fuel) to maximize GVWR. Addition of ancillary equipment such as lift gates and refrigeration units not considered in calculations. ⁵ Airbags inflated.

ENGINE	GH7, L6 OHC 24 Valves, Turbo/Intercooled Diesel, In-line 6 Cylinder, Direct-injection						
HORSEPOWER	245 hp @ 2,500 rpm * OPTION: 280 hp ‡						
TORQUE	530 lb. ft. @ 1,400 rpm * OPTION: 650 lb. ft. ‡						
TRANSMISSION	<u>STD:</u> MLS63B Manual*, 6 Forward Speeds & 1 Reverse, Synchromesh on 2nd through 6th Gears <u>OPTION:</u> Allison 2200RDS Automatic*, 5 Forward Speeds & 1 Reverse <u>OPTION:</u> MPS63B Manual [‡] , 6 Forward Speeds & 1 Reverse, Synchromesh on 2nd through 6th Gears <u>OPTION:</u> Allison 3000RDS Automatic [‡] , 6 Forward Speeds & 1 Reverse						
BRAKE SYSTEM	<u>or non</u> , and soon soon so a conduct of a co						
Service Brakes	ABS, Dual Line, Air-Over-Hydraulic Brake System						
Front	Internal Expanding, Two Leading Shoe, Self-Adjusting Drum Brakes Drum diameter x lining width x lining						
Rear	Thickness: 15.75 x 4.72 x 0.59 in. Internal Expanding, Two Leading Shoe, Self-Adjusting Drum Brakes Drum diameter x lining width x lining Thickness: 15.75 x 6.10 x 0.59 in.						
Parking Brake	Standard at Rear Wheel						
EXHAUST BRAKE	Electrically Controlled, Pneumatically Activated Butterfly Valve in Exhaust Pipe						
AXLE GAWR Rated Axle Capacity	Front Rear 11,020 lb. 20,280 lb. 11,020 lb. 20,280 lb.						
WHEELS Tires & TIRES Wheels	Front: Single, Highway Tread; Rear: Dual, Highway Tread 11R22.5 - 14PR (Tubeless Radial) Steel Disc Type, 10 Hole, 22.5 x 8.25 in., Offset 6.50 in.						



WHEELBASES		E	н	К	Μ	R
DIMENSIONS	Unit: in.					
Wheelbase †	(WB)	147.64	177.17	192.91	208.66	238.19
Cab-to-Rear Axle	(CA)	114.92	144.45	160.20	175.94	205.47
Rear Overhang	(RO)	47.64	72.83	76.97	88.58	110.24
Overall Length	(OL)	246.85	301.57	321.46	348.82	400.00
Frame End Height	(FEH)					
Leaf Su	spension	42.76	42.94	42.88	42.96	43.07
Air Sus	pension §	38.80	38.85	38.85	38.87	38.90
Typical Body Lengths	5 (ft.) ‡	14/16	16/18	18/20	20/22	24/26
WEIGHTS	Unit: lb.					
GVWR		32,900	32,900	32,900	32,900	32,900
	Front	7,185	7,320	7,385	7,430	7,530
Chassis Weight	Rear	4,110	4,240	4,310	4,350	4,450
245hp	Total	11,295	11,560	11,695	11,780	11,980
Gross Payload *		21,605	21,340	21,205	21,120	20,920
Chassis Weight	Front	7,410	7,540	7,610	7,650	7,750
Chassis Weight 280hp	Rear	4,195	4,325	4,390	4,435	4,535
200110	Total	11,605	11,865	12,000	12,085	12,285
Gross Payload *		21,295	21,035	20,900	20,815	20,615
TURNING RADIUS	Unit: ft.	21.3	25.3	27.2	29.2	33.1

⁴ Gross payload capacity equals GVWR minus chassis weight. Installation of specialized equipment or bodies may require frame reinforcement. ⁴ Wheelbase selection should be based on specific weight distribution. ⁴ Typical body lengths assume water level load (no specific consideration for driver, passengers, or fuel) to maximize GVWR. Addition of ancillary equipment such as lift gates and refrigeration units not considered in calculations. ⁵ Airbags inflated.

