



2012 MY
2011 MY

BODY BUILDER'S BOOK

**UD1800/MKA8FL
UD2000/MKB8FL
UD2300LP/LKC8FL
UD2300DH/LKC8FL
UD2600/PKA8FL/PKA8FC
UD2600LP/PKA8FL/PKA8FC
UD3300/PKC8FL/PKC8FC**

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IMPORTANT NOTICE

This Book has been prepared to provide intermediate and final stage manufacturers with basic data, such as mass and dimensions, of the chassis-cab manufactured by UD Trucks Corporation. This Book is not intended to provide instructions or authorization by UD Trucks Corporation for modification, alteration or completion of any vehicle and nothing contained herein is to be regarded as providing any such instructions or authorization. UD Trucks Corporation and UD Trucks North America, Inc. shall not be responsible for any modification, alteration or completion of the vehicle which shall be the responsibility of subsequent stage manufacturers.

The chassis-cab manufactured by UD Trucks Corporation is designed to comply with applicable Federal Emission Control Regulations, Federal Noise Emission Control Regulations, and Federal Motor Vehicle Safety Standards applicable at the time of manufacture. Statements relating to the compliance of the chassis-cab manufactured by UD Trucks Corporation in compliance with the Federal Motor Vehicle Safety Standards (FMVSS) are set forth solely in the Document for Incomplete Vehicle accompanying each chassis-cab and nothing contained herein is to be regarded as a statement relating to compliance with the FMVSS.

Various regulations relating to vehicle performance, equipment, and safety have been issued by the Department of Transportation. These regulations include, but are not limited to the Federal Motor Vehicle Safety Standards and the Federal Motor Carrier Safety Regulations. Other federal, state and local regulations may also apply. Final stage manufacturers and motor carriers are responsible for knowing and complying with all regulations that may apply to the vehicle. A finished vehicle may also require devices that are not specified in the regulations. Body builders, subsequent stage manufacturers and carriers must determine what safety devices are necessary for the safe operation of the vehicle. Nothing in this book should be taken as a representation that all equipment necessary for the safe operation of the vehicle in its intended use has been installed on the incomplete chassis-cab.

All illustrations and specifications in this Body Builder's Book are based on the latest information and believed to be correct. The numerical values used herein are for standard dimensions and masses. Occasionally, vehicle assembly tolerances may produce some variance in the actual vehicle.

UD Trucks Corporation and UD Trucks North America, Inc. reserve the right to make changes in materials, equipment, information, specifications and models and to discontinue models or equipment at any time without notice and without incurring obligation.

Additional copies of this Book may be obtained from your UD Trucks North America, Inc. authorized dealer or UD Trucks North America, Inc. Inquiries about the contents of this Book or requests for technical information should be directed to UD Trucks North America, Inc., 7900 National Service Road Greensboro, NC 27409.

 **WARNING**

Be sure any modification, alteration, or completion of this chassis-cab includes required safety measures. This incomplete vehicle may be built to many uses, and UD Trucks Corporation cannot anticipate all of them. Always consult safety regulations applying to the complete vehicle, and conform exactly. Below are two types of safety adaptations required under certain circumstances. Other measures may be required depending on the type of body built on the chassis and the uses expected for the final vehicle. Neglecting good safety measures could cause a serious accident.

REAR IMPACT PROTECTION

Section 393.86 of the Federal Motor Carrier Safety Regulations requires certain vehicles to be equipped with rear impact protection guards. Such guards must be installed in accordance with the Federal Motor Carrier Safety Regulations. Make sure you know whether the vehicle requires a rear impact protection guard. If a guard is required, make sure it meets or exceeds all applicable regulations and that it is installed correctly. If the vehicle is to be operated outside the United States, consult the regulations and standards applicable in the countries where the vehicle will be operated.

VISIBILITY DEVICES

Federal Motor Vehicle Safety Standards and Federal Motor Carrier Safety Regulations require certain vehicles to be equipped with retroreflective sheeting or other devices to insure the vehicle is clearly visible. Make sure that you apply visibility devices complying with the regulations and take any other steps necessary to ensure that the vehicle is sufficiently conspicuous at night or in low lighting conditions.

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JAPAN**

A : GENERAL INFORMATION

INCOMPLETE VEHICLES-SUBSEQUENT MANUFACTURERS AND CERTIFICATION

Federal law, 49 CFR Part 567 and 568 provides requirements concerning certification of compliance to FMVSS of vehicles manufactured in two or more stages. These regulations require among other things that a label certifying that each completed vehicle conforms with all applicable FMVSS on the stated date of manufacture be permanently affixed to such vehicle. Consult your legal counsel for advice concerning compliance with the regulations and certification.

UD Trucks Corporation furnishes a Document for Incomplete Vehicle with all incomplete vehicles containing information required to be furnished to subsequent stage manufacturers by federal regulation. The Document for Incomplete Vehicle includes the identification of the particular vehicle to which the manual applies, the designation by UD Trucks Corporation of the vehicle type into which the incomplete vehicle may be manufactured, a listing of the applicable FMVSS and statements regarding compliance of the vehicle with each standard at the time of manufacture. In some cases, statements include conditions under which the vehicle may be manufactured so as to conform when completed. A subsequent stage manufacturer who deviates from these conditions must independently provide the basis for certification to the particular standard.

The Document for Incomplete Vehicle must remain with the vehicle until a label certifying compliance with FMVSS has been permanently affixed to the completed vehicle by the final stage manufacturer.

Sample Document for Incomplete Vehicle

UD TRUCKS

DOCUMENT FOR INCOMPLETE VEHICLE

UD1800/MKA8FL UD2600/PKA8FL/PKA8FC
UD2000/MKB8FL UD2600LP/PKA8FL/PKA8FC
UD2300DH/LKC8FL UD3300/PKC8FL/PKC8FC
UD2300LP/LKC8FL

INCOMPLETE VEHICLE MANUFACTURED BY
NISSAN DIESEL MOTOR CO., LTD.
1-1, AGES, SAITAMA 362-9523 JAPAN

MONTH/YEAR []/[]

VIN []

	G/WP	GVW/FR1	GVW/DR1
LB (kg)	[]	[]	[]
TIRES	[]	[]	[]
RIMS	[]	[]	[]
PSI (kPa/cm ²)	[]	[]	[]
EP (PSI)	[]	[]	[]
	COLD	COLD	COLD

THIS INCOMPLETE VEHICLE MAY BE COMPLETED INTO A TRUCK.

This document is furnished as required by federal regulation (See 49 C.F.R. Part 568 dealing with vehicles manufactured in two or more stages). It contains statements based on the Federal Motor Vehicle Safety Standards (FMVSS) issued pursuant to the National Traffic and Motor Vehicle Safety Act of 1966 as amended, in effect at the time of manufacture of the incomplete chassis-cab. Applicable safety standards are designated by number and title, followed by a statement as required by 49 C.F.R. Part 568 regarding the incomplete chassis-cab on its date of manufacture by UD Trucks Corporation.

UD Trucks Corporation

WBM525C

TERMS (AS DEFINED BY THE U.S. NATIONAL TRAFFIC AND MOTOR VEHICLE SAFETY ACT AND REGULATIONS)

“Chassis-cab” means an incomplete vehicle, with a completed occupant compartment, that requires only the addition of cargo-carrying, work-performing, or load-bearing components to perform its intended functions.

“Completed vehicle” means a vehicle that requires no further manufacturing operations to perform its intended function, other than the addition of readily attachable components, such as mirrors or tire and rim assemblies, or minor finishing operations such as painting.

“Curb mass” means the mass of a motor vehicle with standard equipment; maximum capacity of engine fuel, oil and coolant; and, if so equipped, air conditioning and additional mass optional engine.

“Final-stage manufacturer” means a person who performs such manufacturing operations on an incomplete vehicle that it becomes a completed vehicle.

“Gross axle mass rating” or “GAMR” means the value specified by the vehicle manufacturer as the load-carrying capacity of a single axle system, as measured at the tire-ground interfaces.

“Gross vehicle mass rating” or “GVMR” means the value specified by the manufacturer as the loaded mass of a single vehicle.

“Incomplete vehicle” means an assemblage consisting, as a minimum, of frame and chassis structure, power train, steering system, suspension system, and braking system, to the extent that those systems are to be part of the completed vehicle, that requires further manufacturing operations, other than the addition of readily attachable components, such as mirrors or tire and rim assemblies, or minor finishing operations such as painting, to become a completed vehicle.

“Incomplete vehicle manufacturer” means a person who manufactures an incomplete vehicle by assembling components none of which, taken separately, constitute an incomplete vehicle.

“Intermediate manufacturer” means a person, other than the incomplete vehicle manufacturer or the final-stage manufacturer, who performs manufacturing operations on an incomplete vehicle.

“Truck” means a motor vehicle with motive power, except a trailer, designed primarily for the transportation of property or special purpose equipment.

“Unloaded vehicle mass” means the mass of a vehicle with maximum capacity of all fluids necessary for operation of the vehicle, but without cargo, occupants, or accessories that are ordinarily removed from the vehicle when they are not in use.

FEDERAL MOTOR VEHICLE SAFETY STANDARDS AND REGULATIONS APPLICABLE TO TRUCKS WITH A GVWR GREATER THAN 10,000 POUNDS

Here is a list of the U.S. Federal Motor Vehicle Safety Standards (FMVSS), applicable to Incomplete Vehicles manufactured by UD Trucks Corporation.

FMVSS

No.	Description
101	CONTROLS & DISPLAYS
102	TRANSMISSION SHIFT LEVER SEQUENCE, STARTER INTERLOCK AND TRANSMISSION BRAKING EFFECT
103	WINDSHIELD DEFROSTING AND DEFOGGING SYSTEMS
104	WINDSHIELD WIPING AND WASHING SYSTEMS
105	HYDRAULIC BRAKE SYSTEMS
106	BRAKE HOSES
108	LAMPS, REFLECTIVE DEVICES AND ASSOCIATED EQUIPMENT
111	REARVIEW MIRRORS
113	HOOD LATCH SYSTEM
116	MOTOR VEHICLE HYDRAULIC BRAKE FLUID
120	TIRE SELECTION AND RIMS FOR MOTOR VEHICLES OTHER THAN PASSENGER CARS
121	AIR BRAKE SYSTEMS
124	ACCELERATOR CONTROL SYSTEM
205	GLAZING MATERIALS
206	DOOR LOCKS AND DOOR RETENTION COMPONENTS
207	SEATING SYSTEMS
208	OCCUPANT CRASH PROTECTION
209	SEAT BELT ASSEMBLIES
210	SEAT BELT ASSEMBLY ANCHORAGES
213	CHILD SEATING SYSTEMS
302	FLAMMABILITY OF INTERIOR MATERIALS

OTHER APPLICABLE FEDERAL REGULATIONS

- Part 574 TIRE IDENTIFICATION AND RECORD KEEPING
- Part 577 DEFECT AND NON-COMPLIANCE NOTIFICATION

NOISE EMISSION CONTROL SYSTEMS AND MODIFICATIONS

All new UD Trucks Corporation vehicles sold in the U.S. are manufactured in compliance with the U.S. Environmental Protection Agency Federal Noise Emission Standards for Medium and Heavy trucks in excess of 10,000 pounds GVWR (40 CFR §205.).

The Noise Emission Warranty is provided in the Warranty and Service Booklet. The UD Trucks Corporation Owner's Manual includes maintenance information for systems which may affect exterior noise emissions. Both documents must be incorporated in and furnished with each vehicle at the time of sale.

Federal law prohibits the following acts or the causing thereof:

CONTROL SYSTEM	PROHIBITED ACTS
Air Intake System	Removal or rendering the air cleaner, intake duct or piping inoperative
Cooling System	Removal or rendering the fan clutch inoperative. Removal of fan shrouds
Engine and Drive Line System	Removal or rendering engine speed governor inoperative so as to allow engine speed to exceed manufacturer specifications
Exhaust System	Removal or rendering the exhaust system components, including muffler or piping inoperative

Violation of federal regulation may result in the imposition of civil or criminal penalties.

EMISSION CONTROL SYSTEMS AND MODIFICATIONS

All new UD Trucks Corporation chassis-cabs and engines installed in UD Trucks Corporation chassis-cab comply with the applicable Federal Vehicle Emission Control Regulations, and are certified by the U.S. Environmental Protection Agency.

The Gaseous Emission Control Systems Warranty is provided in the Warranty and Service Booklet. Maintenance information is provided in the UD Trucks Corporation Owner's Manual. Both documents must be incorporated in and furnished with each vehicle at the time of sale to provide the user with important information.

Any modification to the emission control system by any other subsequent manufacturer in violation of applicable law is subject to penalty in accordance with applicable law and regulations. Intermediate and final stage manufacturers, and others must obtain approval of any modification, change, addition or deletion of components of the emission control system from the Environmental Protection Agency before making any such modification, change, addition or deletion of components. Subsequent stage manufacturers should secure legal counsel for advice concerning compliance with applicable regulations.

The parts and systems listed below do not require an individual certification of emission control conformity based on federal law. However, all have the possibility of influencing the conditions of granting the certification of conformity with emission control regulations.

- Engine assembly
- Engine cooling system
- Fuel system
- Air intake system (including Air Cleaner, Ducts, Hose, Clamps and Valves)
- Crankcase emission control system
- Exhaust Inlet and Outlet Pipes and Muffler
- And any other emission control system components

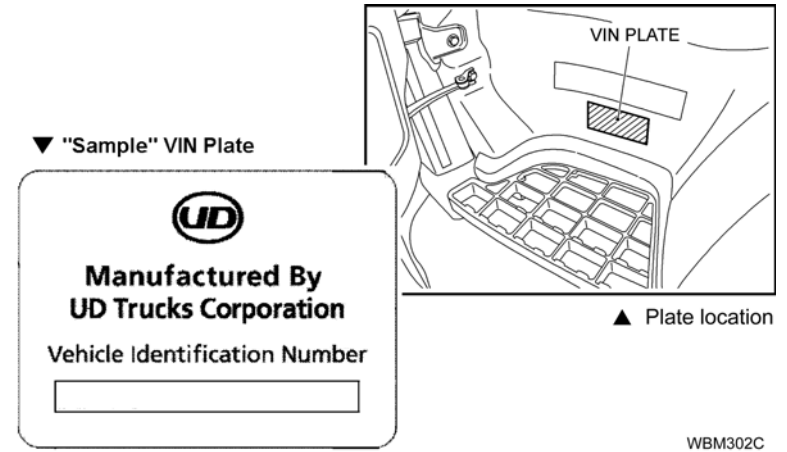
Do not change the back pressure of the exhaust manifold. Any change to the exhaust inlet and outlet pipes or muffler must not result in an increase in vehicle noise.

LABEL AND IDENTIFICATION PLATE

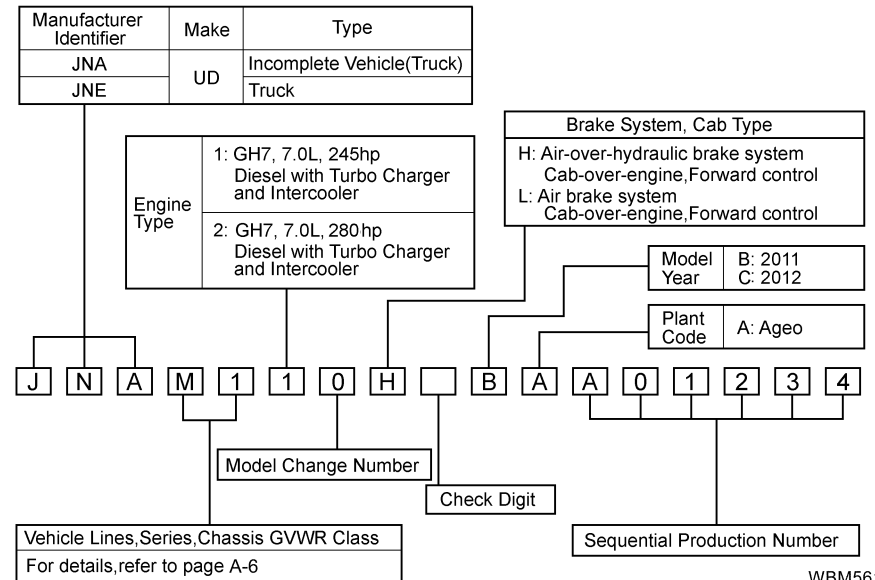
Label and identification plate required or contemplated by federal regulation and their location are listed in the following table. These labels are reproduced on pages A5 through A6.

LABEL NAME	LOCATION
1. VEHICLE IDENTIFICATION NUMBER PLATE (Required by 49 CFR §565)	On the step (or 2nd step) riser of the driver's side
2. VEHICLE NOISE EMISSION CONTROL INFORMATION LABEL (Required by 40 CFR §205.55-11)	Upper part of cab right-hand side inner panel
3. VEHICLE EMISSION CONTROL INFORMATION LABEL (Required by 40 CFR §86.084-35)	Top surface of engine rocker cover
4. CHASSIS-CAB MANUFACTURER'S CERTIFICATION LABEL (Requirement of 49 CFR §567.5)	Inward facing surface of the door next to the driver's seating position

1. Vehicle Identification Number (VIN) Plate



<Vehicle Identification Number (VIN) Structure>

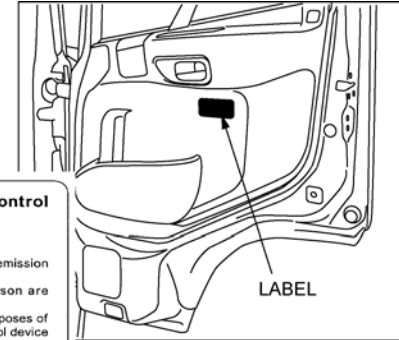
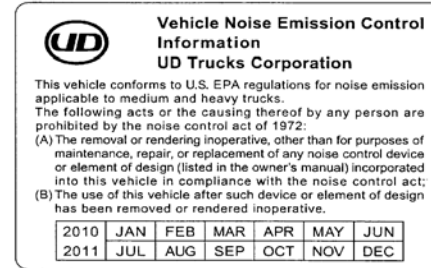


Vehicle lines, series, Chassis, GVWR Class

Code	Information
M1	UD1800 (MKA8F) with MLS63B transmission 4×2, Class 5
M3	UD1800 (MKA8F) with 1000RDS transmission 4×2, Class 5
L1	UD2000 (MKB8F) with MLS63B transmission 4×2, Class 5
L3	UD2000 (MKB8F) with 1000RDS transmission 4×2, Class 5
C1	UD2300DH (LKC8F) with MLS63B transmission 4×2, Class 6
C4	UD2300DH (LKC8F) with 2200RDS transmission 4×2, Class 6
G1	UD2300LP (LKC8F) with MLS63B transmission 4×2, Class 6
G4	UD2300LP (LKC8F) with 2200RDS transmission 4×2, Class 6
A1	UD2600 (PKA8F) with MLS63B transmission 4×2, Class 6
A2	UD2600 (PKA8F) with MPS63B transmission 4×2, Class 6
A4	UD2600 (PKA8F) with 2200RDS transmission 4×2, Class 6
A6	UD2600 (PKA8F) with 3000RDS transmission 4×2, Class 6
D1	UD2600LP (PKA8F) with MLS63B transmission 4×2, Class 6
D2	UD2600LP (PKA8F) with MPS63B transmission 4×2, Class 6
D4	UD2600LP (PKA8F) with 2200RDS transmission 4×2, Class 6
D6	UD2600LP (PKA8F) with 3000RDS transmission 4×2, Class 6
K1	UD3300 (PKC8F) with MLS63B transmission 4×2, Class 7
K2	UD3300 (PKC8F) with MPS63B transmission 4×2, Class 7
K5	UD3300 (PKC8F) with 2500RDS transmission 4×2, Class 7
K6	UD3300 (PKC8F) with 3000RDS transmission 4×2, Class 7

2. Vehicle Noise Emission Control Information Label

▼ "Sample" Label

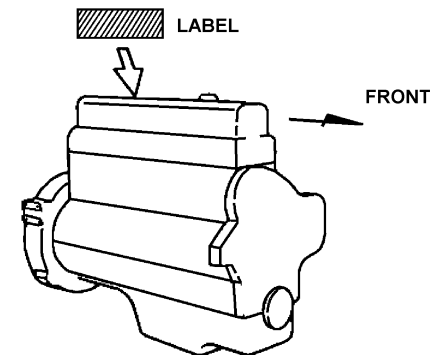


▲ Label location

WBM304C

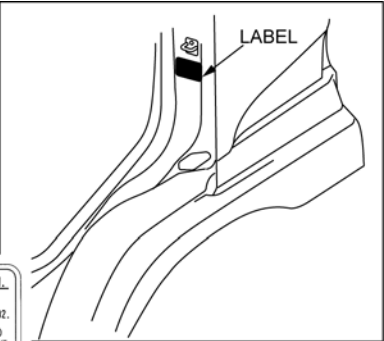
3. Vehicle Emission Control Information Label

Label location



WBM766A

4. Chassis-Cab Manufacturer's Certification Label



▼ "Sample" Label

CHASSIS-CAB MANUFACTURED BY UD TRUCKS CORPORATION.

THIS CHASSIS-CAB CONFORMS TO FEDERAL MOTOR VEHICLE SAFETY STANDARD NOS. 101, 102, 103, 104, 106, 107, 111, 113, 115, 116, 119, 124, 205, 206, 207, 209, 210, AND 302.

THIS VEHICLE WILL CONFORM TO STANDARD NOS. 108, 120, AND 121 IF IT IS COMPLETED IN ACCORDANCE WITH THE INSTRUCTIONS CONTAINED IN THE INCOMPLETE VEHICLE DOCUMENT FURNISHED PURSUANT TO 49 CFR PART 568.

CONFORMITY TO THE OTHER SAFETY STANDARDS APPLICABLE TO THIS VEHICLE WHEN COMPLETED IS NOT SUBSTANTIALLY AFFECTED BY THE DESIGN OF THE CHASSIS-CAB.

2010	JAN	FEB	MAR	APR	MAY	JUN
2011	JUL	AUG	SEP	OCT	NOV	DEC

MADE IN JAPAN 97069 3275A

▲ Label location

WBM305C

B : CHASSIS-CAB DATA

CHASSIS-CAB DATA CHART

CHASSIS-CAB DATA	PAGE NO.
CHASSIS-CAB DIMENSIONS AND MASSES	B2~B11
CHASSIS DIAGRAM FRONT AND REAR VIEW	B12~B13
CHASSIS DIAGRAM PLAN AND SIDE VIEW	B14~B51
REAR-OF-CAB DATA	B52
AXLE AND WHEEL DATA	B53~B55
CAB DATA	B56
FRAME DATA	B57~B72
SIDE RAIL DATA	B73~B81
BATTERY BOX DATA	B82~B83
BRAKE POWER UNIT DATA	B84~B87
AIR RESERVOIR DATA	B88~B92
WHEEL PARKING BRAKE DATA	B93~B97
EXHAUST PIPE AND MUFFLER DATA	B98~B99
FUEL TANK DATA	B100~B103
DEF TANK DATA	B104~B105
TRANSMISSION P.T.O. AND ENGINE REAR P.T.O. DATA	B106~B107
TRANSMISSION P.T.O OPENING DATA	B108~B109
SPRING DATA	B110~B114
PROPELLER SHAFT DATA	B115~B146
RECOMMENDED POSITION USED FOR NO.1 U-BOLTS WHICH CONNECT EQUIPMENT AND FRAME	B147

CONVERSION FACTORS

LENGTH

1 inch (in) = 25.40 millimeters (mm)

MASS

1 pound (lb) = 0.4536 kilogram (kg)

VOLUME

1 US quart (US qt) = 0.9463 liter

1 US gallon (US gal) = 3.785 liters

PRESSURE

1 kilopascal (kPa) =

0.1450 pound/square-inch (psi) =

0.01020 kilogram/square-centimeter (kgf/cm²)

TORQUE

1 newton-meter (N•m) =

0.7376 feet-pound (ft•lbf) =

0.1020 kilogram-meter (kgf•m)

TEMPERATURE

Degree Fahrenheit (°F) =

1.8 x degree Celsius (°C) + 32

CHASSIS-CAB DIMENSIONS AND MASSES

UD1800 SERIES

MODEL		UD1800E	UD1800F	UD1800H	UD1800K	UD1800N
DIMENSIONS Unit: inch (mm)						
WHEELBASE		148.43 (3,770)	166.54 (4,230)	178.35 (4,530)	190.16 (4,830)	216.54 (5,500)
OVERALL LENGTH		259.65 (6,595)	277.76 (7,055)	303.74 (7,715)	321.46 (8,165)	360.83 (9,165)
OVERALL WIDTH		86.61 (2,200)	86.61 (2,200)	86.61 (2,200)	86.61 (2,200)	86.61 (2,200)
OVERALL HEIGHT		98.66 (2,506)	98.66 (2,506)	98.66 (2,506)	98.66 (2,506)	98.66 (2,506)
CAB TO REAR AXLE CENTER		111.57 (2,834)	129.69 (3,294)	141.50 (3,594)	153.31 (3,894)	179.69 (4,564)
MASSES Unit: lb. (kg)						
CHASSIS-CAB	FRONT	5,465 (2,479)	5,511 (2,500)	5,541 (2,513)	5,566 (2,525)	5,652 (2,564)
	REAR	2,503 (1,135)	2,537 (1,151)	2,557 (1,160)	2,592 (1,176)	2,656 (1,205)
	TOTAL	7,968 (3,614)	8,048 (3,651)	8,098 (3,673)	8,158 (3,701)	8,308 (3,769)
CENTER OF GRAVITY Unit: inch (mm)						
CHASSIS-CAB	V	27.87 (708)	27.79 (706)	27.79 (706)	27.75 (705)	27.63 (702)
	H	50.63 (1,286)	55.83 (1,418)	59.92 (1,522)	63.78 (1,620)	72.87 (1,851)
	FEH	35.39 (899)	35.16 (893)	35.39 (899)	35.39 (899)	35.39 (899)
UNSPRUNG MASS Unit: lb. (kg)						
	FRONT	816 (370)				
	REAR	1,499 (680)				
GVMR & GAMR Unit: lb. (kg)						
GVMR		17,995 (8,160)				
GAMR	FRONT	7,280 (3,300)				
	REAR	13,660 (6,200)				
PERMISSIBLE LOAD Unit: lb. (kg)						
FRONT TIRE		4,189 (1,900) × 2				
REAR TIRE		3,968 (1,800) × 4				

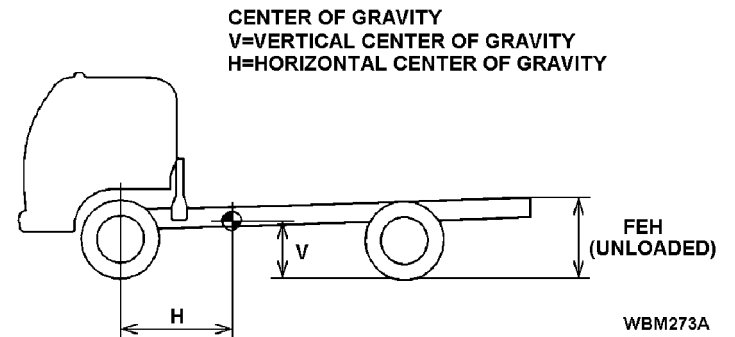
NOTE: STANDARD SPECIFICATION WITH 225/70R 19.5 (F) TIRES

ADDITIONAL MASSES FOR OPTIONAL PARTS

(UD Trucks Corporation GENUINE PART)

PARTS ASSEMBLY NAME	Unit: lb. (kg)		
	FRONT	REAR	TOTAL
1000 series ATM TRANSMISSION	10 (4.5)	-35 (-15.9)	-25 (-11.4)
TRANSMISSION PTO	8.8 (4)	4.4 (2)	13.2 (6)
THIRD SEAT	13.2 (6)	-	13.2 (6)

NOTE: THE ABOVE DATA CONCERN THE UD1800F.



UD2000 SERIES

MODEL		UD2000E	UD2000F	UD2000H	UD2000K	UD2000N
DIMENSIONS Unit: inch (mm)						
WHEELBASE		148.43 (3,770)	166.54 (4,230)	178.35 (4,530)	190.16 (4,830)	216.54 (5,500)
OVERALL LENGTH		259.65 (6,595)	277.76 (7,055)	303.74 (7,715)	321.46 (8,165)	360.83 (9,165)
OVERALL WIDTH		86.61 (2,200)	86.61 (2,200)	86.61 (2,200)	86.61 (2,200)	86.61 (2,200)
OVERALL HEIGHT		99.06 (2,516)	99.06 (2,516)	99.06 (2,516)	99.06 (2,516)	99.06 (2,516)
CAB TO REAR AXLE CENTER		111.57 (2,834)	129.69 (3,294)	141.50 (3,594)	153.31 (3,894)	179.69 (4,564)
MASSES Unit: lb. (kg)						
CHASSIS-CAB	FRONT	5,487 (2,489)	5,533 (2,510)	5,563 (2,523)	5,588 (2,535)	5,674 (2,574)
	REAR	2,507 (1,137)	2,542 (1,153)	2,562 (1,162)	2,596 (1,178)	2,661 (1,207)
	TOTAL	7,994 (3,626)	8,075 (3,663)	8,125 (3,685)	8,184 (3,713)	8,335 (3,781)
CENTER OF GRAVITY Unit: inch (mm)						
CHASSIS-CAB	V	28.07 (713)	27.99 (711)	27.99 (711)	27.95 (710)	27.83 (707)
	H	50.51 (1,283)	55.67 (1,414)	59.80 (1,519)	63.66 (1,617)	72.72 (1,847)
	FEH	35.24 (895)	35.00 (889)	35.20 (894)	35.20 (894)	35.20 (894)
UNSPRUNG MASS Unit: lb. (kg)						
	FRONT	838 (380)				
	REAR	1,499 (680)				
GVMR & GAMR Unit: lb. (kg)						
GVMR		19,500 (8,845)				
GAMR	FRONT	7,280 (3,300)				
	REAR	13,660 (6,200)				
PERMISSIBLE LOAD Unit: lb. (kg)						
FRONT TIRE		4,189 (1,900) × 2				
REAR TIRE		3,968 (1,800) × 4				

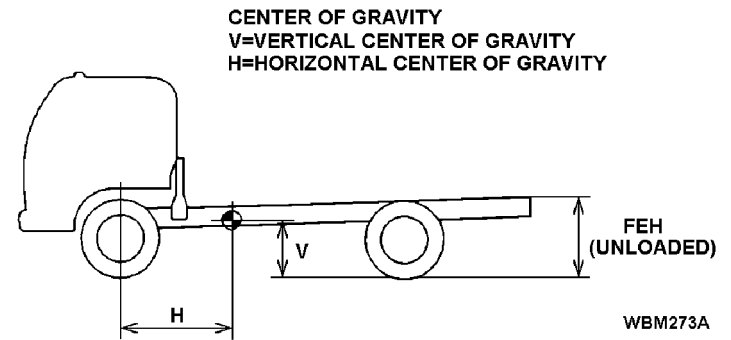
NOTE: STANDARD SPECIFICATION WITH 225/70R 19.5 (F) TIRES

ADDITIONAL MASSES FOR OPTIONAL PARTS

(UD Trucks Corporation GENUINE PART)

PARTS ASSEMBLY NAME	Unit: lb. (kg)		
	FRONT	REAR	TOTAL
1000 series ATM TRANSMISSION	10 (4.5)	-35 (-15.9)	-25 (-11.4)
TRANSMISSION PTO	8.8 (4)	4.4 (2)	13.2 (6)
THIRD SEAT	13.2 (6)	-	13.2 (6)

NOTE: THE ABOVE DATA CONCERN THE UD2000F.



***UD2300LP SERIES**

MODEL		UD2300D	UD2300F	UD2300H	UD2300K	UD2300M
DIMENSIONS Unit: inch (mm)						
WHEELBASE		147.44 (3,745)	165.55 (4,205)	177.36 (4,505)	189.17 (4,805)	215.55 (5,475)
OVERALL LENGTH		259.65 (6,595)	277.76 (7,055)	303.74 (7,715)	321.46 (8,165)	360.83 (9,165)
OVERALL WIDTH		86.61 (2,200)	86.61 (2,200)	86.61 (2,200)	86.61 (2,200)	86.61 (2,200)
OVERALL HEIGHT		100.12 (2,543)	100.12 (2,543)	100.12 (2,543)	100.12 (2,543)	100.12 (2,543)
CAB TO REAR AXLE CENTER		111.57 (2,834)	129.69 (3,294)	141.50 (3,594)	153.31 (3,894)	179.69 (4,564)
MASSES Unit: lb. (kg)						
CHASSIS-CAB	FRONT	5,668 (2,571)	5,679 (2,756)	5,734 (2,601)	5,804 (2,633)	5,880 (2,667)
	REAR	2,701 (1,225)	2,756 (1,250)	2,766 (1,255)	2,775 (1,259)	2,900 (1,315)
	TOTAL	8,369 (3,796)	8,435 (3,826)	8,500 (3,856)	8,579 (3,892)	8,780 (3,982)
CENTER OF GRAVITY Unit: inch (mm)						
CHASSIS-CAB	V	28.62 (727)	28.58 (726)	28.54 (725)	28.50 (724)	28.42 (722)
	H	51.61 (1,311)	56.93 (1,446)	61.30 (1,557)	65.43 (1,662)	75.04 (1,906)
	FEH	36.73 (933)	36.54 (928)	36.73 (933)	36.73 (933)	36.73 (933)
UNSPRUNG MASS Unit: lb. (kg)						
	FRONT	914 (415)				
	REAR	1,675 (760)				
GVMR & GAMR Unit: lb. (kg)						
GVMR		23,000 (10,435)				
GAMR	FRONT	8,375 (3,800)				
	REAR	15,430 (7,000)				
PERMISSIBLE LOAD Unit: lb. (kg)						
FRONT TIRE		4,938 (2,240) × 2				
REAR TIRE		4,673.5 (2,120) × 4				

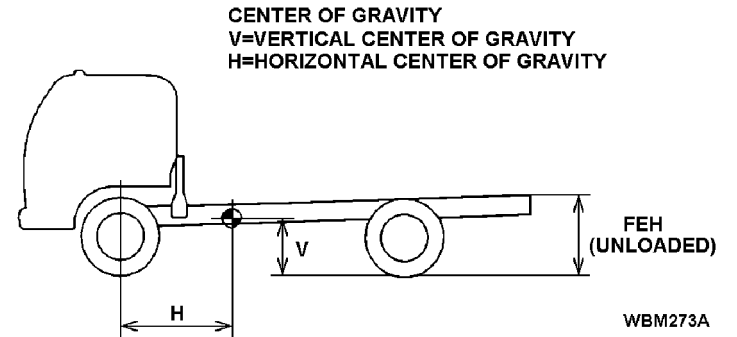
NOTE: STANDARD SPECIFICATION WITH 245/70R 19.5 (G) TIRES
 *UD2300LP = LOW - PROFILE TIRES

ADDITIONAL MASSES FOR OPTIONAL PARTS

(UD Trucks Corporation GENUINE PART)

PARTS ASSEMBLY NAME	Unit: lb. (kg)		
	FRONT	REAR	TOTAL
2200 series ATM TRANSMISSION	10 (4.5)	-35 (-15.9)	-25 (-11.4)
TRANSMISSION PTO	8.8 (4)	4.4 (2)	13.2 (6)
THIRD SEAT	13.2 (6)	-	13.2 (6)

NOTE: THE ABOVE CONCERN THE UD2300F.



***UD2300DH SERIES**

MODEL		UD2300D	UD2300F	UD2300H	UD2300K	UD2300M
DIMENSIONS Unit: inch (mm)						
WHEELBASE		147.44 (3,745)	165.55 (4,205)	177.36 (4,505)	189.17 (4,805)	215.55 (5,475)
OVERALL LENGTH		259.65 (6,595)	277.76 (7,055)	303.74 (7,715)	321.46 (8,165)	360.83 (9,165)
OVERALL WIDTH		87.17 (2,214)	87.17 (2,214)	87.17 (2,214)	87.17 (2,214)	87.17 (2,214)
OVERALL HEIGHT		104.25 (2,648)	104.25 (2,648)	104.25 (2,648)	104.25 (2,648)	104.25 (2,648)
CAB TO REAR AXLE CENTER		111.57 (2,834)	129.69 (3,294)	141.50 (3,594)	153.31 (3,894)	179.69 (4,564)
MASSES Unit: lb. (kg)						
CHASSIS-CAB	FRONT	5,718 (2,594)	5,728 (2,598)	5,784 (2,624)	5,854 (2,655)	5,929 (2,689)
	REAR	2,801 (1,271)	2,856 (1,295)	2,865 (1,300)	2,875 (1,304)	2,999 (1,360)
	TOTAL	8,519 (3,865)	8,584 (3,894)	8,649 (3,924)	8,729 (3,959)	8,928 (4,049)
CENTER OF GRAVITY Unit: inch (mm)						
CHASSIS-CAB	V	31.73 (806)	31.69 (805)	31.65 (804)	31.65 (804)	31.57 (802)
	H	53.35 (1,355)	58.90 (1,496)	63.31 (1,608)	67.52 (1,715)	77.32 (1,964)
	FEH	40.43 (1,027)	40.24 (1,022)	40.43 (1,027)	40.43 (1,027)	40.43 (1,027)
UNSPRUNG MASS Unit: lb. (kg)						
	FRONT	981 (445)				
	REAR	1,929 (875)				
GVMR & GAMR Unit: lb. (kg)						
GVMR		23,000 (10,435)				
GAMR	FRONT	8,375 (3,800)				
	REAR	16,535 (7,500)				
PERMISSIBLE LOAD Unit: lb. (kg)						
FRONT TIRE		4,475.5 (2,030) × 2				
REAR TIRE		4,255 (1,930) × 4				

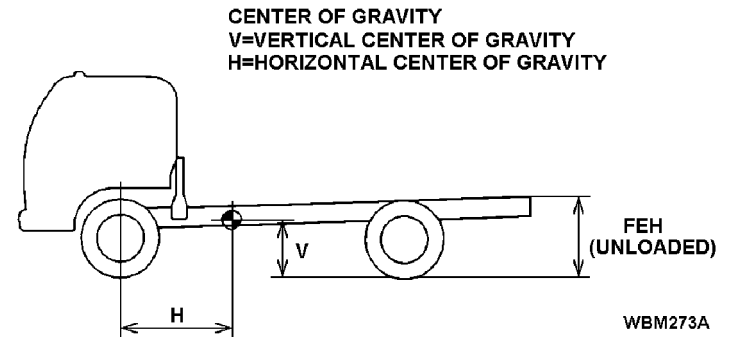
NOTE: STANDARD SPECIFICATION WITH 9R22.5-14PR (G) TIRES
 *UD2300DH = DOCK - HEIGHT TIRES

ADDITIONAL MASSES FOR OPTIONAL PARTS

(UD Trucks Corporation GENUINE PART)

PARTS ASSEMBLY NAME	Unit: lb. (kg)		
	FRONT	REAR	TOTAL
2200 series ATM TRANSMISSION	11 (5)	-36 (-16.3)	-25 (-11.3)
TRANSMISSION PTO	8.8 (4)	4.4 (2)	13.2 (6)
THIRD SEAT	13.2 (6)	-	13.2 (6)

NOTE: THE ABOVE DATA CONCERN THE UD2300F.



UD2600 SERIES (LEAF SUSPENSION)

MODEL		UD2600E	UD2600H	UD2600K	UD2600M	UD2600N	UD2600R	UD2600S
DIMENSIONS Unit: inch (mm)								
WHEELBASE		147.64 (3,750)	177.17 (4,500)	192.91 (4,900)	208.66 (5,300)	218.50 (5,550)	238.19 (6,050)	253.94 (6,450)
OVERALL LENGTH		246.85 (6,270)	301.57 (7,660)	321.46 (8,165)	348.82 (8,860)	372.44 (9,460)	400.00 (10,160)	419.69 (10,660)
OVERALL WIDTH		94.96 (2,412)	94.96 (2,412)	94.96 (2,412)	94.96 (2,412)	94.96 (2,412)	94.96 (2,412)	94.96 (2,412)
OVERALL HEIGHT		106.34 (2,701)	106.26 (2,699)	106.26 (2,699)	106.26 (2,699)	106.26 (2,699)	106.06 (2,694)	106.06 (2,694)
CAB TO REAR AXLE CENTER		114.92 (2,919)	144.45 (3,669)	160.20 (4,069)	175.94 (4,469)	185.79 (4,719)	205.47 (5,219)	221.22 (5,619)
MASSES Unit: lb. (kg)								
CHASSIS-CAB (D ENG 245hp <MLS63B T/M>)	FRONT	6,341 (2,876)	6,525 (2,960)	6,646 (3,015)	6,706 (3,042)	6,766 (3,069)	6,812 (3,090)	6,901 (3,130)
	REAR	3,810 (1,728)	3,807 (1,727)	3,782 (1,716)	3,837 (1,740)	3,897 (1,768)	3,949 (1,791)	3,973 (1,802)
	TOTAL	10,151 (4,604)	10,332 (4,687)	10,428 (4,731)	10,543 (4,782)	10,663 (4,837)	10,761 (4,881)	10,874 (4,932)
CHASSIS-CAB (E ENG 280hp <MPS63B T/M>)	FRONT	6,473 (2,936)	6,657 (3,020)	6,778 (3,075)	6,838 (3,102)	6,898 (3,129)	6,944 (3,150)	7,033 (3,190)
	REAR	3,841 (1,742)	3,838 (1,741)	3,813 (1,730)	3,868 (1,755)	3,927 (1,781)	3,980 (1,805)	4,004 (1,816)
	TOTAL	10,314 (4,678)	10,495 (4,761)	10,591 (4,805)	10,706 (4,857)	10,825 (4,910)	10,924 (4,955)	11,037 (5,006)
CENTER OF GRAVITY Unit: inch (mm)								
CHASSIS-CAB	V	31.81 (808)	31.77 (807)	31.69 (805)	31.65 (804)	31.69 (805)	31.65 (804)	31.61 (803)
	H	56.34 (1,431)	67.80 (1,722)	74.02 (1,880)	80.24 (2,038)	84.72 (2,152)	92.44 (2,348)	98.31 (2,497)
	FEH	42.56 (1,081)	42.91 (1,090)	42.87 (1,089)	42.95 (1,091)	43.15 (1,096)	43.11 (1,095)	43.07 (1,094)
UNSPRUNG MASS Unit: lb. (kg)								
	FRONT	1,389 (630)						
	REAR	2,623 (1,190)						
GVMR & GAMR Unit: lb. (kg)								
GVMR		25,995 (11,790)						
GAMR	FRONT	11,020 (5,000)						
	REAR	20,280 (9,200)						
PERMISSIBLE LOAD Unit: lb. (kg)								
FRONT TIRE		6,007.5 (2,725) x 2						
REAR TIRE		5,511.5 (2,500) x 4						

NOTE: STANDARD SPECIFICATION WITH 11R22.5 - 14PR (G) TIRES

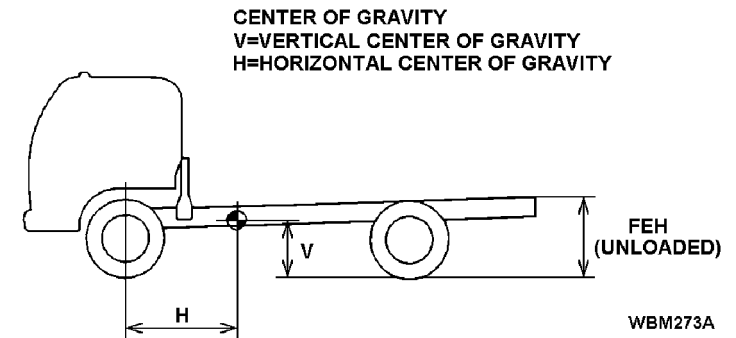
ADDITIONAL MASSES FOR OPTIONAL PARTS

(UD Trucks Corporation GENUINE PART)

Unit: lb. (kg)

PARTS ASSEMBLY NAME	FRONT	REAR	TOTAL
2200 series ATM TRANSMISSION	11 (5)	-24 (-10.9)	-13 (-5.9)
3000 series ATM TRANSMISSION	90 (40.8)	53 (24.0)	143 (64.8)
TRANSMISSION PTO	8.8 (4)	4.4 (2)	13.2 (6)
THIRD SEAT	13.2 (6)	-	13.2 (6)
REAR SHOCK ABSORBER	-	55.1 (25)	55.1 (25)

NOTE: THE ABOVE DATA CONCERN THE UD2600H.



UD2600 SERIES (AIR SUSPENSION)

MODEL		UD2600H	UD2600K	UD2600M	UD2600N	UD2600R	UD2600S
DIMENSIONS Unit: inch (mm)							
WHEELBASE		177.17 (4,500)	192.91 (4,900)	208.66 (5,300)	218.50 (5,550)	238.19 (6,050)	253.94 (6,450)
OVERALL LENGTH		301.57 (7,660)	321.46 (8,165)	348.82 (8,860)	372.44 (9,460)	400.00 (10,160)	419.69 (10,660)
OVERALL WIDTH		94.96 (2,412)	94.96 (2,412)	94.96 (2,412)	94.96 (2,412)	94.96 (2,412)	94.96 (2,412)
OVERALL HEIGHT		106.22 (2,698)	106.22 (2,698)	106.22 (2,698)	106.22 (2,698)	106.02 (2,693)	106.02 (2,693)
CAB TO REAR AXLE CENTER		144.45 (3,669)	160.20 (4,069)	175.94 (4,469)	185.79 (4,719)	205.47 (5,219)	221.22 (5,619)
MASSES Unit: lb. (kg)							
CHASSIS-CAB (D ENG 245hp <MLS63B T/M>)	FRONT	6,580 (2,985)	6,701 (3,040)	6,761 (3,067)	6,821 (3,094)	6,867 (3,115)	6,956 (3,155)
	REAR	3,794 (1,721)	3,769 (1,710)	3,824 (1,735)	3,883 (1,761)	3,936 (1,785)	3,960 (1,796)
	TOTAL	10,374 (4,706)	10,470 (4,750)	10,585 (4,802)	10,704 (4,855)	10,803 (4,900)	10,916 (4,951)
CHASSIS-CAB (E ENG 280hp <MPS63B T/M>)	FRONT	6,712 (3,045)	6,834 (3,100)	6,893 (3,127)	6,953 (3,154)	7,000 (3,175)	7,088 (3,215)
	REAR	3,825 (1,735)	3,800 (1,724)	3,855 (1,749)	3,914 (1,775)	3,967 (1,799)	3,991 (1,810)
	TOTAL	10,537 (4,780)	10,634 (4,824)	10,748 (4,876)	10,867 (4,929)	10,967 (4,974)	11,079 (5,025)
CENTER OF GRAVITY Unit: inch (mm)							
CHASSIS-CAB	V	31.54 (801)	31.46 (799)	31.42 (798)	31.46 (799)	31.42 (798)	31.38 (797)
	H	67.56 (1,716)	73.70 (1,872)	79.84 (2,028)	84.37 (2,143)	91.77 (2,331)	97.80 (2,484)
	FEH	39.57 (1,005)	39.57 (1,005)	39.61 (1,006)	39.69 (1,008)	39.69 (1,008)	39.69 (1,008)
UNSPRUNG MASS Unit: lb. (kg)							
	FRONT	1,389 (630)					
	REAR	2,502 (1,135)					
GVMR & GAMR Unit: lb. (kg)							
GVMR		25,995 (11,790)					
GAMR	FRONT	11,020 (5,000)					
	REAR	20,280 (9,200)					
PERMISSIBLE LOAD Unit: lb. (kg)							
FRONT TIRE		6,007.5 (2,725) x 2					
REAR TIRE		5,511.5 (2,500) x 4					

NOTE: STANDARD SPECIFICATION WITH 11R22.5 - 14PR (G) TIRES

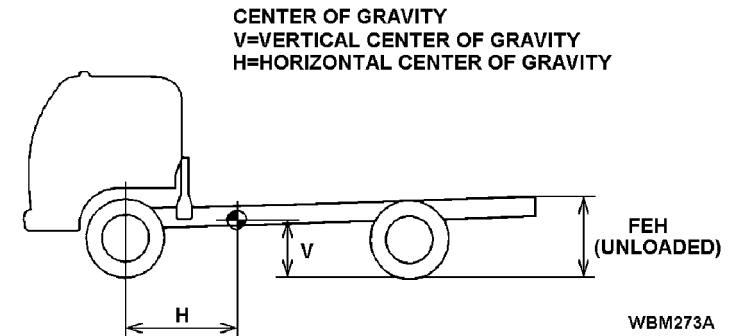
ADDITIONAL MASSES FOR OPTIONAL PARTS

(UD Trucks Corporation GENUINE PART)

Unit: lb. (kg)

PARTS ASSEMBLY NAME	FRONT	REAR	TOTAL
2200 series ATM TRANSMISSION	11 (5)	-25 (-11.3)	-14 (-6.3)
3000 series ATM TRANSMISSION	90 (40.8)	53 (24.0)	143 (64.8)
TRANSMISSION PTO	8.8 (4)	4.4 (2)	13.2 (6)
THIRD SEAT	13.2 (6)	-	13.2 (6)

NOTE: THE ABOVE DATA CONCERN THE UD2600H.



***UD2600LP SERIES (LEAF SUSPENSION)**

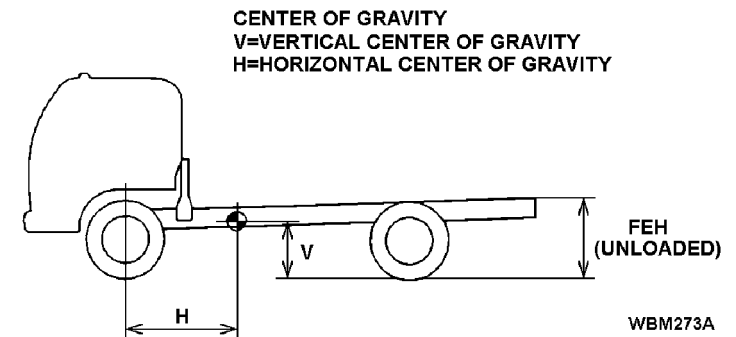
MODEL		UD2600E	UD2600H	UD2600K	UD2600M	UD2600N	UD2600R	UD2600S
DIMENSIONS Unit: inch (mm)								
WHEELBASE		147.64 (3,750)	177.17 (4,500)	192.91 (4,900)	208.66 (5,300)	218.50 (5,550)	238.19 (6,050)	253.94 (6,450)
OVERALL LENGTH		246.85 (6,270)	301.57 (7,660)	321.46 (8,165)	348.82 (8,860)	372.44 (9,460)	400.00 (10,160)	419.69 (10,660)
OVERALL WIDTH		94.33 (2,396)	94.33 (2,396)	94.33 (2,396)	94.33 (2,396)	94.33 (2,396)	94.33 (2,396)	94.33 (2,396)
OVERALL HEIGHT		103.86 (2,638)	103.86 (2,638)	103.86 (2,638)	103.86 (2,638)	103.86 (2,638)	103.86 (2,638)	103.86 (2,638)
CAB TO REAR AXLE CENTER		114.92 (2,919)	144.45 (3,669)	160.20 (4,069)	175.94 (4,469)	185.79 (4,719)	205.47 (5,219)	221.22 (5,619)
MASSES Unit: lb. (kg)								
CHASSIS-CAB (D ENG 245hp <MLS63B T/M>)	FRONT	6,323 (2,868)	6,507 (2,952)	6,629 (3,007)	6,688 (3,034)	6,748 (3,061)	6,795 (3,082)	6,883 (3,122)
	REAR	3,775 (1,712)	3,772 (1,711)	3,747 (1,700)	3,802 (1,725)	3,861 (1,751)	3,914 (1,775)	3,938 (1,786)
	TOTAL	10,098 (4,580)	10,279 (4,663)	10,376 (4,707)	10,490 (4,758)	10,609 (4,812)	10,709 (4,857)	10,821 (4,908)
CHASSIS-CAB (E ENG 280hp <MPS63B T/M>)	FRONT	6,455 (2,928)	6,639 (3,011)	6,761 (3,067)	6,821 (3,094)	6,880 (3,121)	6,927 (3,142)	7,015 (3,182)
	REAR	3,806 (1,726)	3,803 (1,725)	3,778 (1,714)	3,833 (1,739)	3,892 (1,765)	3,945 (1,789)	3,969 (1,800)
	TOTAL	10,261 (4,654)	10,442 (4,736)	10,539 (4,781)	10,654 (4,833)	10,772 (4,886)	10,872 (4,931)	10,984 (4,982)
CENTER OF GRAVITY Unit: inch (mm)								
CHASSIS-CAB	V	29.61 (752)	29.57 (751)	29.49 (749)	29.45 (748)	29.49 (749)	29.45 (748)	29.41 (747)
	H	56.10 (1,425)	67.64 (1,718)	73.86 (1,876)	80.08 (2,034)	84.61 (2,149)	92.32 (2,345)	98.15 (2,493)
	FEH	39.33 (999)	39.69 (1,008)	39.65 (1,007)	39.72 (1,009)	39.88 (1,013)	39.84 (1,012)	39.80 (1,011)
UNSPRUNG MASS Unit: lb. (kg)								
	FRONT	1,323 (600)						
	REAR	2,524 (1,145)						
GVMR & GAMR Unit: lb. (kg)								
GVMR		25,995 (11,790)						
GAMR	FRONT	11,020 (5,000)						
	REAR	20,280 (9,200)						
PERMISSIBLE LOAD Unit: lb. (kg)								
FRONT TIRE		6,007.5 (2,725) x 2						
REAR TIRE		5,511.5 (2,500) x 4						

NOTE: STANDARD SPECIFICATION WITH 255/70R22.5 (H) TIRES
 *UD2600LP = LOW - PROFILE TIRES

ADDITIONAL MASSES FOR OPTIONAL PARTS
 (UD Trucks Corporation GENUINE PART)

PARTS ASSEMBLY NAME	Unit: lb. (kg)		
	FRONT	REAR	TOTAL
2200 series ATM TRANSMISSION	11 (5)	-25 (-11.3)	-14 (-6.3)
3000 series ATM TRANSMISSION	91 (41.3)	52 (23.6)	143 (64.9)
TRANSMISSION PTO	8.8 (4)	4.4 (2)	13.2 (6)
THIRD SEAT	13.2 (6)	-	13.2 (6)
REAR SHOCK ABSORBER	-	55.1 (25)	55.1 (25)

NOTE: THE ABOVE DATA CONCERN THE UD2600H.



***UD2600LP SERIES (AIR SUSPENSION)**

MODEL		UD2600H	UD2600K	UD2600M	UD2600N	UD2600R	UD2600S
DIMENSIONS Unit: inch (mm)							
WHEELBASE		177.17 (4,500)	192.91 (4,900)	208.66 (5,300)	218.50 (5,550)	238.19 (6,050)	253.94 (6,450)
OVERALL LENGTH		301.57 (7,660)	321.46 (8,165)	348.82 (8,860)	372.44 (9,460)	400.00 (10,160)	419.69 (10,660)
OVERALL WIDTH		94.33 (2,396)	94.33 (2,396)	94.33 (2,396)	94.33 (2,396)	94.33 (2,396)	94.33 (2,396)
OVERALL HEIGHT		103.82 (2,637)	103.82 (2,637)	103.82 (2,637)	103.82 (2,637)	103.82 (2,637)	103.82 (2,637)
CAB TO REAR AXLE CENTER		144.45 (3,669)	160.20 (4,069)	175.94 (4,469)	185.79 (4,719)	205.47 (5,219)	221.22 (5,619)
MASSES Unit: lb. (kg)							
CHASSIS-CAB (D ENG 245hp <MLS63B T/M>)	FRONT	6,562 (2,977)	6,684 (3,032)	6,743 (3,059)	6,803 (3,086)	6,850 (3,107)	6,938 (3,147)
	REAR	3,758 (1,705)	3,734 (1,694)	3,789 (1,719)	3,848 (1,745)	3,901 (1,769)	3,925 (1,780)
	TOTAL	10,320 (4,682)	10,418 (4,726)	10,532 (4,778)	10,651 (4,831)	10,751 (4,876)	10,863 (4,927)
CHASSIS-CAB (E ENG 280hp <MPS63B T/M>)	FRONT	6,694 (3,036)	6,816 (3,092)	6,876 (3,119)	6,935 (3,146)	6,982 (3,167)	7,070 (3,207)
	REAR	3,789 (1,719)	3,765 (1,708)	3,820 (1,733)	3,879 (1,760)	3,932 (1,784)	3,956 (1,794)
	TOTAL	10,484 (4,755)	10,581 (4,800)	10,695 (4,852)	10,814 (4,906)	10,914 (4,951)	11,026 (5,001)
CENTER OF GRAVITY Unit: inch (mm)							
CHASSIS-CAB	V	29.49 (749)	29.41 (747)	29.37 (746)	29.37 (746)	29.33 (745)	29.29 (744)
	H	67.24 (1,708)	73.35 (1,863)	79.53 (2,020)	84.06 (2,135)	91.46 (2,323)	97.44 (2,475)
	FEH	37.32 (948)	37.28 (947)	37.36 (949)	37.44 (951)	37.44 (951)	37.44 (951)
UNSPRUNG MASS Unit: lb. (kg)							
	FRONT	1,323 (600)					
	REAR	2,370 (1,075)					
GVMR & GAMR Unit: lb. (kg)							
GVMR		25,995 (11,790)					
GAMR	FRONT	11,020 (5,000)					
	REAR	20,280 (9,200)					
PERMISSIBLE LOAD Unit: lb. (kg)							
FRONT TIRE		6,007.5 (2,725) x 2					
REAR TIRE		5,511.5 (2,500) x 4					

NOTE: STANDARD SPECIFICATION WITH 255/70R22.5 (H) TIRES

*UD2600LP = LOW - PROFILE TIRES

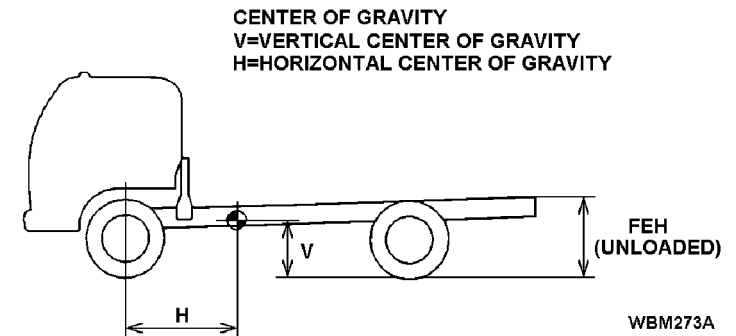
ADDITIONAL MASSES FOR OPTIONAL PARTS

(UD Trucks Corporation GENUINE PART)

Unit: lb. (kg)

PARTS ASSEMBLY NAME	FRONT	REAR	TOTAL
2200 series ATM TRANSMISSION	11 (5)	-24 (-10.9)	-13 (-5.9)
3000 series ATM TRANSMISSION	91 (41.3)	53 (24.0)	144 (65.3)
TRANSMISSION PTO	8.8 (4)	4.4 (2)	13.2 (6)
THIRD SEAT	13.2 (6)	-	13.2 (6)

NOTE: THE ABOVE DATA CONCERN THE UD2600H.



UD3300 SERIES (LEAF SUSPENSION)

MODEL		UD3300E	UD3300H	UD3300K	UD3300M	UD3300R
DIMENSIONS Unit: inch (mm)						
WHEELBASE		147.64 (3,750)	177.17 (4,500)	192.91 (4,900)	208.66 (5,300)	238.19 (6,050)
OVERALL LENGTH		246.85 (6,270)	301.57 (7,660)	321.46 (8,165)	348.82 (8,860)	400.00 (10,160)
OVERALL WIDTH		95.35 (2,422)	95.35 (2,422)	95.35 (2,422)	95.35 (2,422)	95.35 (2,422)
OVERALL HEIGHT		105.98 (2,692)	107.40 (2,728)	107.40 (2,728)	107.40 (2,728)	107.40 (2,728)
CAB TO REAR AXLE CENTER		114.92 (2,919)	144.45 (3,669)	160.20 (4,069)	175.94 (4,469)	205.47 (5,219)
MASSES Unit: lb. (kg)						
CHASSIS-CAB (D ENG 245hp <MLS63B T/M>)	FRONT	7,141 (3,239)	7,274 (3,299)	7,341 (3,330)	7,385 (3,350)	7,485 (3,395)
	REAR	4,127 (1,872)	4,259 (1,932)	4,325 (1,962)	4,369 (1,982)	4,467 (2,026)
	TOTAL	11,268 (5,111)	11,533 (5,231)	11,666 (5,292)	11,754 (5,332)	11,952 (5,421)
CHASSIS-CAB (E ENG 280hp <MPS63B T/M>)	FRONT	7,273 (3,299)	7,406 (3,359)	7,473 (3,390)	7,517 (3,410)	7,617 (3,455)
	REAR	4,158 (1,886)	4,290 (1,946)	4,356 (1,976)	4,399 (1,995)	4,498 (2,040)
	TOTAL	11,432 (5,185)	11,696 (5,305)	11,828 (5,365)	11,916 (5,405)	12,115 (5,495)
CENTER OF GRAVITY Unit: inch (mm)						
CHASSIS-CAB	V	31.30 (795)	31.97 (812)	31.93 (811)	31.93 (811)	31.93 (811)
	H	59.06 (1,500)	71.18 (1,808)	77.80 (1,976)	84.25 (2,140)	96.61 (2,454)
	FEH	43.31 (1,100)	43.07 (1,094)	42.99 (1,092)	43.07 (1,094)	43.19 (1,097)
UNSPRUNG MASS Unit: lb. (kg)						
	FRONT	1,587 (720)				
	REAR	2,910 (1,320)				
GVMR & GAMR Unit: lb. (kg)						
GVMR		32,900 (14,925)				
GAMR	FRONT	11,900 (5,400)				
	REAR	21,000 (9,525)				
PERMISSIBLE LOAD Unit: lb. (kg)						
FRONT TIRE		6,007.5 (2,725) x 2				
REAR TIRE		5,511.5 (2,500) x 4				

NOTE: STANDARD SPECIFICATION WITH 11R22.5 - 14PR (G) TIRES

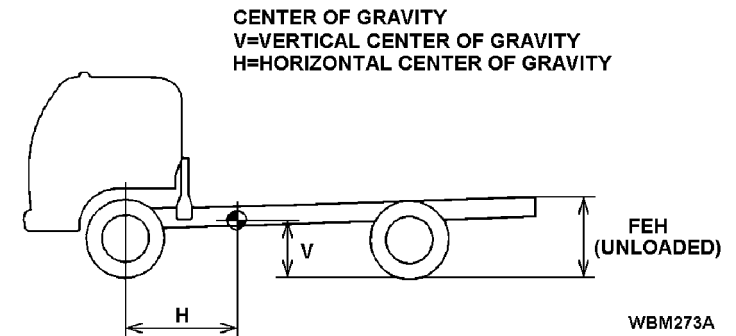
ADDITIONAL MASSES FOR OPTIONAL PARTS

(UD Trucks Corporation GENUINE PART)

Unit: lb. (kg)

PARTS ASSEMBLY NAME	FRONT	REAR	TOTAL
2500 series ATM TRANSMISSION	11 (5)	-24 (-10.9)	-13 (-5.9)
3000 series ATM TRANSMISSION	91 (41.3)	53 (24.0)	144 (65.3)
TRANSMISSION PTO	11.0 (5)	4.4 (2)	15.4 (7)
THIRD SEAT	13.2 (6)	-	13.2 (6)
REAR SHOCK ABSORBER	-	55.1 (25)	55.1 (25)

NOTE: THE ABOVE DATA CONCERN THE UD3300H.



UD3300 SERIES (AIR SUSPENSION)

MODEL		UD3300E	UD3300H	UD3300K	UD3300M	UD3300R
DIMENSIONS Unit: inch (mm)						
WHEELBASE		147.64 (3,750)	177.17 (4,500)	192.91 (4,900)	208.66 (5,300)	238.19 (6,050)
OVERALL LENGTH		246.85 (6,270)	301.57 (7,660)	321.46 (8,165)	348.82 (8,860)	400.00 (10,160)
OVERALL WIDTH		97.32 (2,472)	97.32 (2,472)	97.32 (2,472)	97.32 (2,472)	97.32 (2,472)
OVERALL HEIGHT		106.14 (2,696)	107.36 (2,727)	107.36 (2,727)	107.36 (2,727)	107.36 (2,727)
CAB TO REAR AXLE CENTER		114.92 (2,919)	144.45 (3,669)	160.20 (4,069)	175.94 (4,469)	205.47 (5,219)
MASSES Unit: lb. (kg)						
CHASSIS-CAB (D ENG 245hp <MLS63B T/M>)	FRONT	7,196 (3,264)	7,329 (3,324)	7,396 (3,355)	7,440 (3,375)	7,540 (3,420)
	REAR	4,114 (1,866)	4,246 (1,926)	4,311 (1,955)	4,355 (1,975)	4,454 (2,020)
	TOTAL	11,310 (5,130)	11,575 (5,250)	11,707 (5,310)	11,795 (5,350)	11,994 (5,440)
CHASSIS-CAB (E ENG 280hp <MPS63B T/M>)	FRONT	7,328 (3,324)	7,462 (3,385)	7,528 (3,415)	7,572 (3,435)	7,672 (3,480)
	REAR	4,145 (1,880)	4,277 (1,940)	4,342 (1,970)	4,386 (1,989)	4,485 (2,034)
	TOTAL	11,473 (5,204)	11,739 (5,325)	11,870 (5,385)	11,958 (5,424)	12,157 (5,514)
CENTER OF GRAVITY Unit: inch (mm)						
CHASSIS-CAB	V	30.98 (787)	31.65 (804)	31.61 (803)	31.57 (802)	31.57 (802)
	H	59.25 (1,505)	71.69 (1,821)	78.31 (1,989)	84.92 (2,157)	97.80 (2,484)
	FEH	39.37 (1,000)	39.02 (991)	39.02 (991)	39.02 (991)	39.06 (992)
UNSPRUNG MASS Unit: lb. (kg)						
	FRONT	1,587 (720)				
	REAR	2,800 (1,270)				
GVMR & GAMR Unit: lb. (kg)						
GVMR		32,900 (14,925)				
GAMR	FRONT	11,900 (5,400)				
	REAR	21,000 (9,525)				
PERMISSIBLE LOAD Unit: lb. (kg)						
FRONT TIRE		6,007.5 (2,725) x 2				
REAR TIRE		5,511.5 (2,500) x 4				

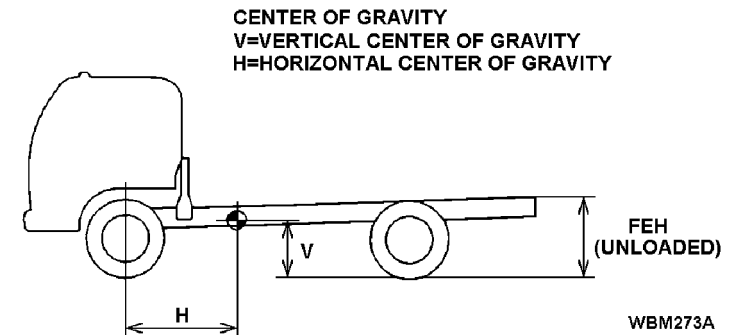
NOTE: STANDARD SPECIFICATION WITH 11R22.5 - 14PR (G) TIRES

ADDITIONAL MASSES FOR OPTIONAL PARTS (UD Trucks Corporation GENUINE PART)

Unit: lb. (kg)

PARTS ASSEMBLY NAME	FRONT	REAR	TOTAL
2500 series ATM TRANSMISSION	11 (5)	-25 (-11.3)	-14 (-6.3)
3000 series ATM TRANSMISSION	90 (40.8)	52 (23.6)	142 (64.4)
TRANSMISSION PTO	11.0 (5)	4.4 (2)	15.4 (7)
THIRD SEAT	13.2 (6)	-	13.2 (6)

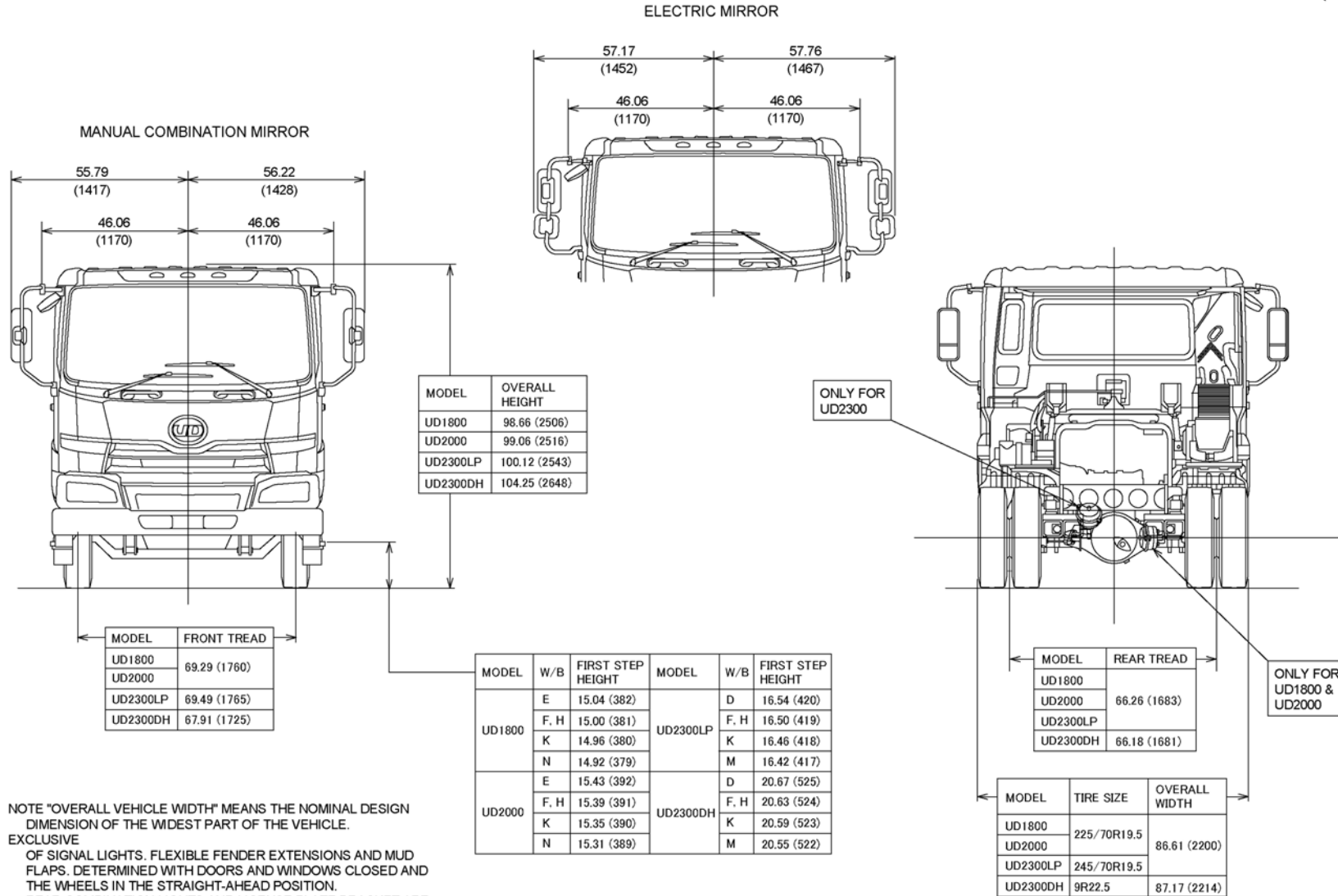
NOTE: THE ABOVE DATA CONCERN THE UD3300H.



CHASSIS DIAGRAM FRONT AND REAR VIEW

UD1800, UD2000, UD2300

Unit : inch (mm)

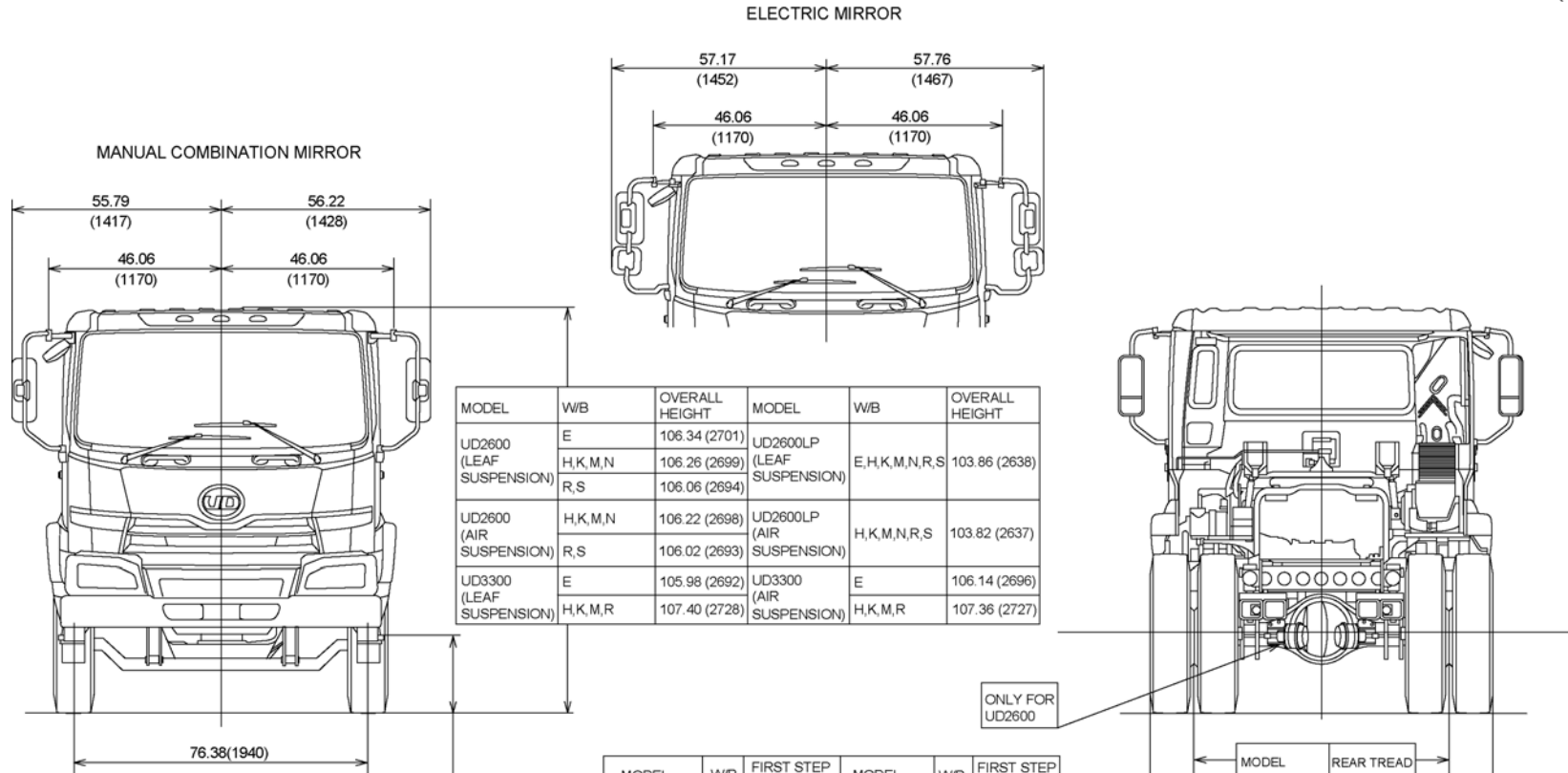


NOTE "OVERALL VEHICLE WIDTH" MEANS THE NOMINAL DESIGN DIMENSION OF THE WIDEST PART OF THE VEHICLE. EXCLUSIVE OF SIGNAL LIGHTS, FLEXIBLE FENDER EXTENSIONS AND MUD FLAPS. DETERMINED WITH DOORS AND WINDOWS CLOSED AND THE WHEELS IN THE STRAIGHT-AHEAD POSITION. REAR COMBINATION LIGHTS AND LICENSE PLATE BRACKET ARE INSTALLED ON THE END OF CHASSIS FRAME FOR THE PURPOSE OF CHASSIS-CAB TRANSPORT ONLY.

WBM460C

UD2600, UD3300

Unit : inch (mm)



MODEL	W/B	OVERALL HEIGHT	MODEL	W/B	OVERALL HEIGHT
UD2600 (LEAF SUSPENSION)	E	106.34 (2701)	UD2600LP (LEAF SUSPENSION)	E, H, K, M, N, R, S	103.86 (2638)
	H, K, M, N	106.26 (2699)			
	R, S	106.06 (2694)			
UD2600 (AIR SUSPENSION)	H, K, M, N	106.22 (2698)	UD2600LP (AIR SUSPENSION)	H, K, M, N, R, S	103.82 (2637)
	R, S	106.02 (2693)			
UD3300 (LEAF SUSPENSION)	E	105.98 (2692)	UD3300 (AIR SUSPENSION)	E	106.14 (2696)
	H, K, M, R	107.40 (2728)			

ONLY FOR UD2600

MODEL	W/B	FIRST STEP HEIGHT	MODEL	W/B	FIRST STEP HEIGHT
UD2600 (LEAF SUSPENSION)	E	19.84 (504)	UD2600LP (LEAF SUSPENSION)	E	17.40 (442)
	H	19.72 (501)		H, K	17.36 (441)
	K, M	19.69 (500)		M	17.32 (440)
	N	19.65 (499)		N, R	17.28 (439)
UD2600 (AIR SUSPENSION)	R, S	19.61 (498)	UD2600LP (AIR SUSPENSION)	S	17.24 (438)
	H, K	19.69 (500)		H	17.36 (441)
	M, N	19.65 (499)		K	17.32 (440)
	R	19.57 (497)		M, N	17.28 (439)
UD3300 (LEAF SUSPENSION)	S	19.61 (498)	UD3300 (AIR SUSPENSION)	R, S	17.24 (438)
	E	19.57 (497)		E	19.53 (496)
	H	20.94 (532)		H, K	20.91 (531)
	K, M	20.91 (531)		M	20.87 (529)
UD3300 (AIR SUSPENSION)	R	20.87 (530)	UD3300 (AIR SUSPENSION)	R	20.83 (529)

MODEL	REAR TREAD
UD2600	70.98 (1803)
UD3300 (LEAF SUSPENSION)	71.38 (1813)
UD3300 (AIR SUSPENSION)	73.35 (1863)

MODEL	TIRE SIZE	OVERALL WIDTH
UD2600	11R22.5	94.96 (2412)
	255/70R22.5	94.33 (2396)
UD3300 (LEAF SUSPENSION)	11R22.5	95.35 (2422)
UD3300 (AIR SUSPENSION)		97.32 (2472)

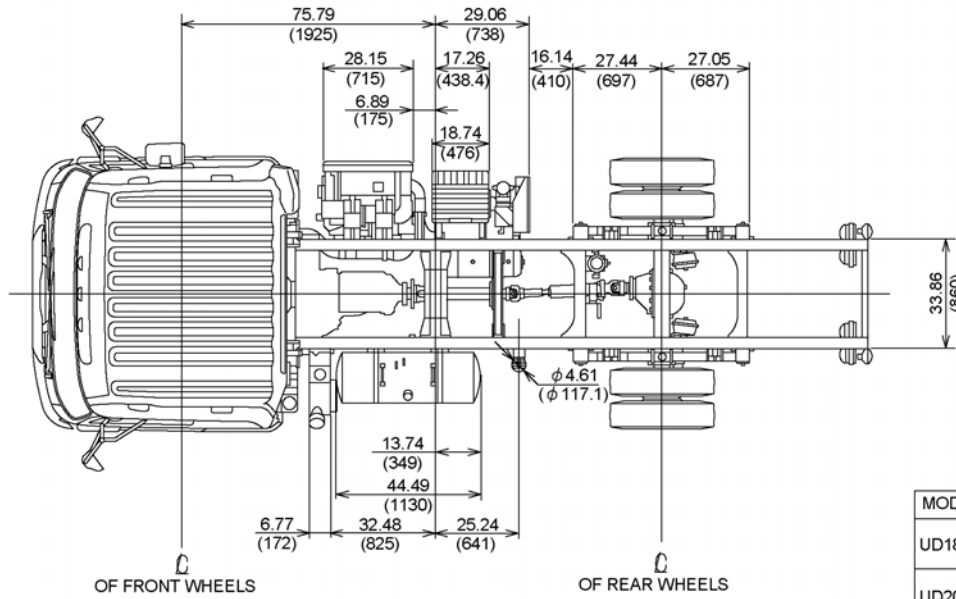
NOTE "OVERALL VEHICLE WIDTH" MEANS THE NOMINAL DESIGN DIMENSION OF THE WIDEST PART OF THE VEHICLE. EXCLUSIVE OF SIGNAL LIGHTS. FLEXIBLE FENDER EXTENSIONS AND MUD FLAPS. DETERMINED WITH DOORS AND WINDOWS CLOSED AND THE WHEELS IN THE STRAIGHT-AHEAD POSITION. REAR COMBINATION LIGHTS AND LICENSE PLATE BRACKET ARE INSTALLED ON THE END OF CHASSIS FRAME FOR THE PURPOSE OF CHASSIS-CAB TRANSPORT ONLY.

WBM461C

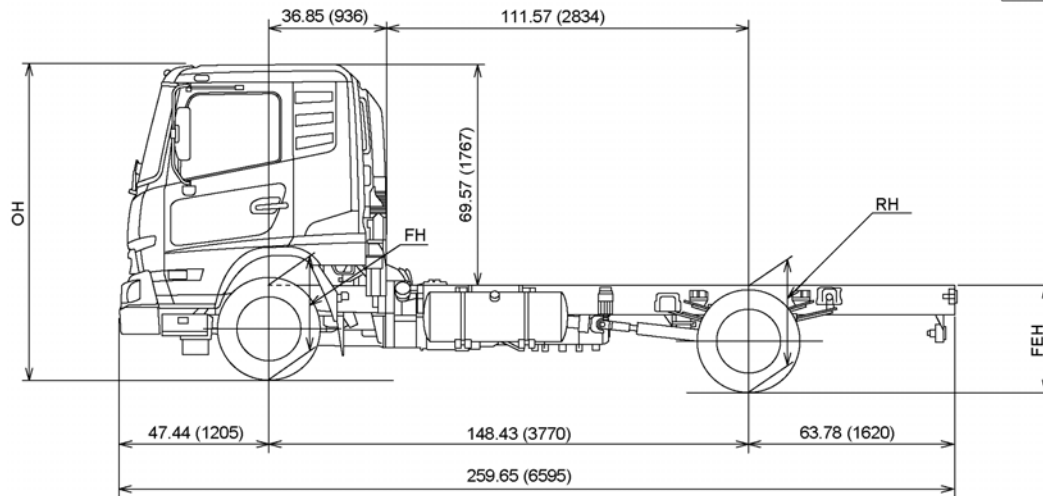
CHASSIS DIAGRAM PLAN AND SIDE VIEW

UD1800E, UD2000E

Unit : inch (mm)

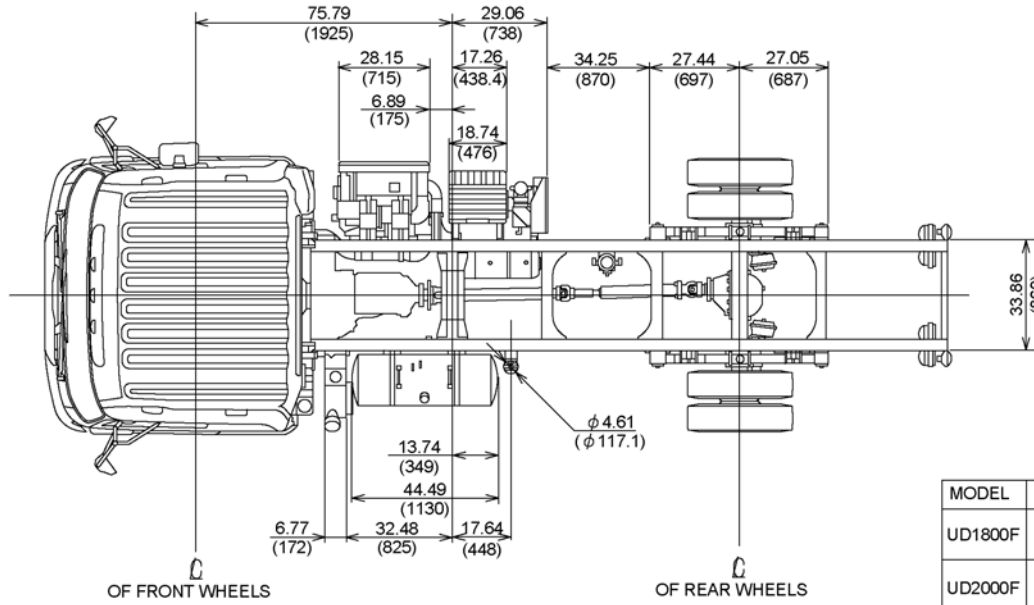


MODEL	OH	FH	RH	FEH
UD1800E	98.66 (2506)	29.13 (740)	33.50 (851)	35.39 (899)
UD2000E	99.06 (2516)	29.57 (751)	33.50 (851)	35.24 (895)

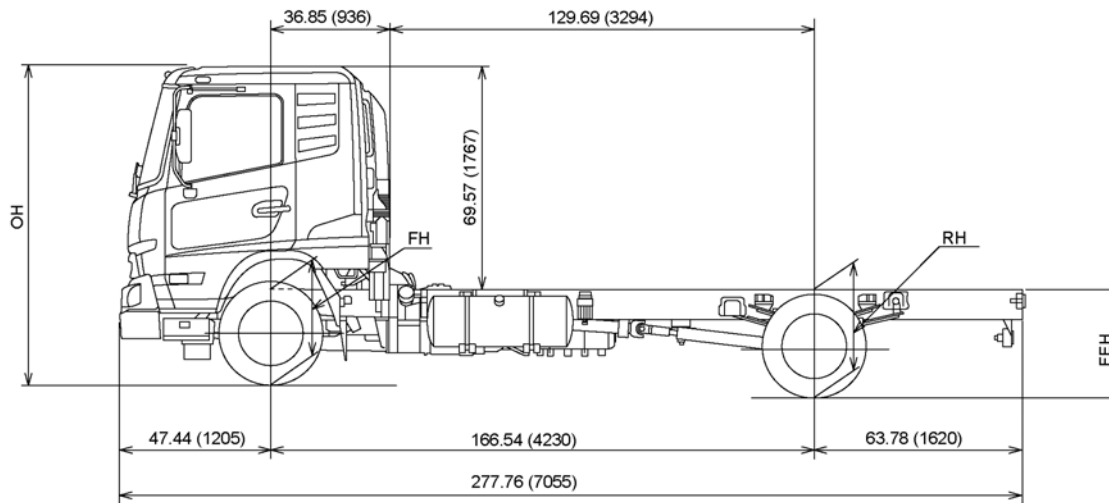


UD1800F, UD2000F

Unit : inch (mm)

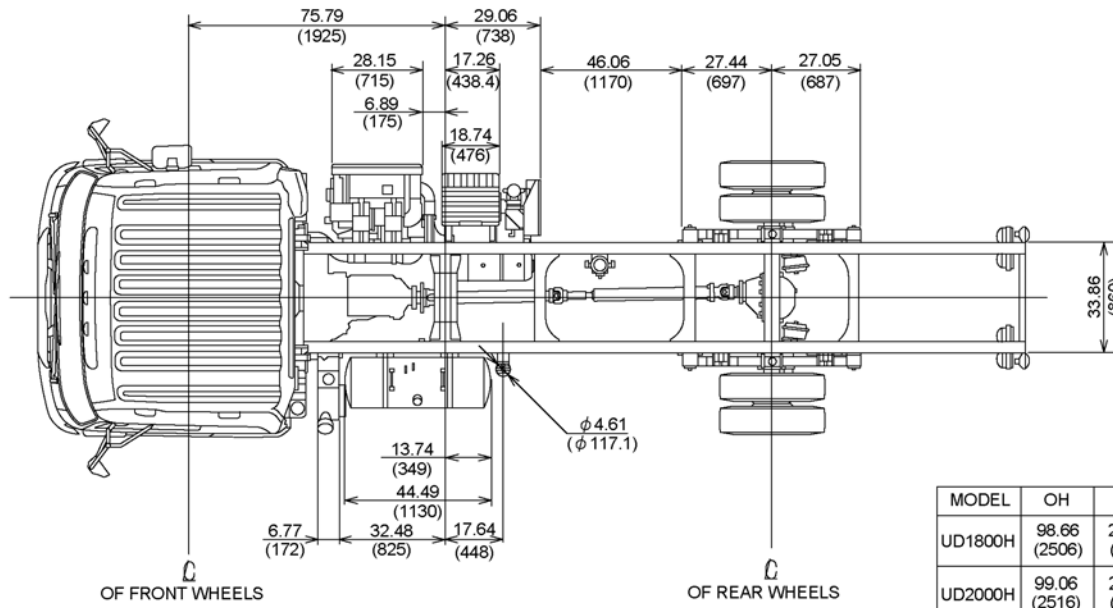


MODEL	OH	FH	RH	FEH
UD1800F	98.66 (2506)	29.13 (740)	33.48 (850)	35.16 (893)
UD2000F	99.06 (2516)	29.53 (750)	33.48 (850)	35.00 (889)

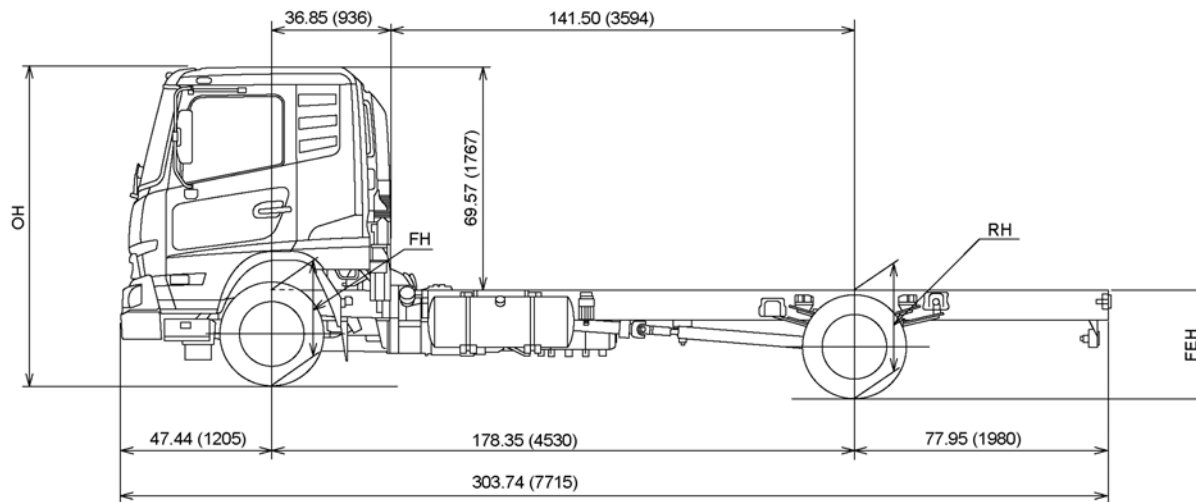


UD1800H, UD2000H

Unit : inch (mm)



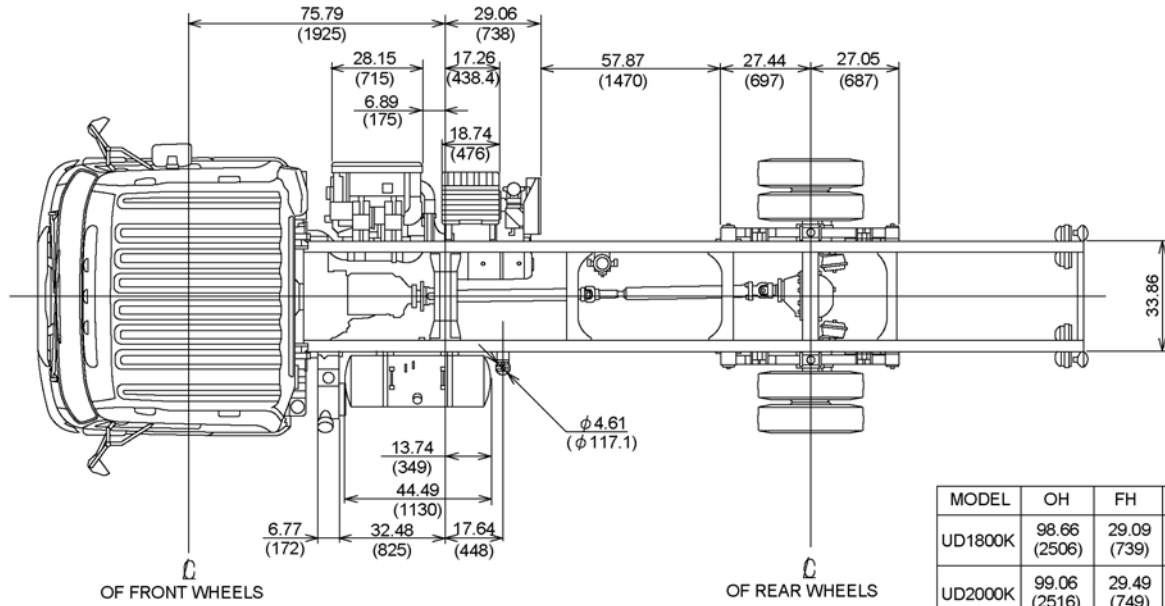
MODEL	OH	FH	RH	FEH
UD1800H	98.66 (2506)	29.09 (739)	33.47 (850)	35.39 (899)
UD2000H	99.06 (2516)	29.49 (749)	33.47 (850)	35.20 (894)



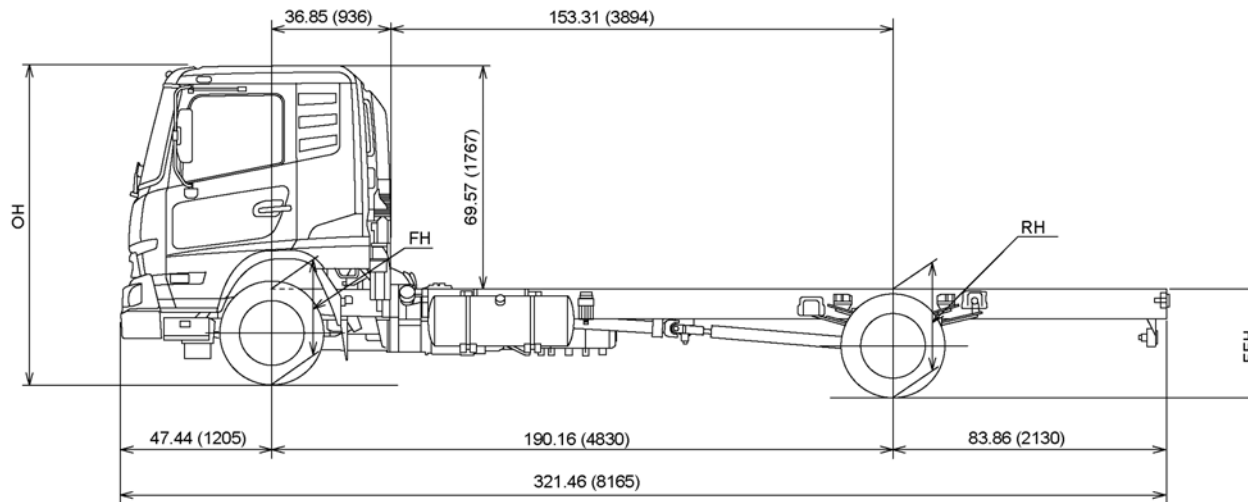
WBM464C

UD1800K, UD2000K

Unit : inch (mm)



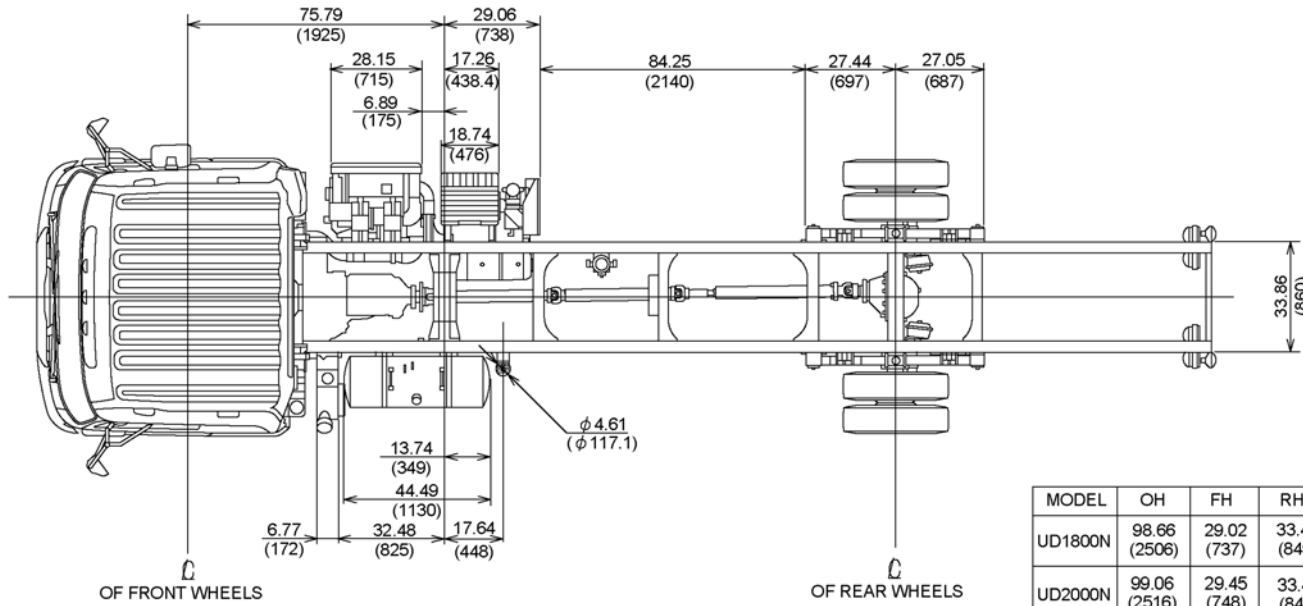
MODEL	OH	FH	RH	FEH
UD1800K	98.66 (2506)	29.09 (739)	33.45 (850)	35.39 (899)
UD2000K	99.06 (2516)	29.49 (749)	33.45 (850)	35.20 (894)



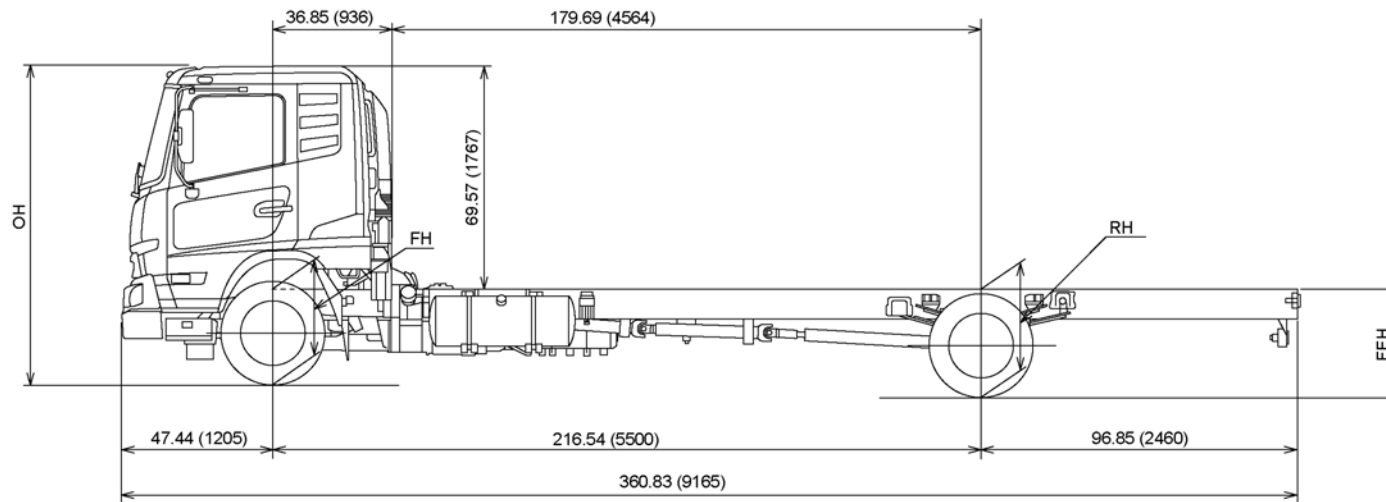
WBM465C

UD1800N, UD2000N

Unit : inch (mm)



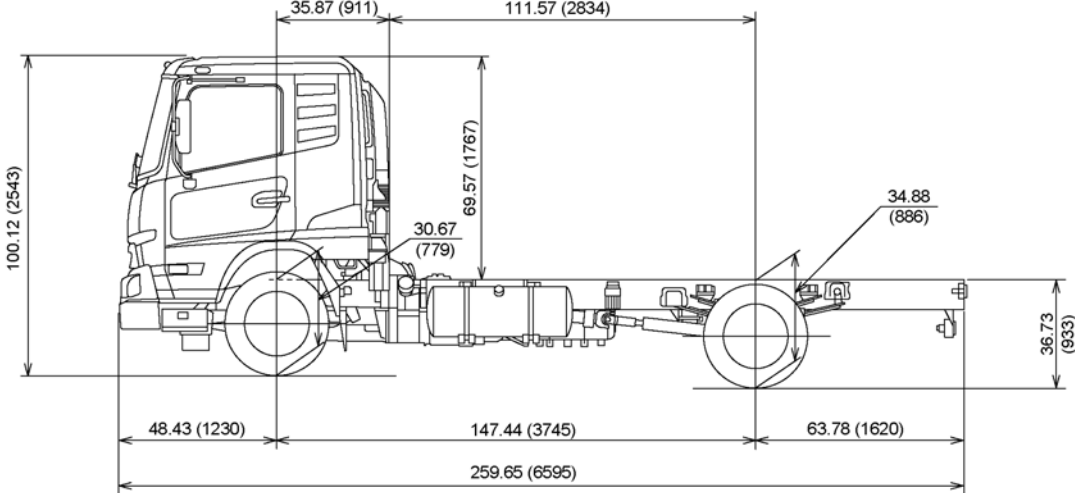
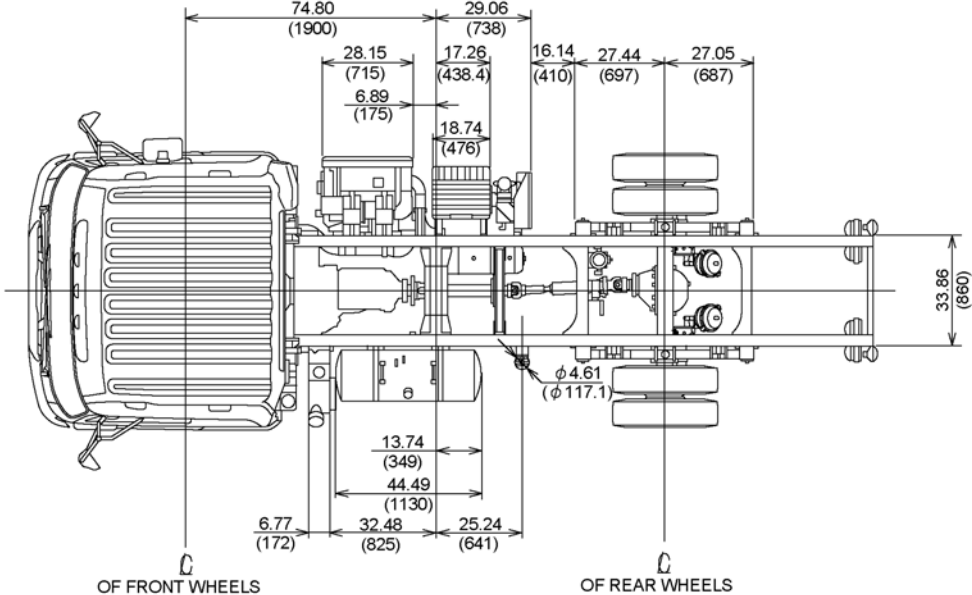
MODEL	OH	FH	RH	FEH
UD1800N	98.66 (2506)	29.02 (737)	33.42 (849)	35.39 (899)
UD2000N	99.06 (2516)	29.45 (748)	33.42 (849)	35.20 (894)



WBM466C

UD2300D (UD2300LP SERIES)

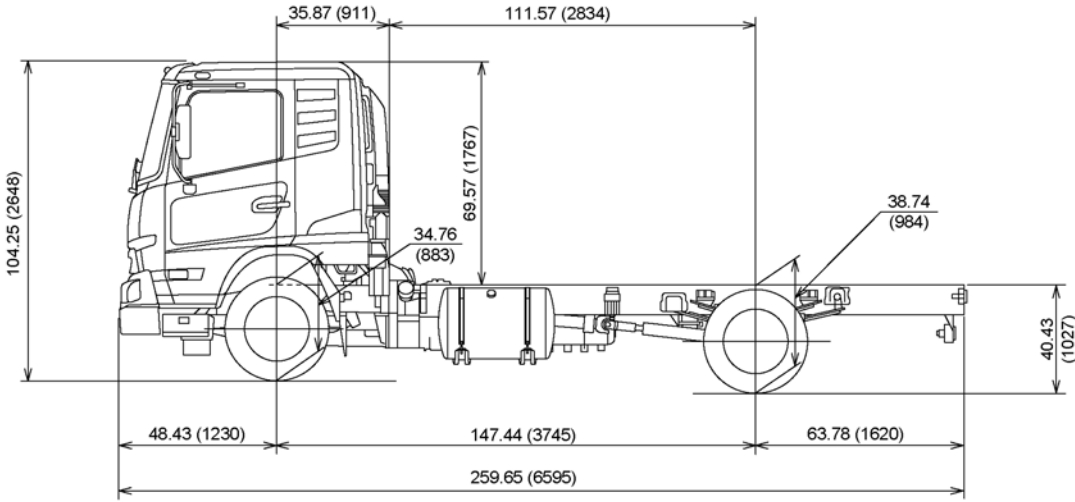
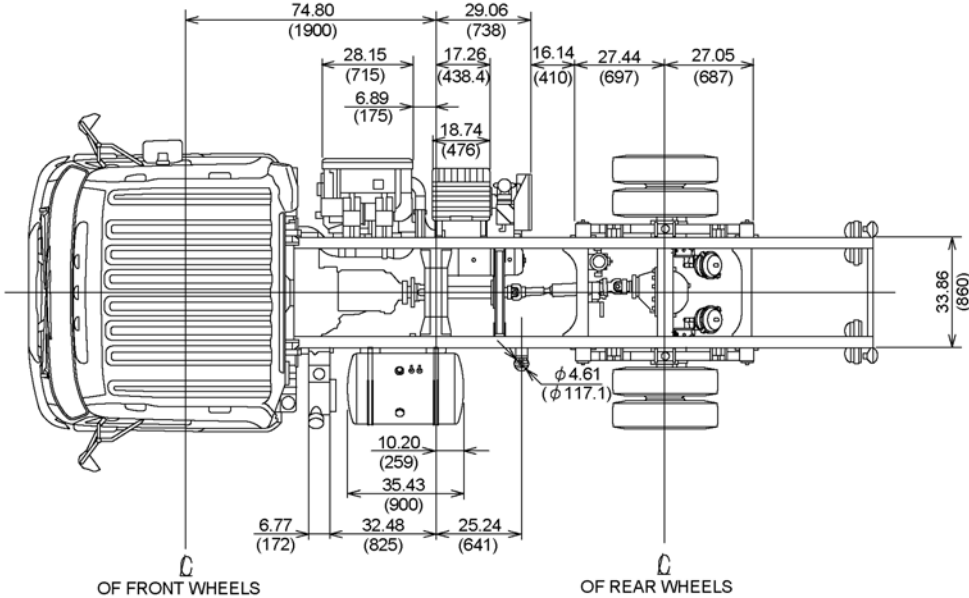
Unit : inch (mm)



WBM467C

UD2300D (UD2300DH SERIES)

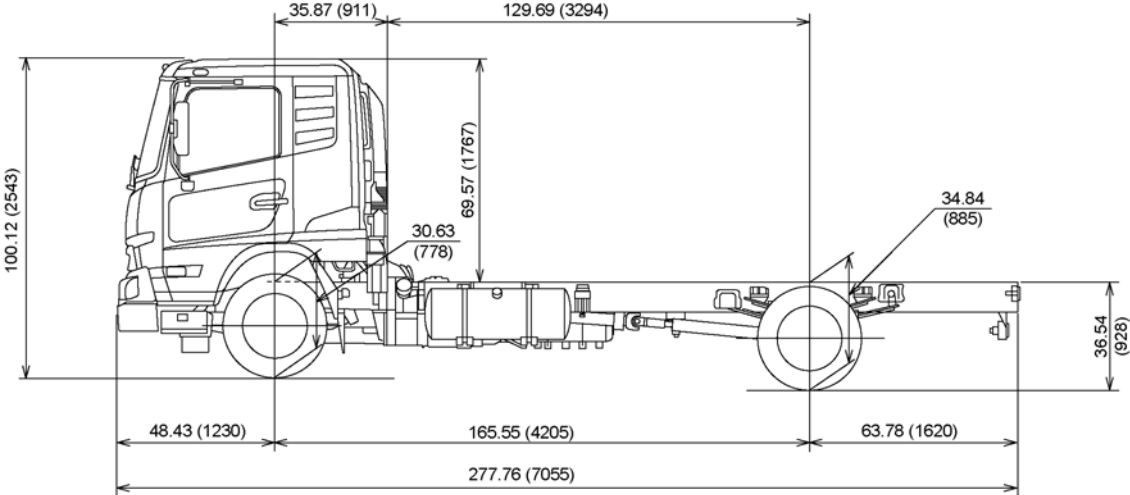
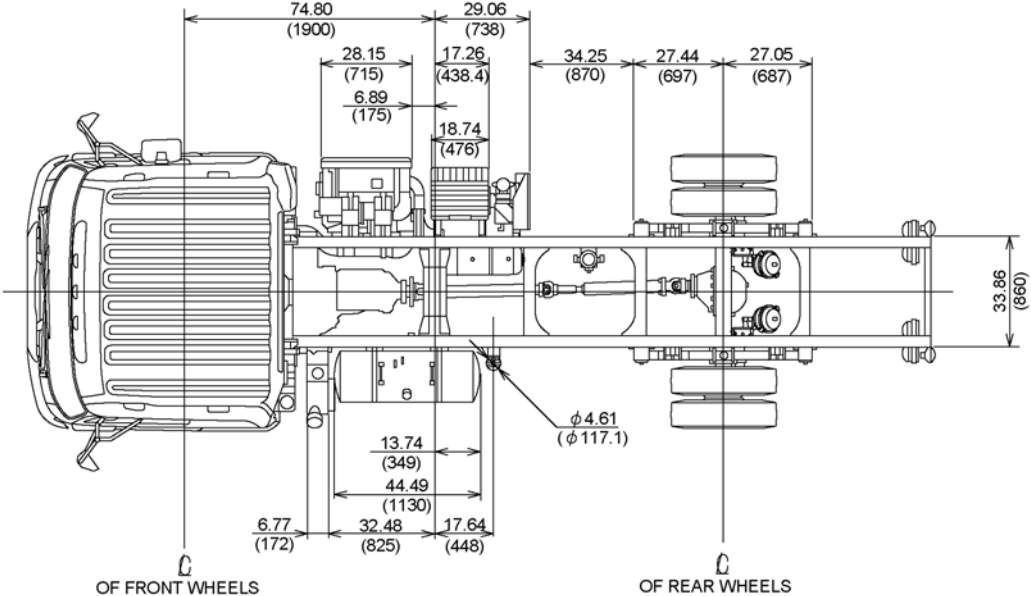
Unit : inch (mm)



WBM468C

UD2300F (UD2300LP SERIES)

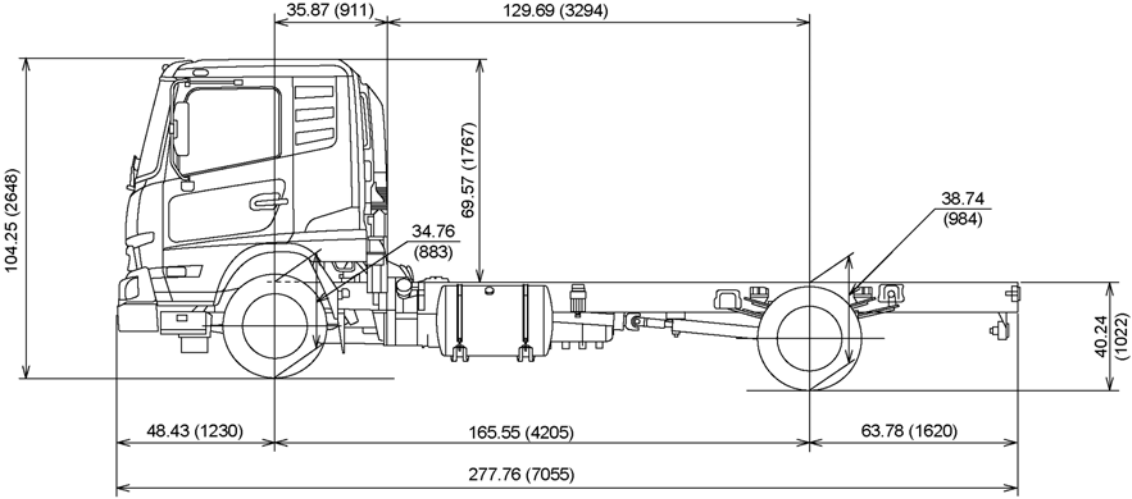
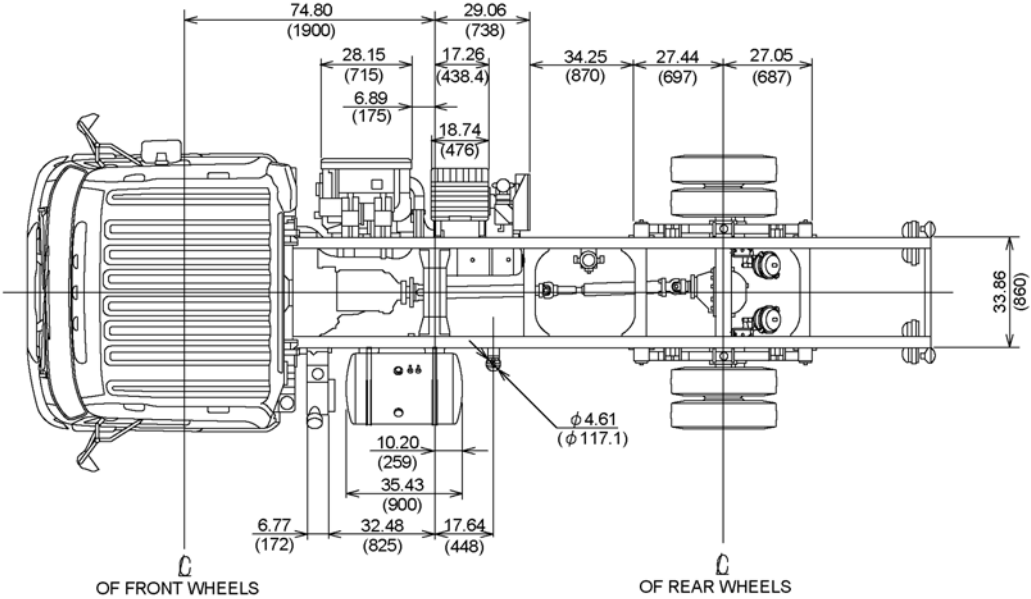
Unit : inch (mm)



WBM469C

UD2300F (UD2300DH SERIES)

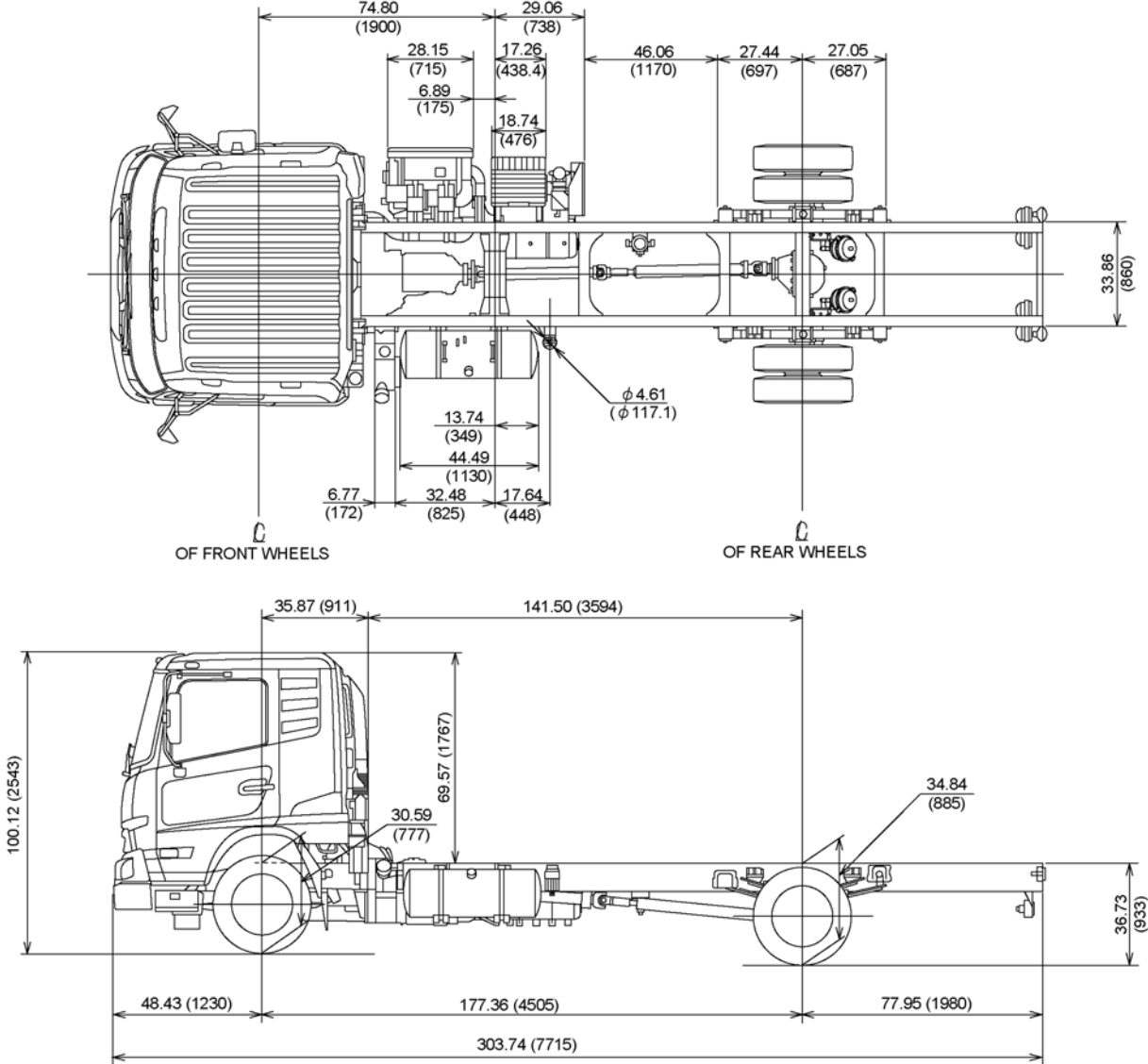
Unit : inch (mm)



WBM470C

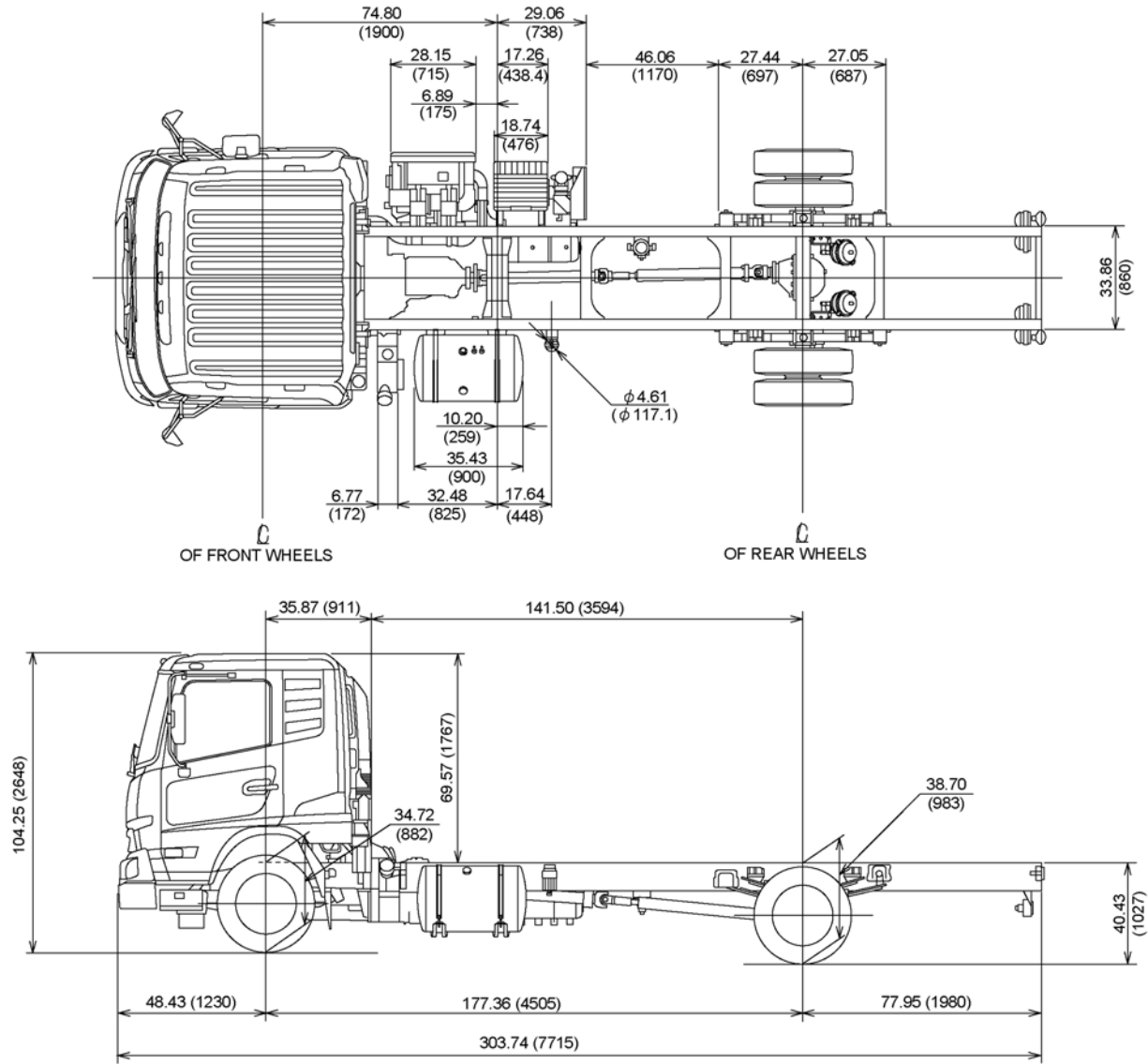
UD2300H (UD2300LP SERIES)

Unit : inch (mm)



UD2300H (UD2300DH SERIES)

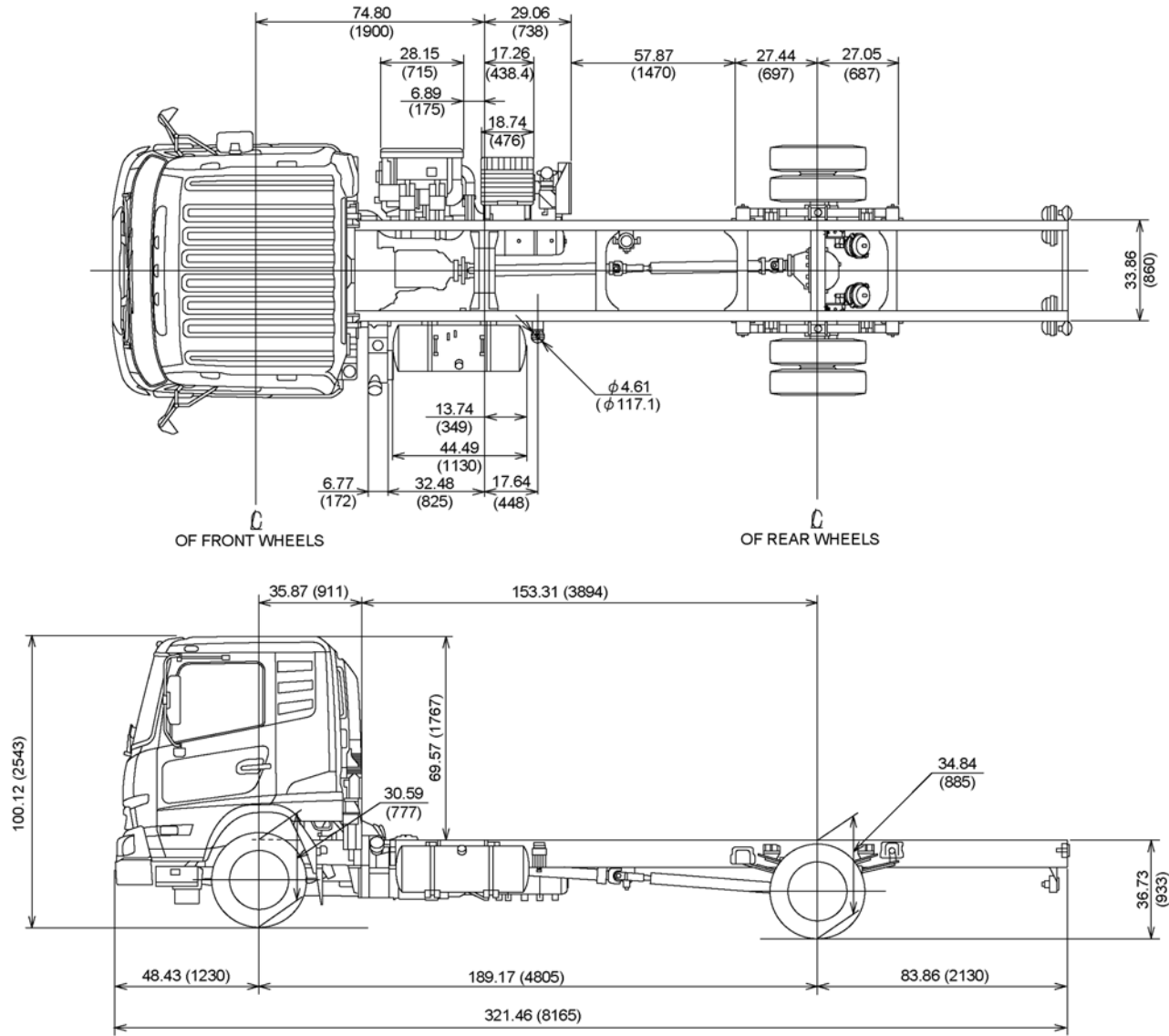
Unit : inch (mm)



WBM472C

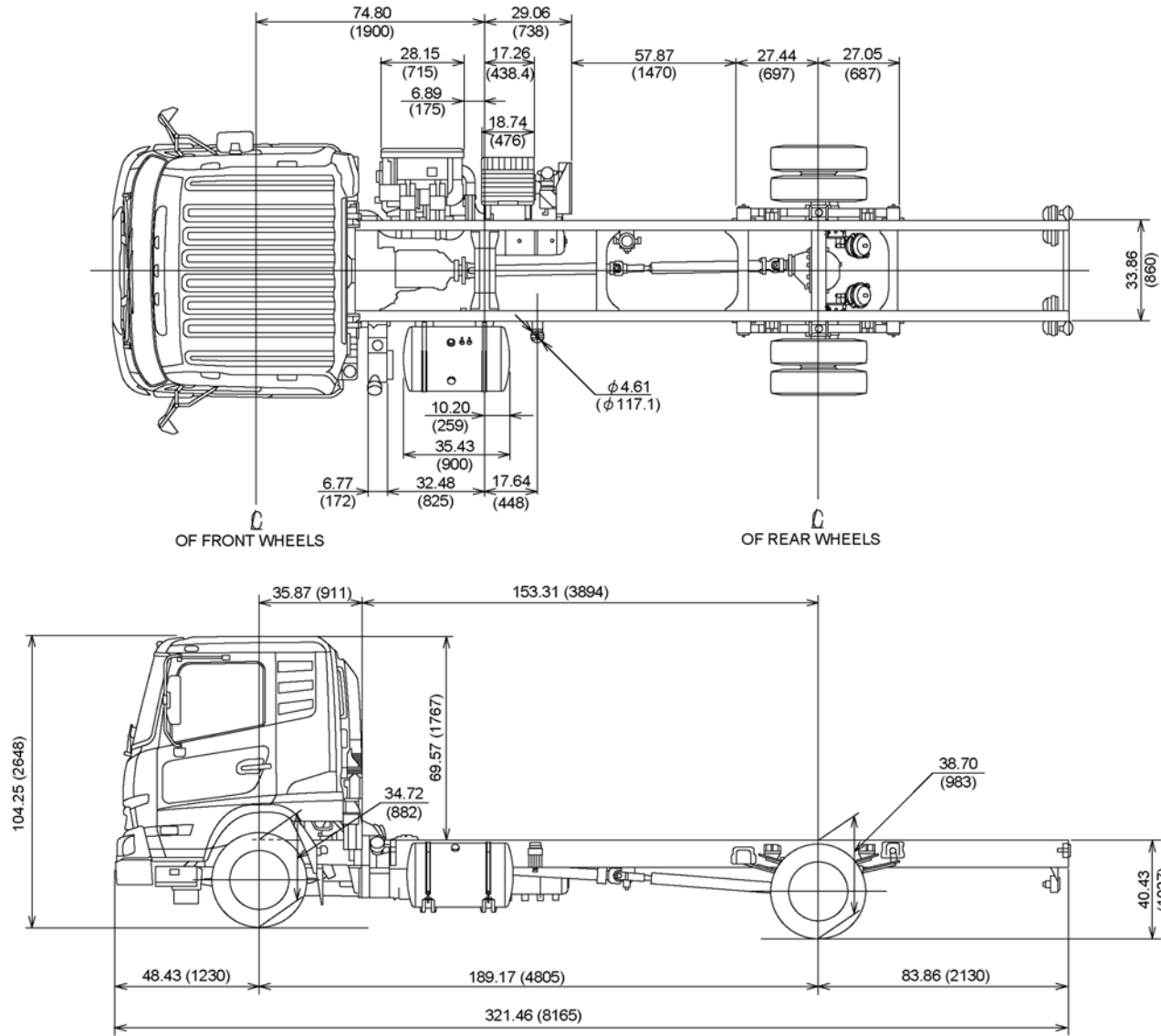
UD2300K (UD2300LP SERIES)

Unit : inch (mm)



UD2300K (UD2300DH SERIES)

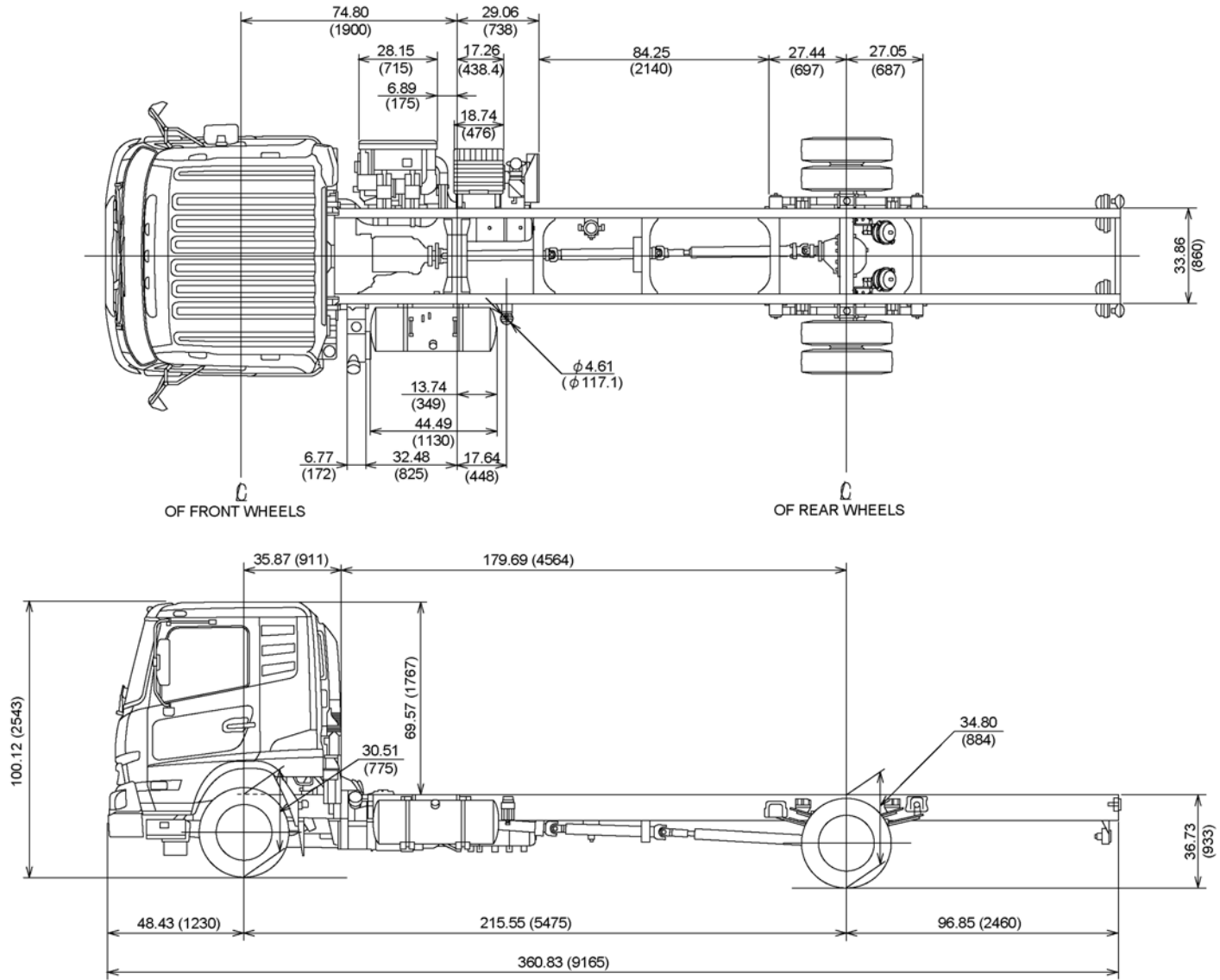
Unit : inch (mm)



WBM474C

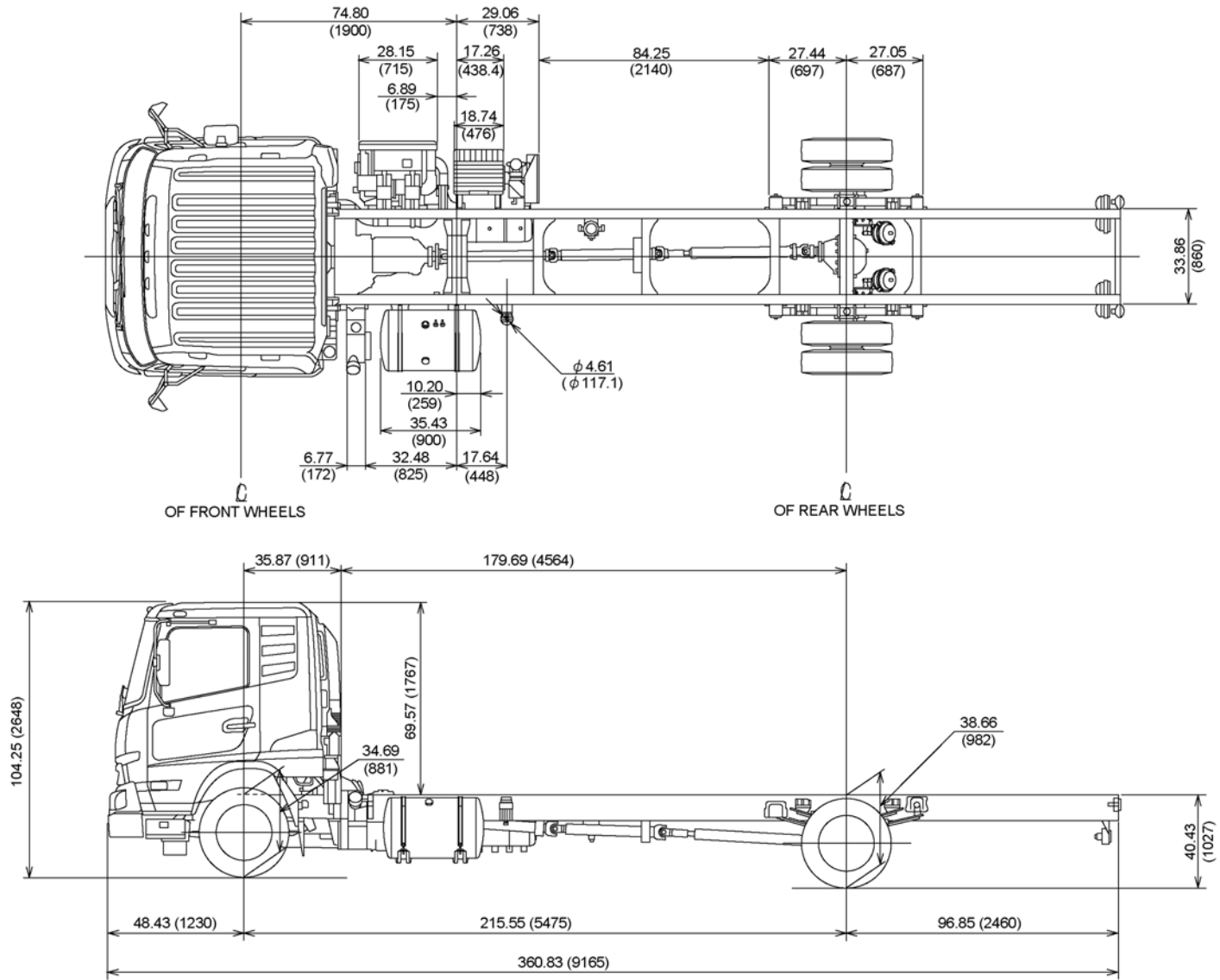
UD2300M (UD2300LP SERIES)

Unit : inch (mm)



UD2300M (UD2300DH SERIES)

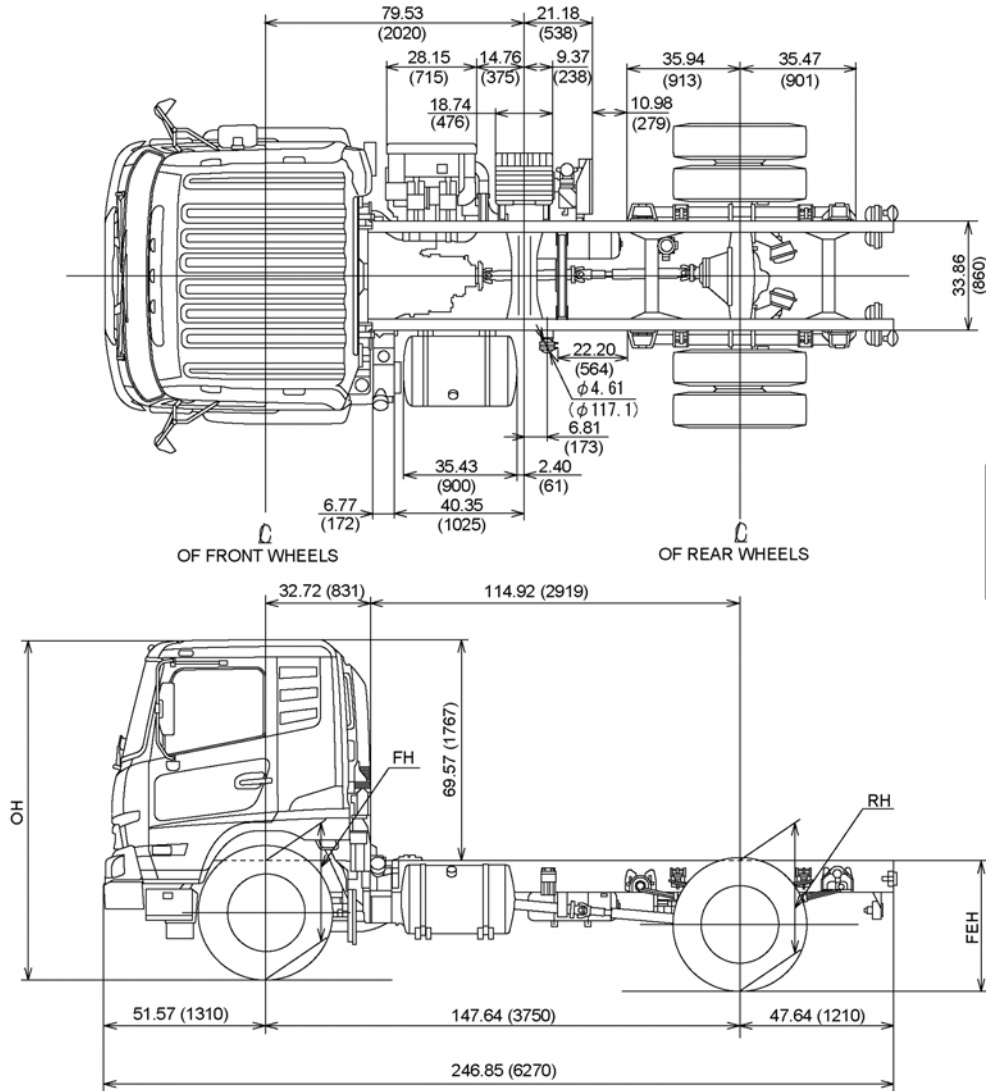
Unit : inch (mm)



WBM476C

UD2600E

Unit : inch (mm)

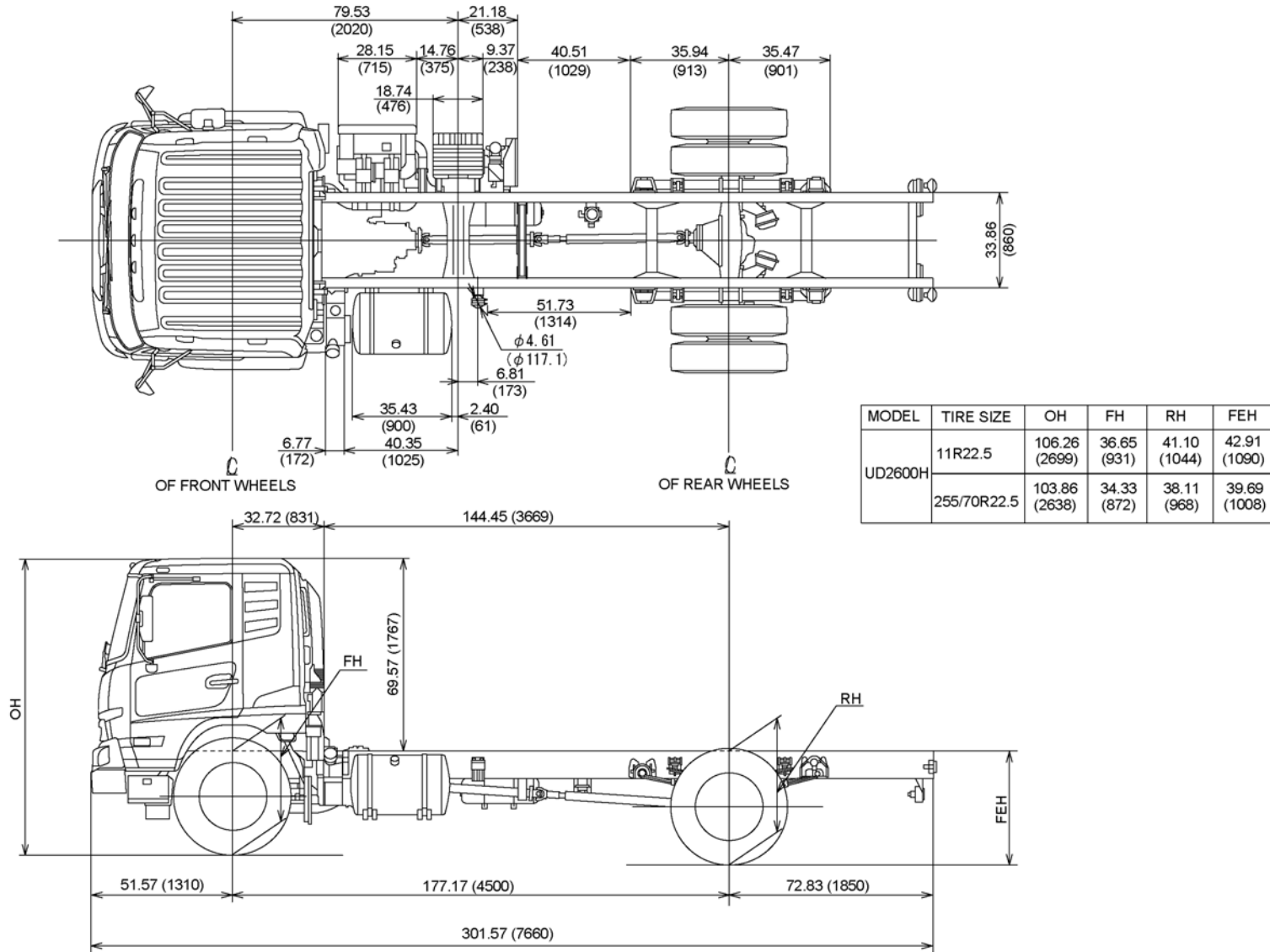


MODEL	TIRE SIZE	OH	FH	RH	FEH
UD2600E	11R22.5	106.34 (2701)	36.77 (934)	41.14 (1045)	42.56 (1081)
	255/70R22.5	103.86 (2638)	34.49 (876)	38.15 (969)	39.33 (999)

WBM477C

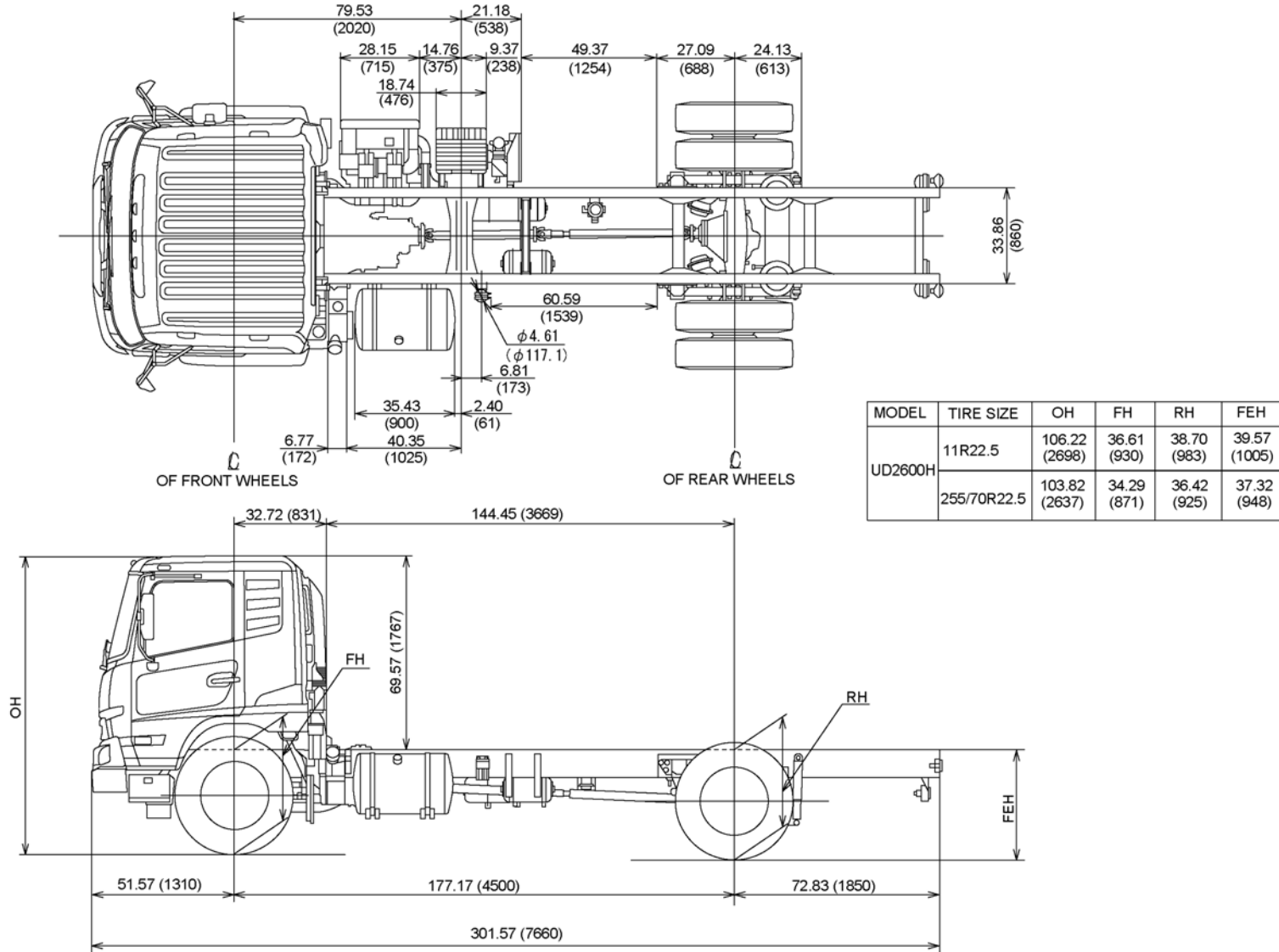
UD2600H (LEAF SUSPENSION)

Unit : inch (mm)



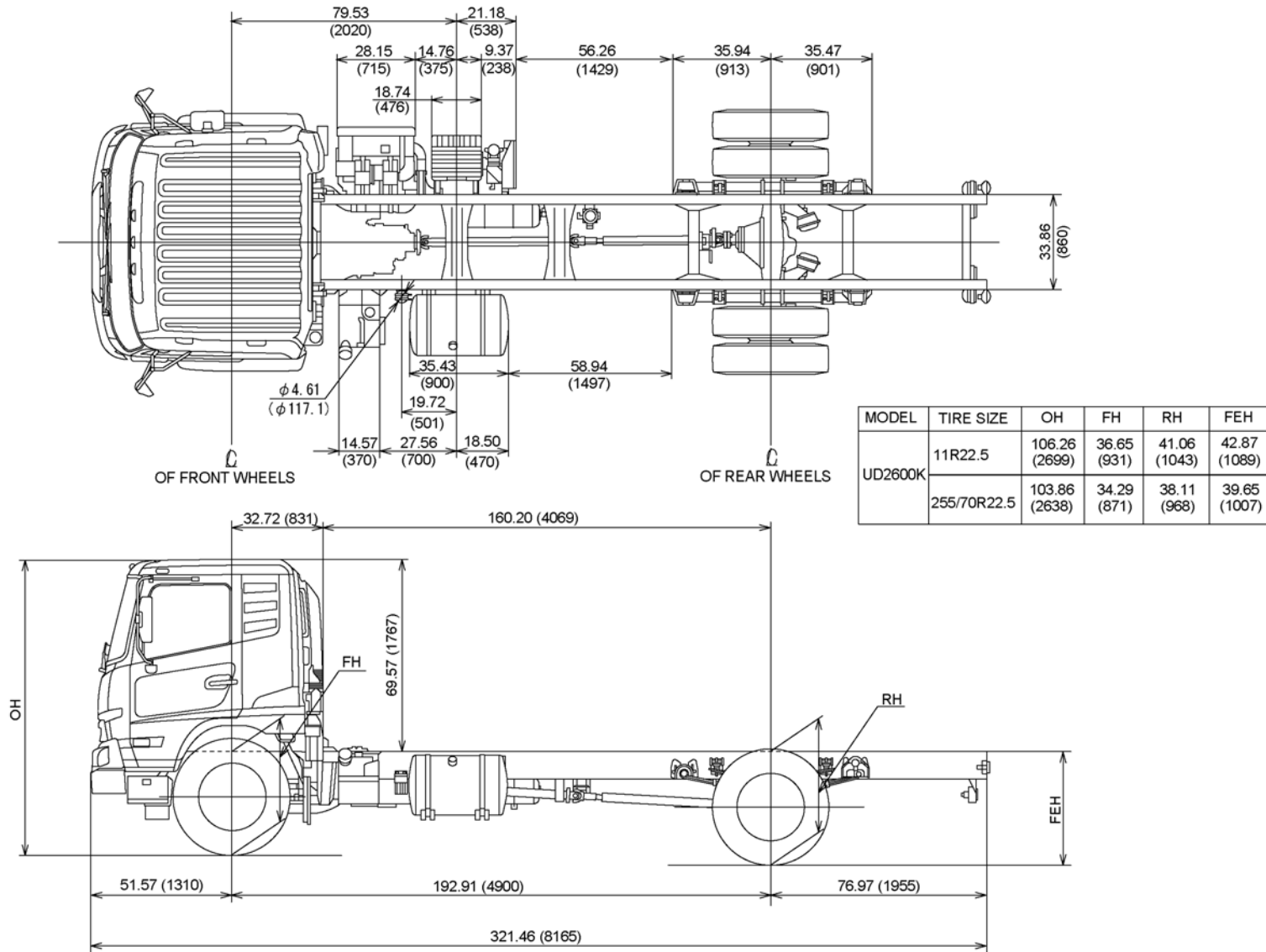
UD2600H (AIR SUSPENSION)

Unit : inch (mm)



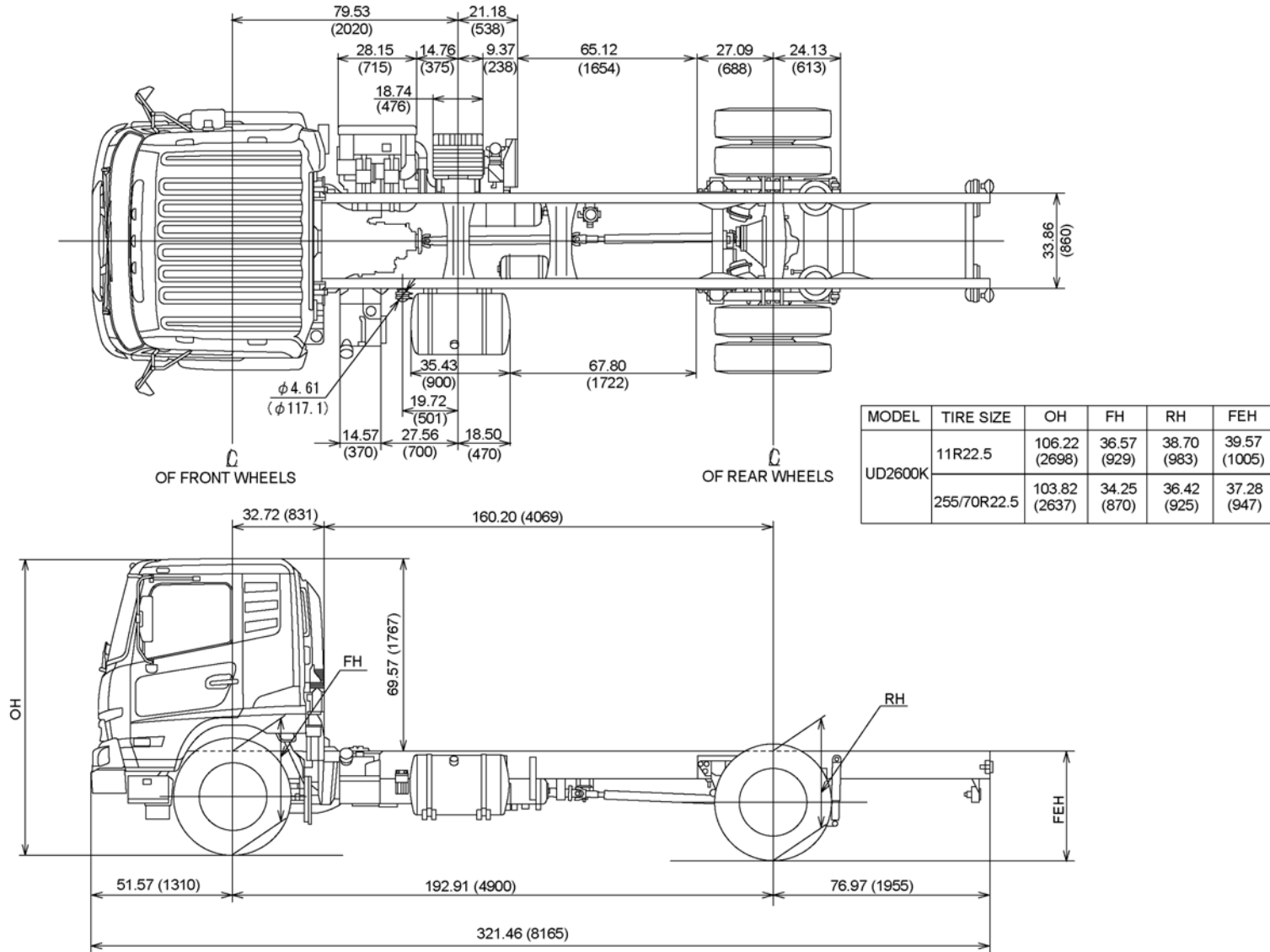
UD2600K (LEAF SUSPENSION)

Unit : inch (mm)



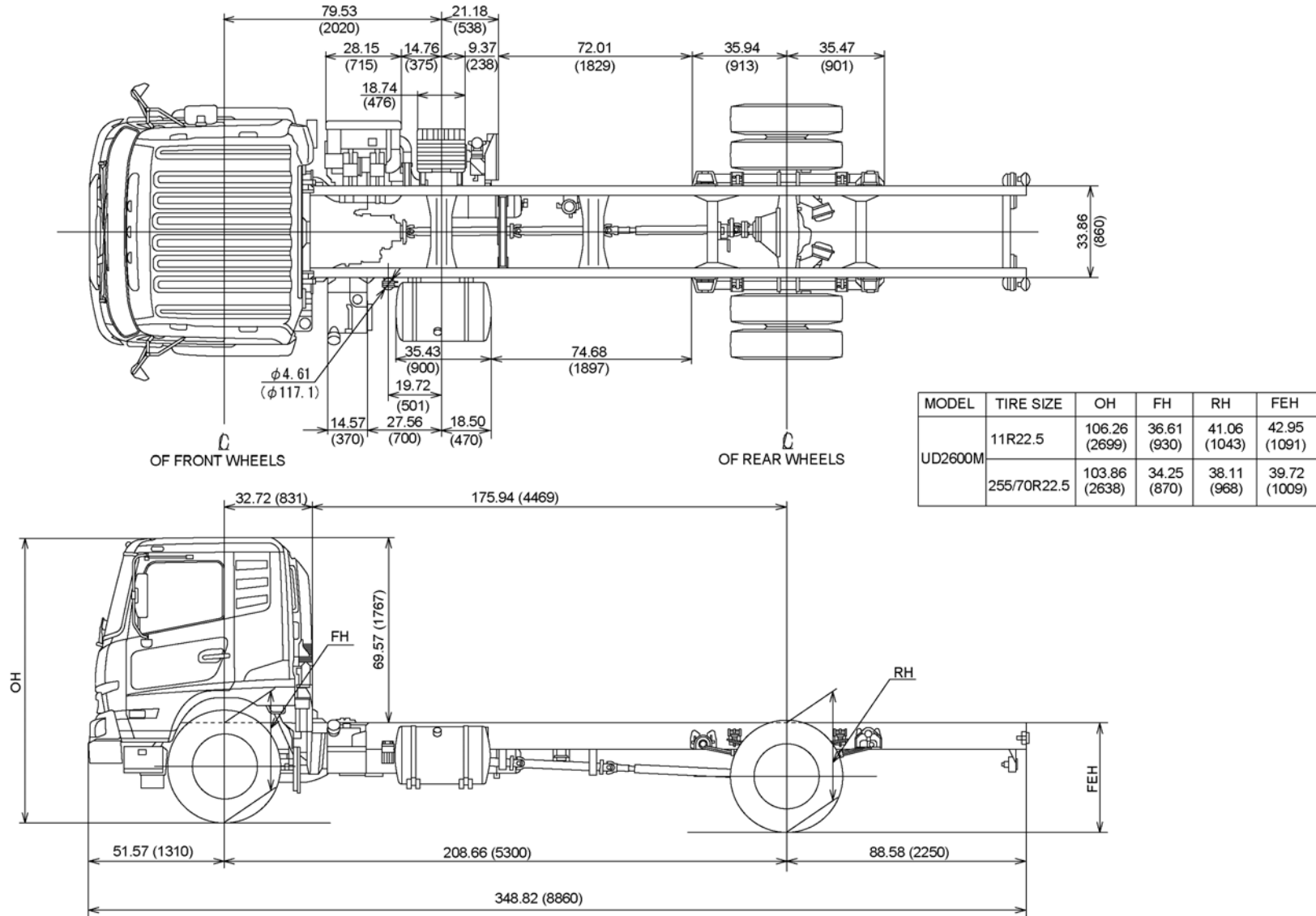
UD2600K (AIR SUSPENSION)

Unit : inch (mm)



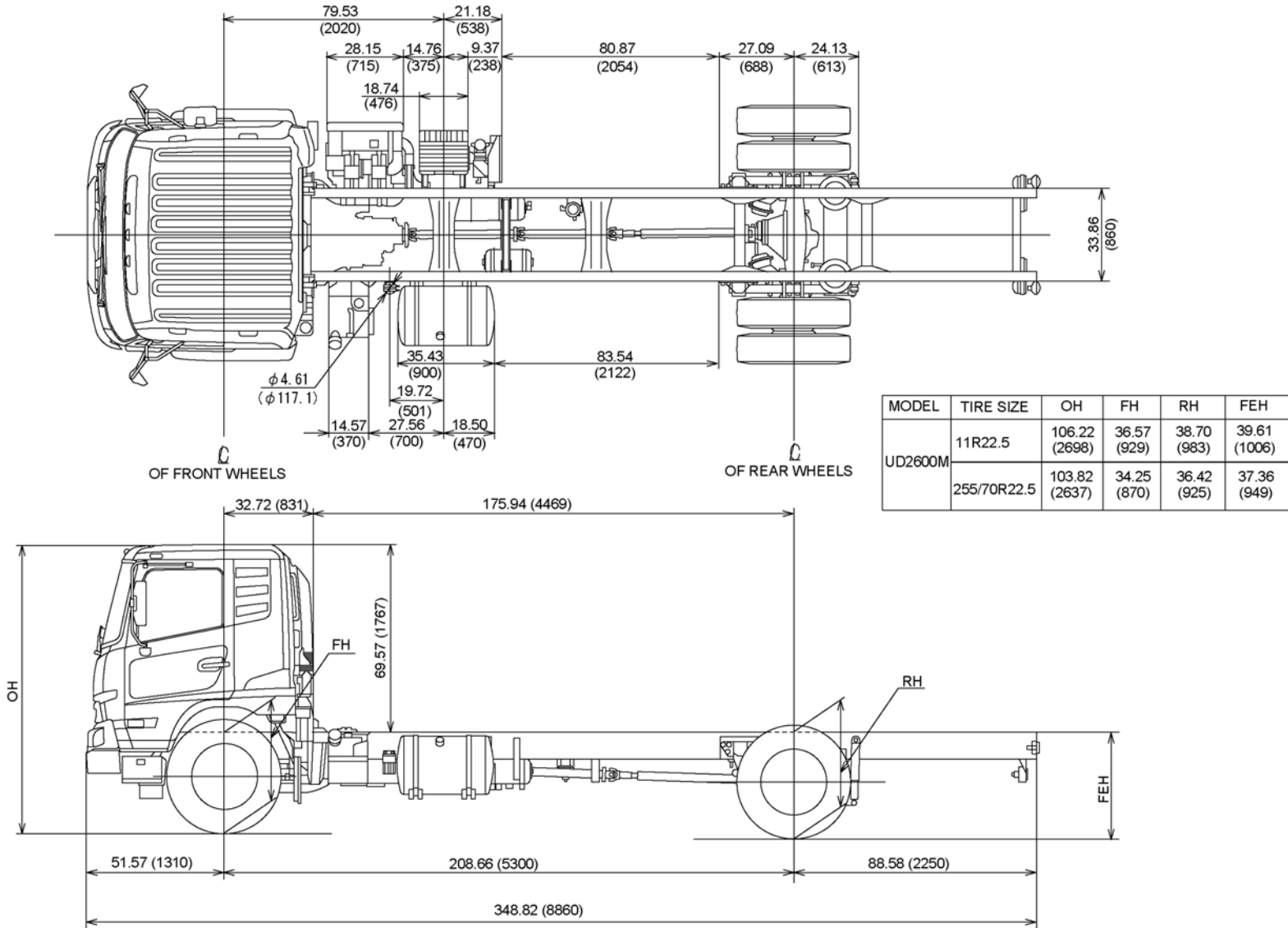
UD2600M (LEAF SUSPENSION)

Unit : inch (mm)



UD2600M (AIR SUSPENSION)

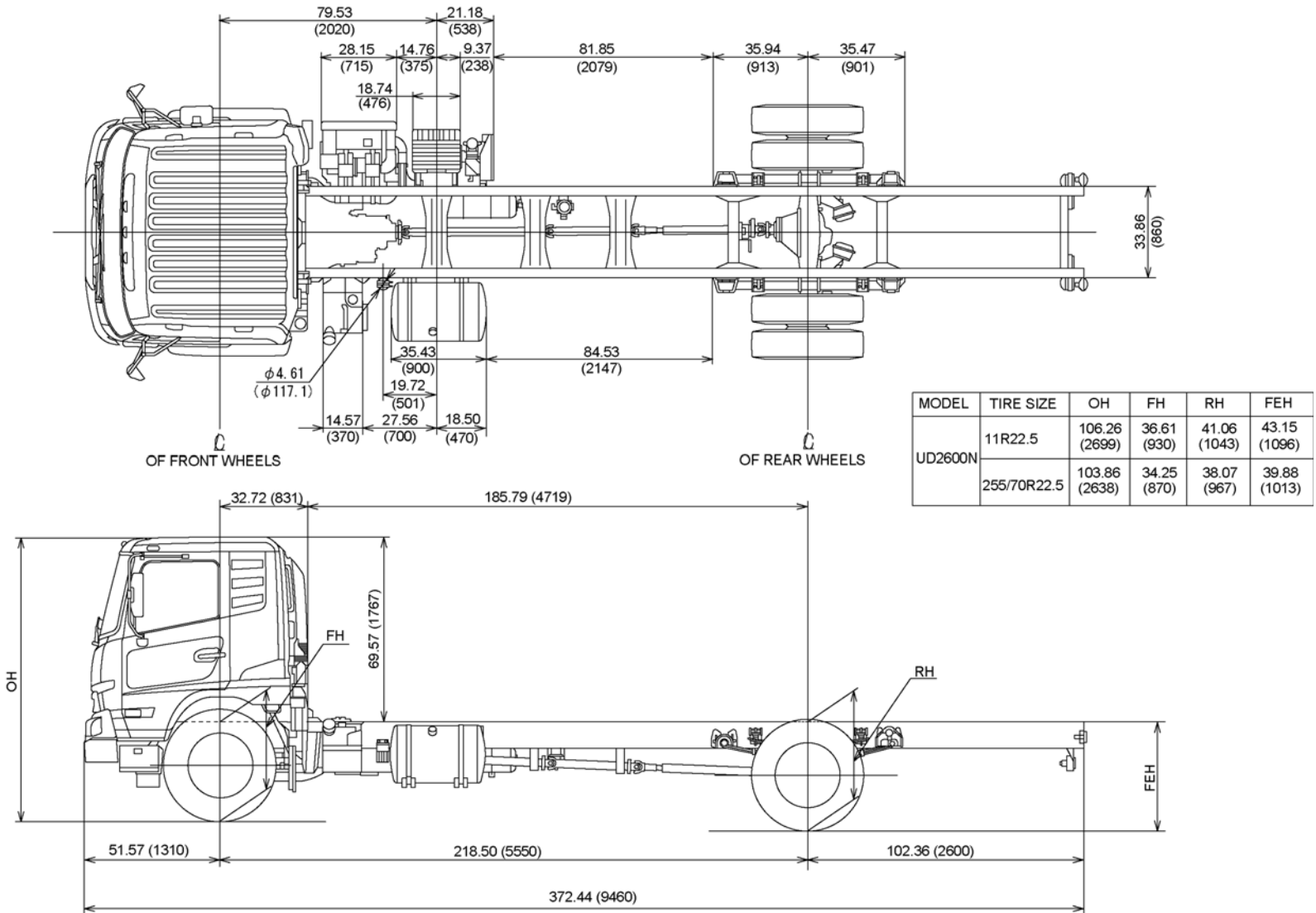
Unit : inch (mm)



MODEL	TIRE SIZE	OH	FH	RH	FEH
UD2600M	11R22.5	106.22 (2698)	36.57 (929)	38.70 (983)	39.61 (1006)
	255/70R22.5	103.82 (2637)	34.25 (870)	36.42 (925)	37.36 (949)

UD2600N (LEAF SUSPENSION)

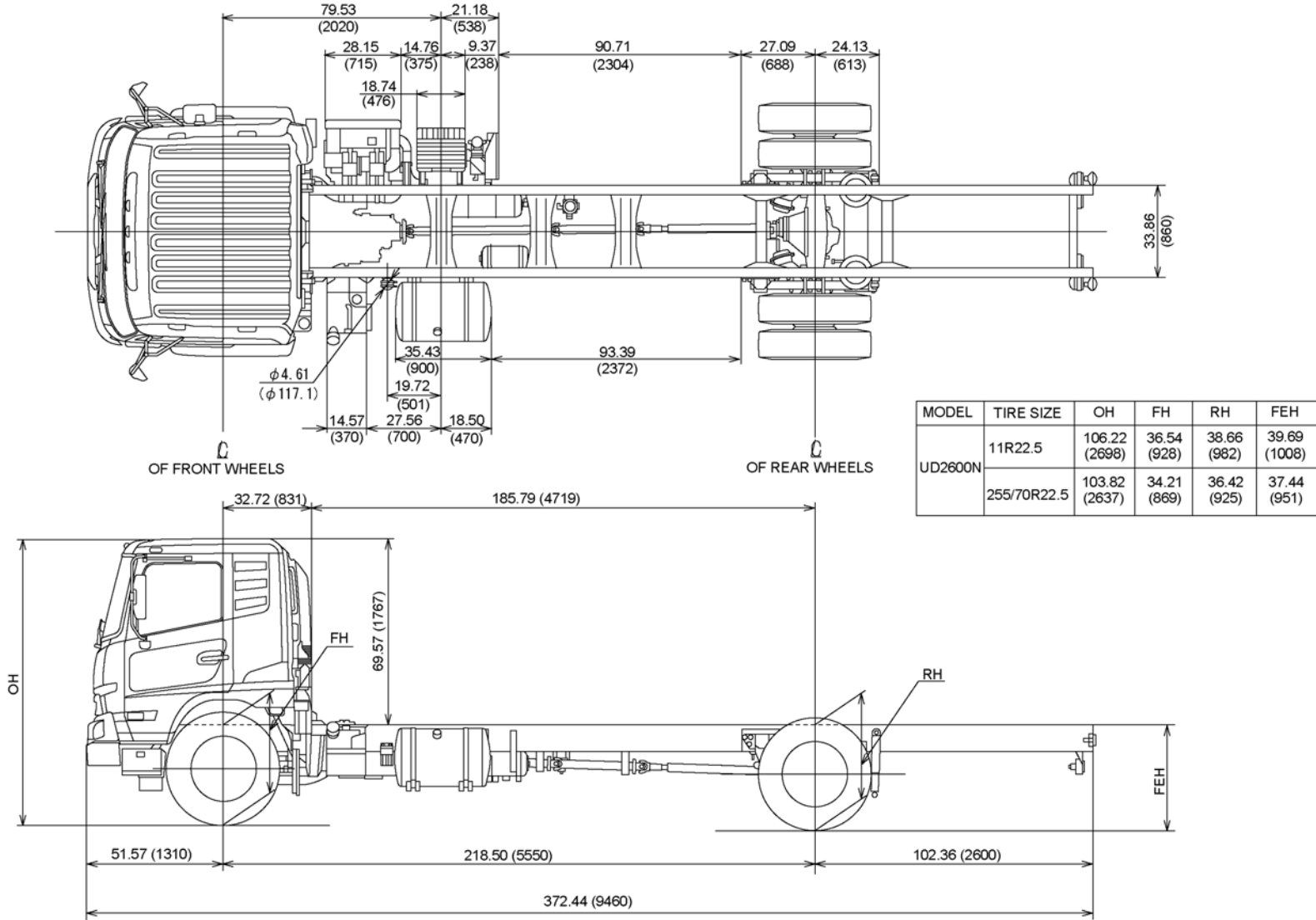
Unit : inch (mm)



WBM484C

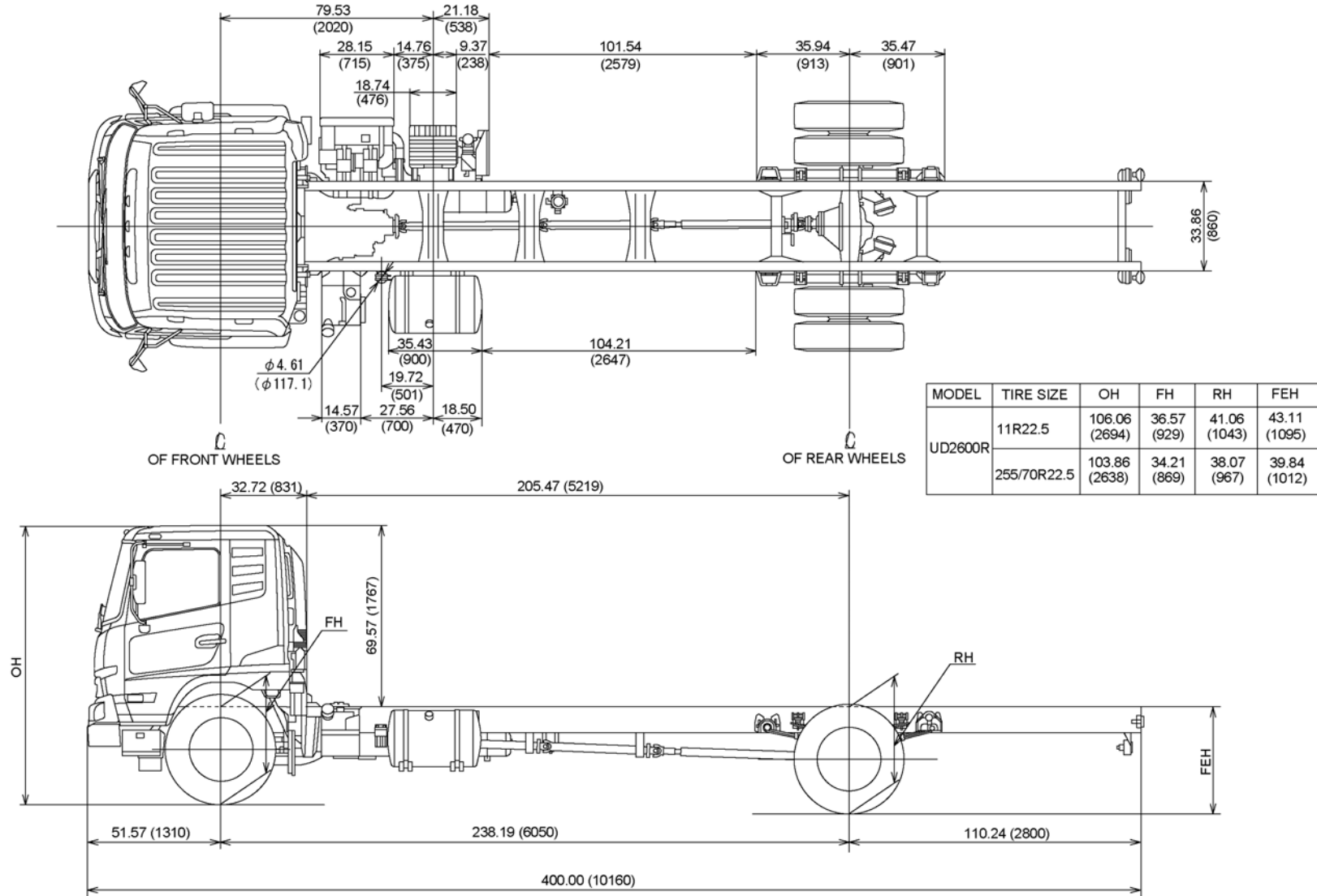
UD2600N (AIR SUSPENSION)

Unit : inch (mm)



UD2600R (LEAF SUSPENSION)

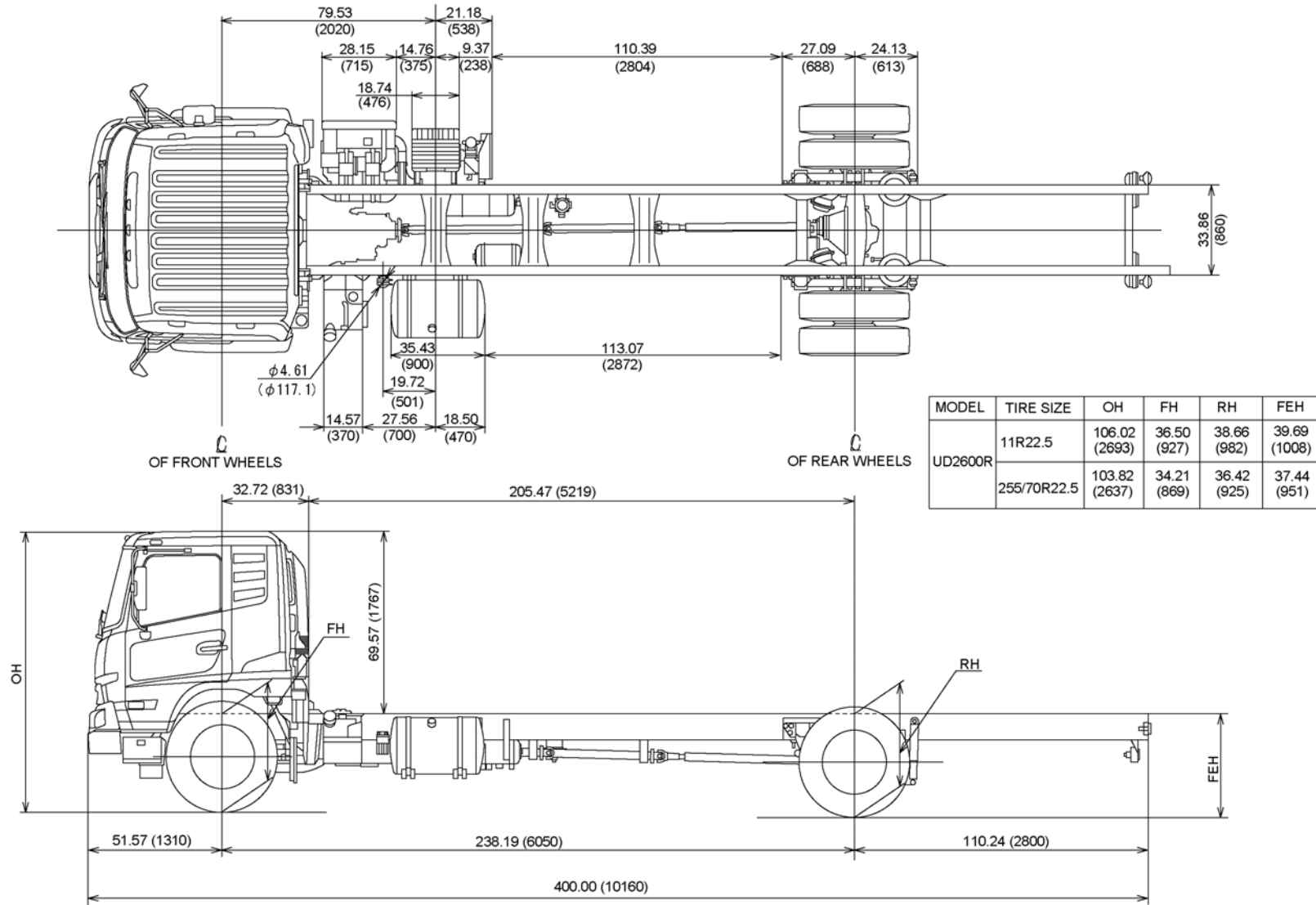
Unit : inch (mm)



WBM486C

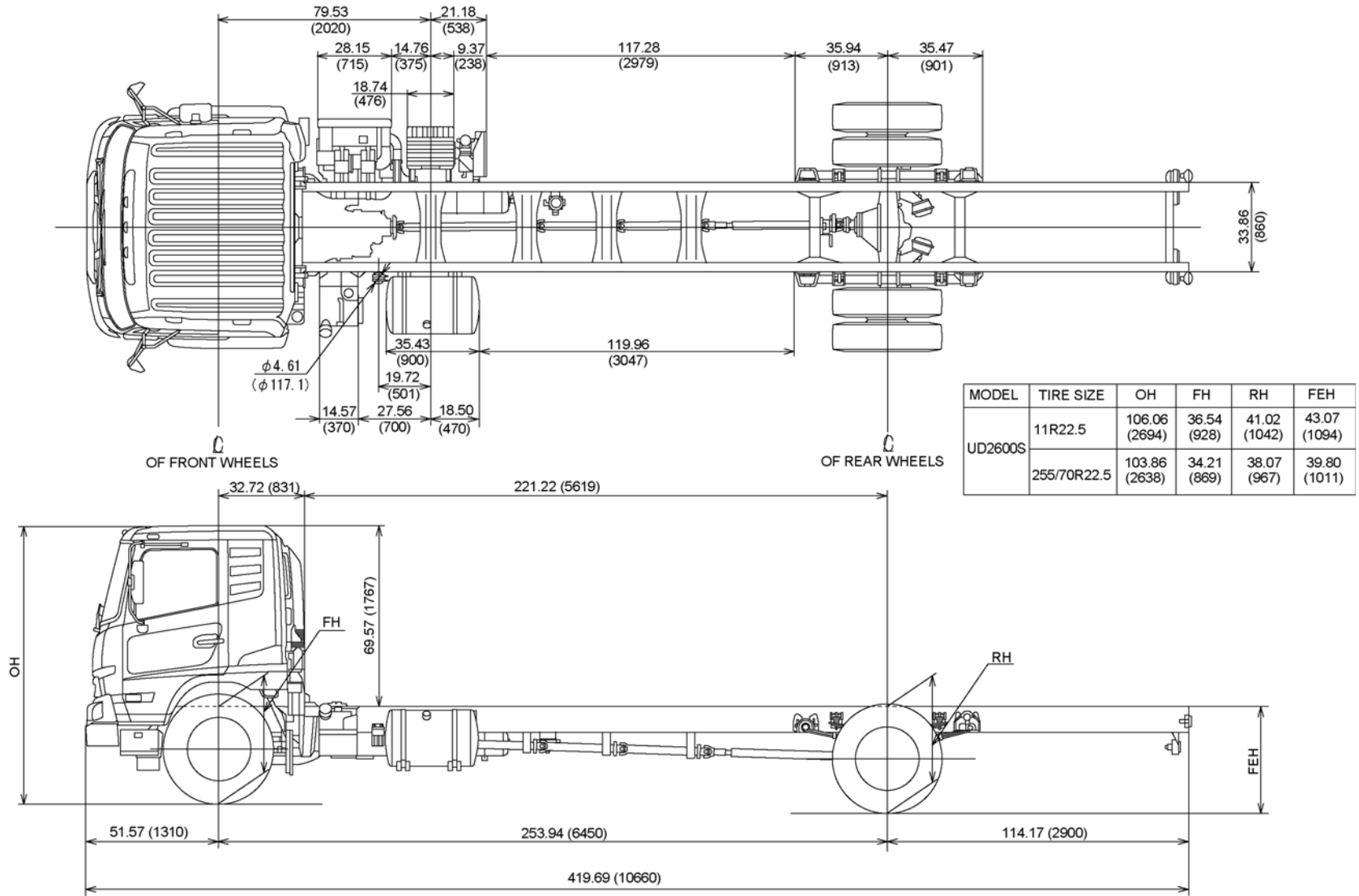
UD2600R (AIR SUSPENSION)

Unit : inch (mm)



UD2600S (LEAF SUSPENSION)

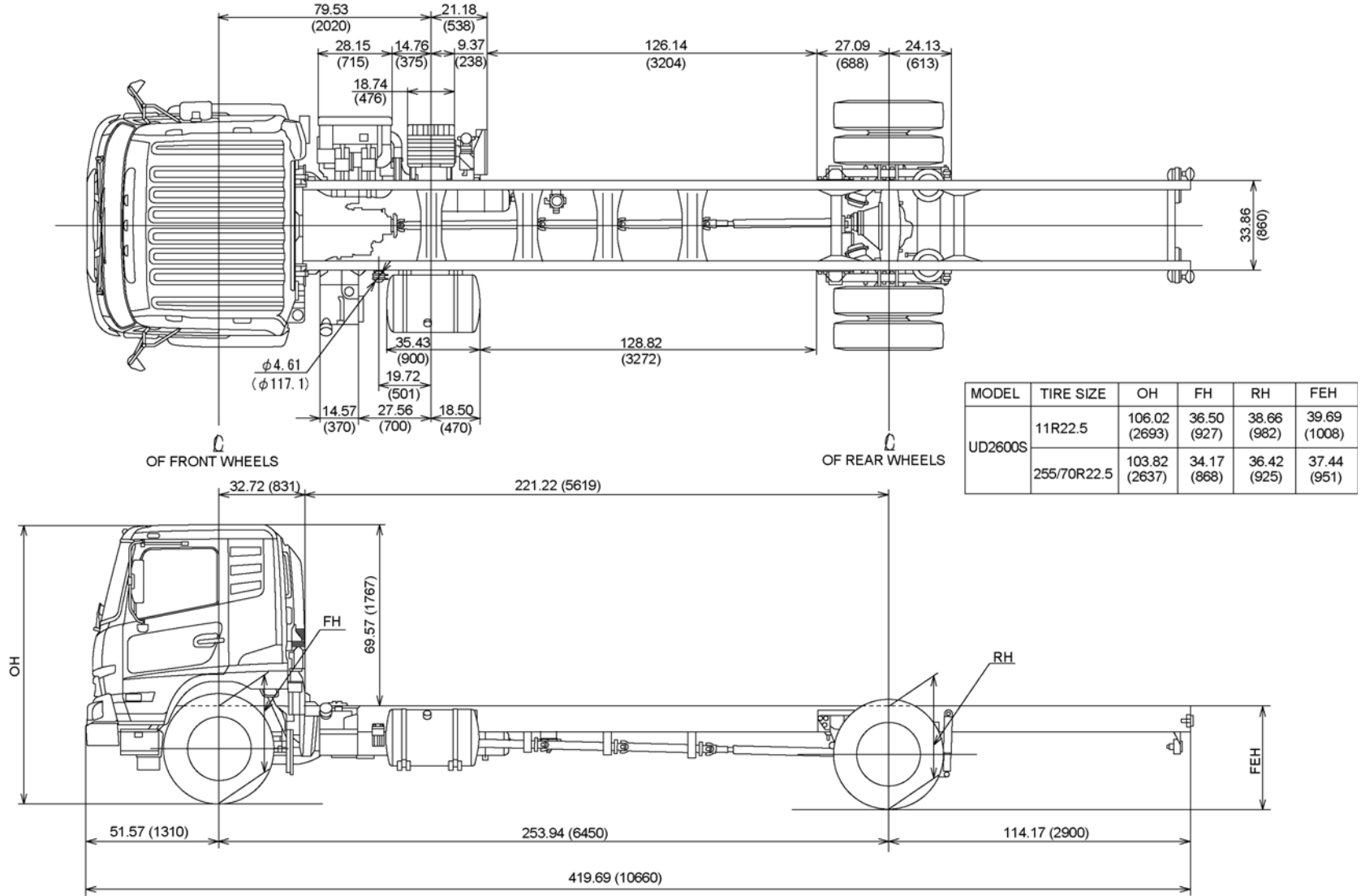
Unit : inch (mm)



WBM488C

UD2600S (AIR SUSPENSION)

Unit : inch (mm)

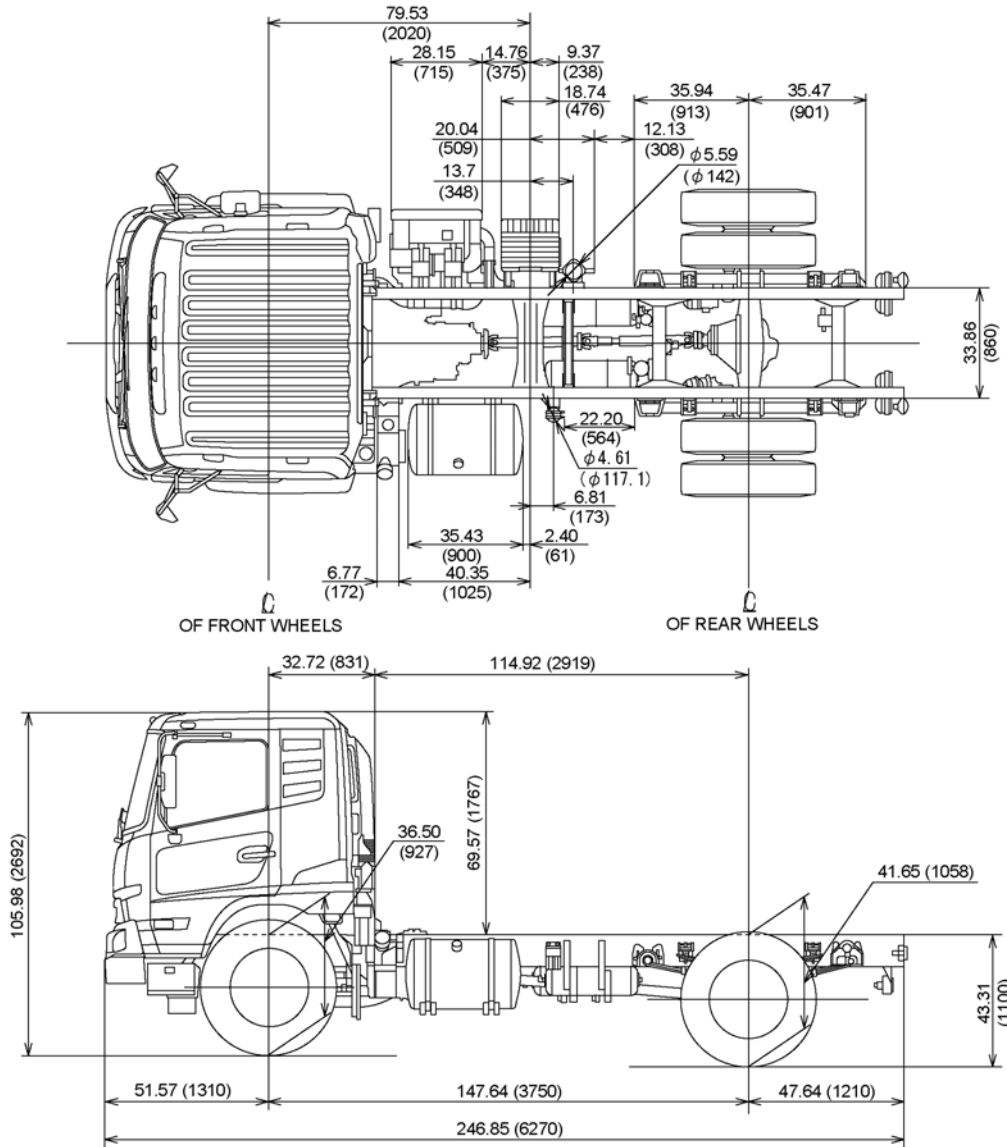


MODEL	TIRE SIZE	OH	FH	RH	FEH
UD2600S	11R22.5	106.02 (2693)	36.50 (927)	38.66 (982)	39.69 (1008)
	255/70R22.5	103.82 (2637)	34.17 (868)	36.42 (925)	37.44 (951)

WBM489C

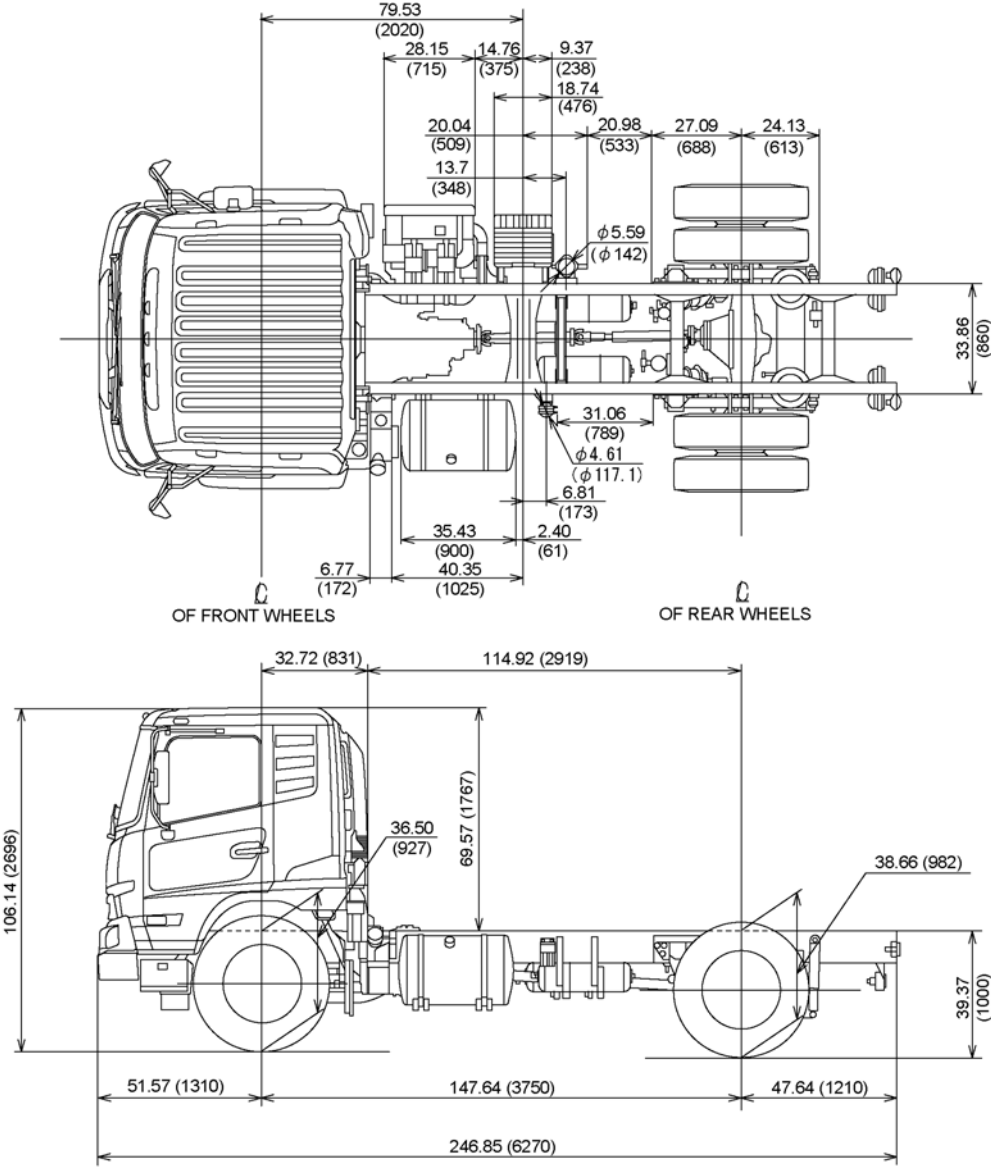
UD3300E (LEAF SUSPENSION)

Unit : inch (mm)



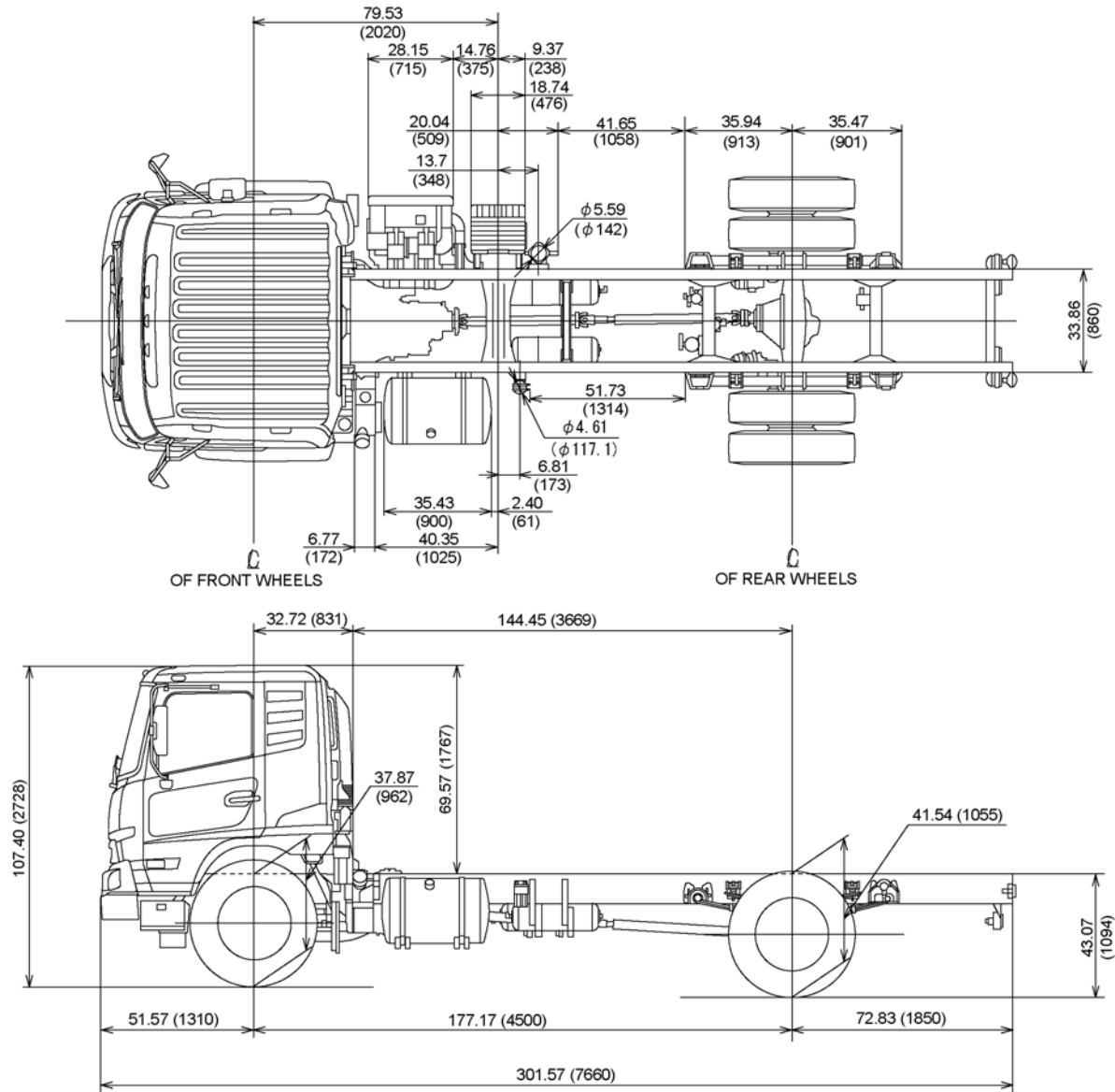
UD3300E (AIR SUSPENSION)

Unit : inch (mm)



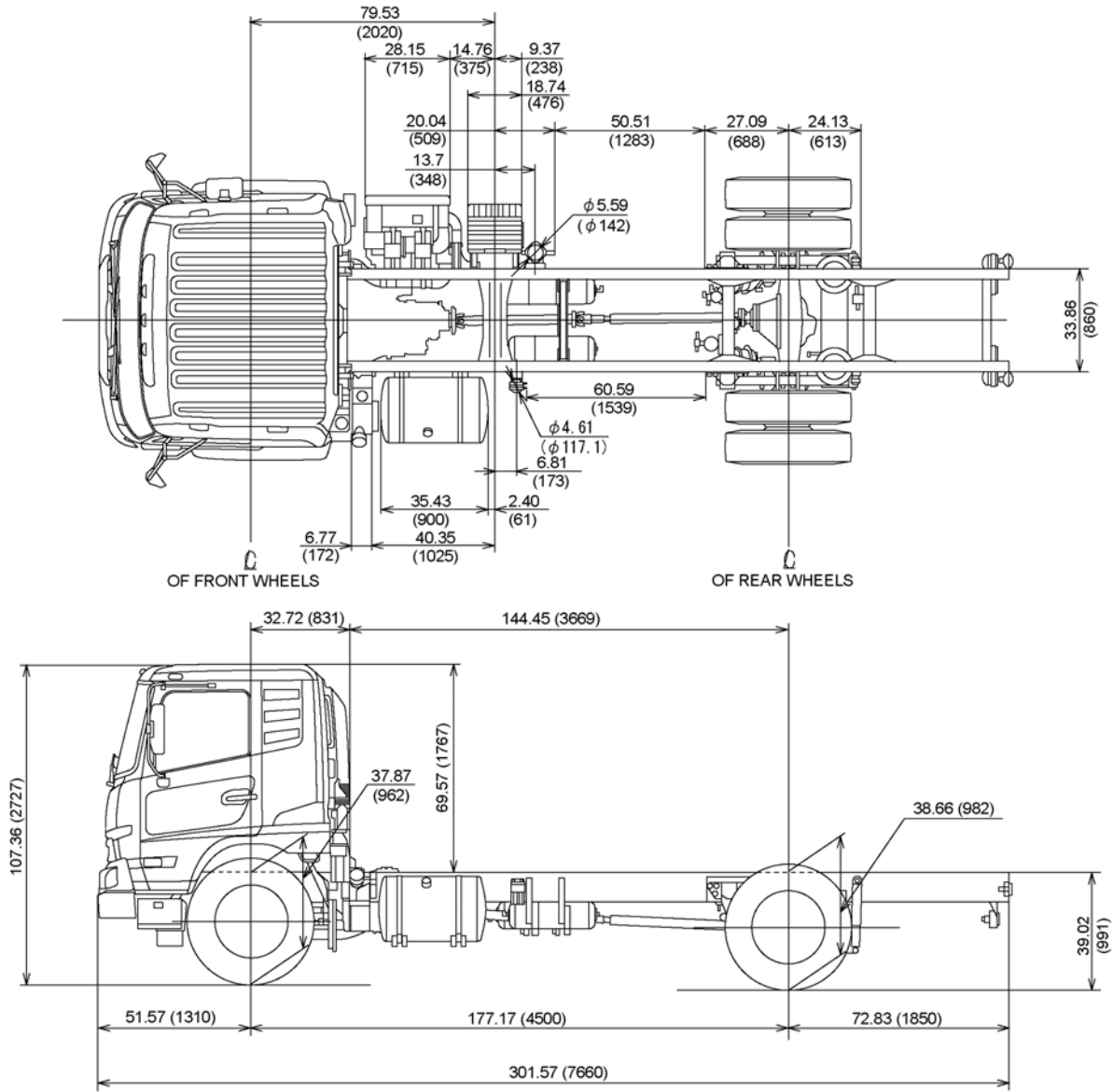
UD3300H (LEAF SUSPENSION)

Unit : inch (mm)



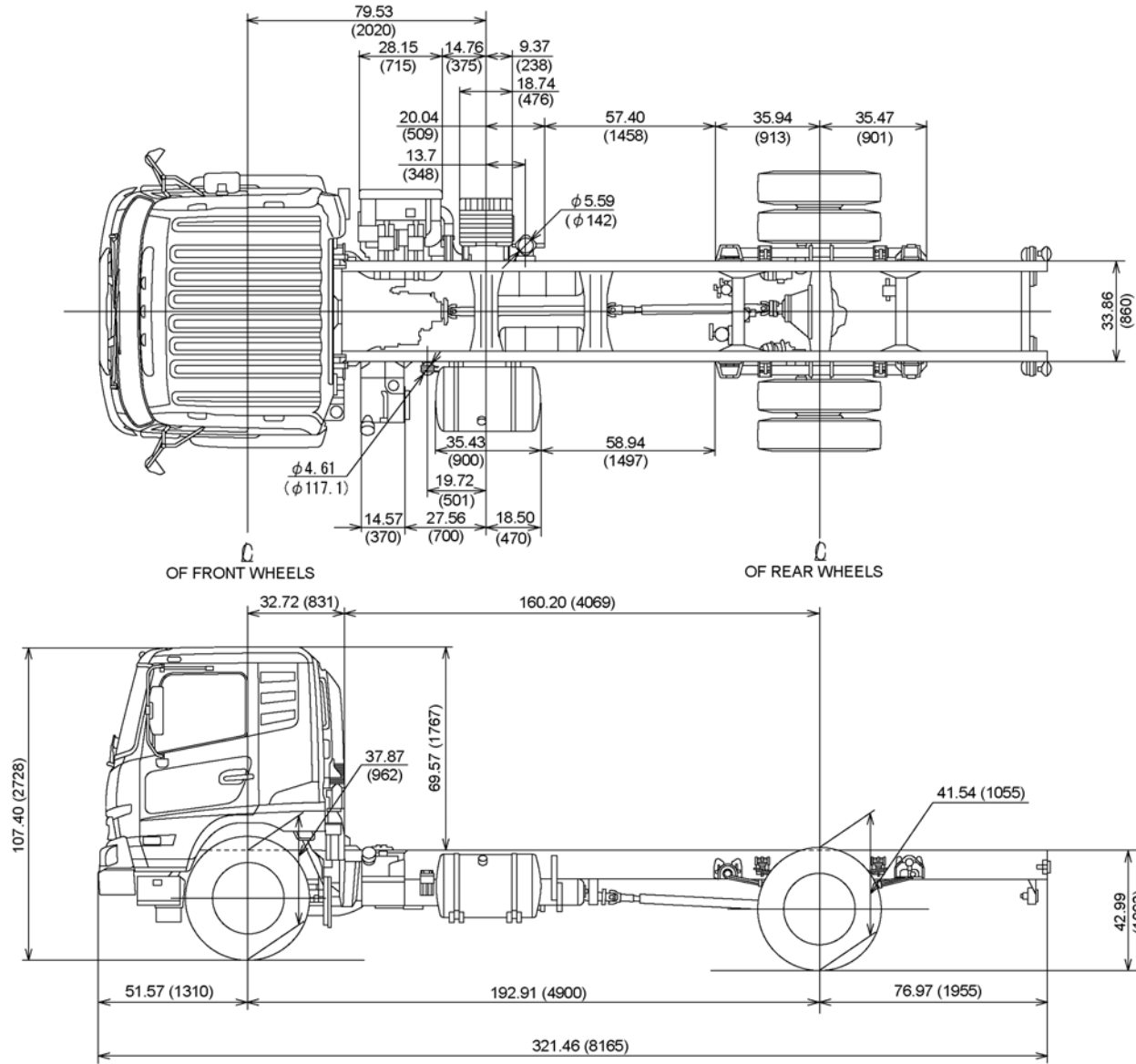
UD3300H (AIR SUSPENSION)

Unit : inch (mm)



UD3300K (LEAF SUSPENSION)

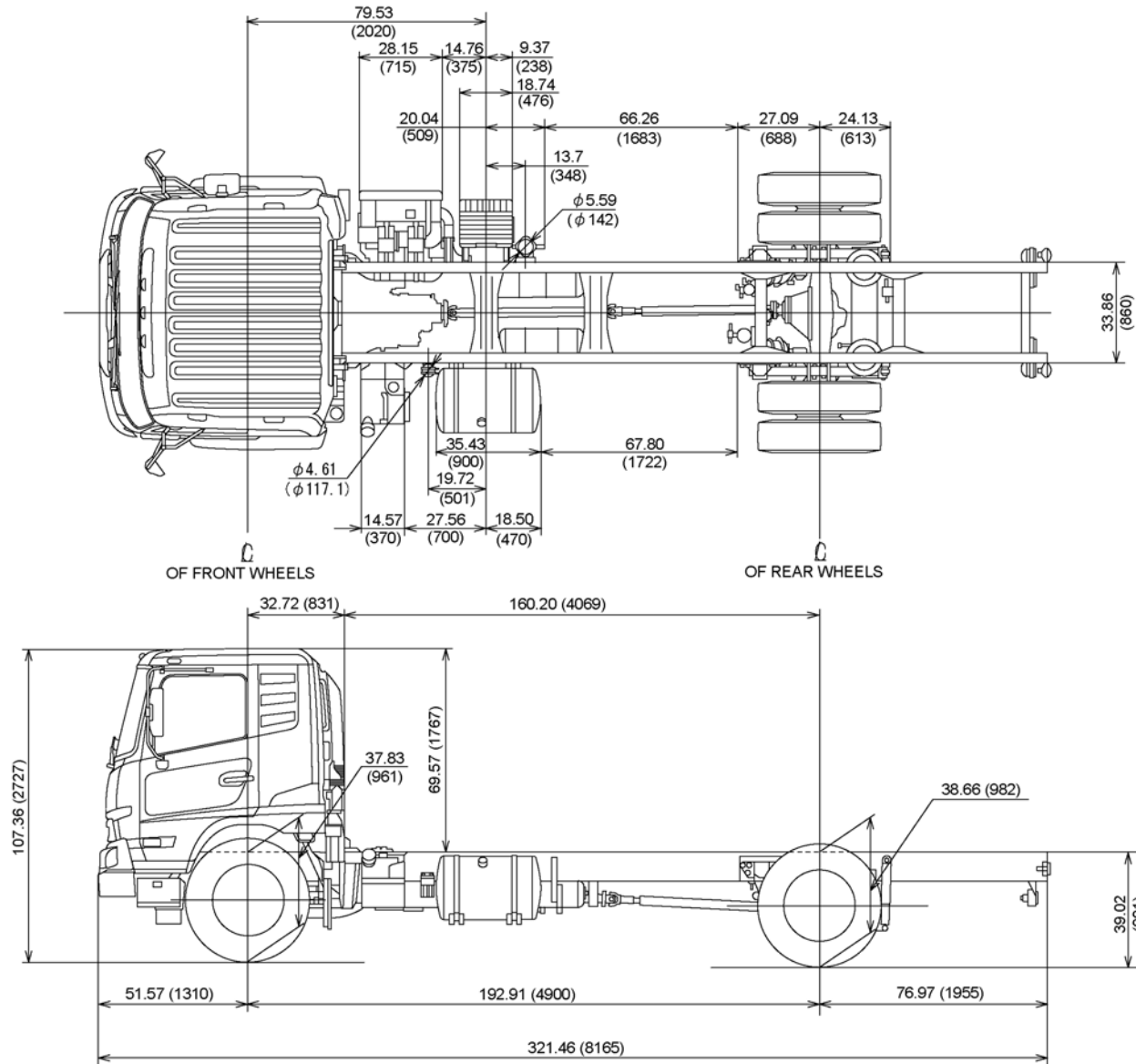
Unit : inch (mm)



WBM494C

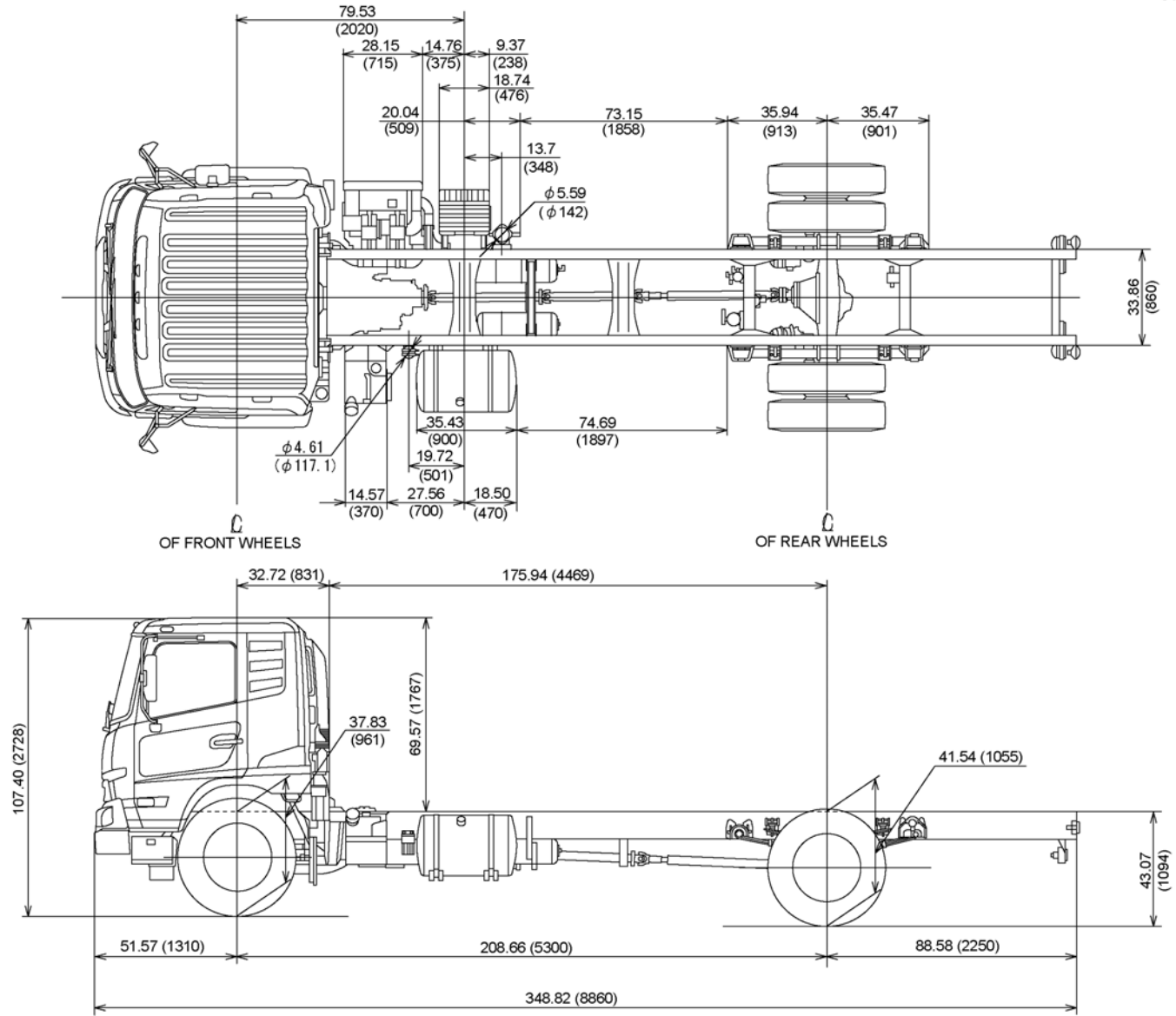
UD3300K (AIR SUSPENSION)

Unit : inch (mm)



UD3300M (LEAF SUSPENSION)