ENGINE	GH7, L6 OHC 24 Valves, Turbo/Intercooled Diesel, In-line 6 Cylinder, Direct-injection				
HORSEPOWER	245 hp @ 2,500 rpm * OPTION: 280 hp [‡]				
TORQUE	530 lb. ft. @ 1,400 rpm * OPTION: 650 lb. ft. ‡				
TRANSMISSION	<u>STD:</u> MLS63B Manual*, 6 Forward Speeds & 1 Reverse, Synchromesh on 2nd through 6th Gears <u>OPTION:</u> Allison 2500RDS Automatic*, 5 Forward Speeds & 1 Reverse <u>OPTION:</u> MPS63B Manual [‡] , 6 Forward Speeds & 1 Reverse, Synchromesh on 2nd through 6th Gears OPTION: Allison 3000RDS Automatic [‡] , 6 Forward Speeds & 1 Reverse				
BRAKE SYSTEM					
Service Brakes	ABS, Dual line, Full Air Brake System				
Front	Internal Expanding, Two Leading Shoe, Self-Adjusting Drum Brakes				
	Drum Diameter x Lining Width x Lining Thickness: 16 14 x 5 91 x 0 63 in				
Rear	Internal Expanding, Dual Two Leading Shoe, Self-Adjusting Drum Brakes Drum Diameter x Lining Width x Lining Thickness: 16.14 x 8.66 x 0.63 in				
Parking Brake	Standard at Rear Wheel				
EXHAUST BRAKE	Electrically Controlled, Pneumatically Activated Butterfly Valve in Exhaust Pipe				
AXLE	Front Rear				
GAWR	11,900 lb. 21,000 lb.				
Rated Axle Capacity	11,900 lb. 21,000 lb.				
WHEELS Tires	Front: Single, Highway Tread; Rear: Dual, Highway Tread				
& TIRES	11R22.5 - 14PR (Tubeless Radial)				
Wheels	Steel Disc Type, 10 Hole, 22.5 x 8.25 in., Offset 6.50 in.				



- Air-assisted clutch with clutch wear indicator
- Air Conditioning
- Air Dryer
- Driver's air-suspension seat
- Back-up alarm
- Cab suspension
- Cruise control
- Daytime running lights
- Exhaust brake
- Extended cab
- Extended maintenance intervals
- FUPD (Front-Under-Run Protection Device)
- Keyless entry
- Power windows and locks
- Rear wheel park brake

OPTIONAL EQUIPMENT	UD1800	U D 2 0 0 0	UD23LP	UD23DH	UD26LP	U D 2 6 0 0	U D 3 3 0 0
AIR-RIDE 2600 (N/A E-W/B)					Х	Х	
AIR-RIDE 3300							Х
AM/FM/CD RADIO	Х	Х	Х	Х	Х	Х	Х
COMBO/CENTER CONSOLE	х	х	х	х	х	х	х
NON SPIN DIFFERENTIAL ⁺	Х	Х	Х			Х	Х
POWER HEATED MIRRORS	Х	Х	Х	Х	Х	Х	Х
POWER MIRRORS	Х	Х	Х	Х	Х	Х	Х
REAR ENGINE PTO ^{††}	Х	Х	Х	Х	Х	Х	Х
REAR SHOCK ABSORBER [‡]					Х	Х	Х
REDUCED DEFLECTION SPRINGS						х	х
TRACTION TIRE	Х	Х	Х	Х	Х	Х	Х
50 GALLON ALUMINUM FUEL TANK *	х	х	х				
90 GALLON ALUMINUM FUEL TANK *					х	х	х
FACTORY PAINT (Black, Blue, Green, Orange, Red, Silver Metallic, Yellow)	х	х	х	х	х	х	х

* Not applicable for all wheelbases, please contact dealer for more information

⁺ Certain RA ratios only ⁺⁺ 12MY and Later; Dealer Install Only

⁺ Not applicable on Air-Ride

UD Vehicle Warranty Summary From UD Trucks Corporation

	Time (Months)	Mileage
Base Vehicle	0-24	250,000*
Engine	0-24	250,000*
Drivetrain, Chassis Frame/Front Axle	0-24	250,000*
Towing	0-24	250,000*
CAB PERFORATION FROM CORROSION	0-48	Unlimited*
GASEOUS EMISSION CONTROL SYSTEM UD1800–UD3300 (50 State)	0-60	100,000*

* Whichever comes first

MARY OF WARRANTIES GIVEN IN THE WARRANTY & SERVICE BOOKLET. SULT THE WARRANTY & SERVICE BOOKLET WHICH CONTAINS THE ONLY WARRANTIES IN BY UD TRUCKS NORTH AMERICA (UDNA) FOR FULL INFORMATION ABOUT WARRANTIES.

UD Trucks North America, Inc. Extended Coverage Agreement for "11, "12 and "13 Model Year UD Trucks 36 months/or 250,000 miles* * Whichever comes first

UD Trucks North America, Inc. (UDNA) is pleased to offer this Extended Coverage Agreement (Agreement) to all purchasers of the 2011, 2012, 2013 model year UD Trucks. This Agreement from UDNA is for a period of up to 36 months or 250,000 miles, whichever comes first (upon the expiration of the standard published UD Trucks Warranty as detailed in the Warranty & Service Booklet or the Warranty Policies & Procedures Manual) and is effective with the date the vehicle is first delivered to the customer.

DEDUCTIBLE:

A \$500 deductible will apply for each eligible repair visit, regardless of the number of covered items to be repaired and is payable to the servicing UD Truck dealer at the time of repairs.

UD Trucks Extended Protection Plan

Customers may purchase extended protection plans for new 2011, 2012 and 2013MY UD TRUCKS

<u>Plan Code</u>	<u>UD Base</u>
J1	60 Months / 150,000 Miles*
K1	60 Months / 200,000 Miles*
L1	60 Months / 250,000 Miles*
<u>Plan Code</u>	<u>UD Plus (+)</u>
<u>Plan Code</u> J2	UD Plus (+) 60 Months / 150,000 Miles*

* Time or mileage, whichever occurs first. Contact your **UD Trucks** dealer for complete information on the Extended Protection Plans.

DEDUCTIBLE:

A \$500.00 deductible will apply for each eligible repair visit, regardless of the number of items to be repaired and is payable

3300



to the servicing UD Truck dealer at the time of repairs. The Information contained in this bulletin should not be interpreted as the basis for a warranty claim.

ALLISON AUTOMATIC TRANSMISSION:

Coverage for these transmissions is excluded from the UD Truck Extended Protection Plan. However, Allison Transmission offers a range of extended protection plans for the Allison 1000 / 2000 / 3000 Product families of transmissions. For information and pricing on the available plans, contact your local Allison Distributor or:

Allison Transmission Extended Transmission Coverage P.O. Box 894, Speed Code PF-3 Indianapolis, IN 46206-0894 800-252-5ATD



THIS IS AN OVERVIEW OF THE EXTENDED PROTECTION PLAN AGREEMENT. FOR MORE INFORMATION PLEASE VISIT WWW.UDTRUCKSNA.COM.



UD TRUCKS

See the individual specification sheets for each model **UD Truck** for complete specification information.

All illustrations, specifications and descriptions in this document are based on the latest product information available at the time of this publication. The right is reserved to make changes in price, materials, equipment, design, specifications, diagrams and models, and to discontinue models or equipment at any time, without incurring any obligation whatsoever.

For more information on additional options and accessories, contact us:

7900 National Service Road Greensboro, NC 27409 (336) 393-4350 www.UDTRUCKSNA.com

Department: Marketing Section: Effective Date: 01/11/12 Form #: MD11+ Rev #: Supersedes: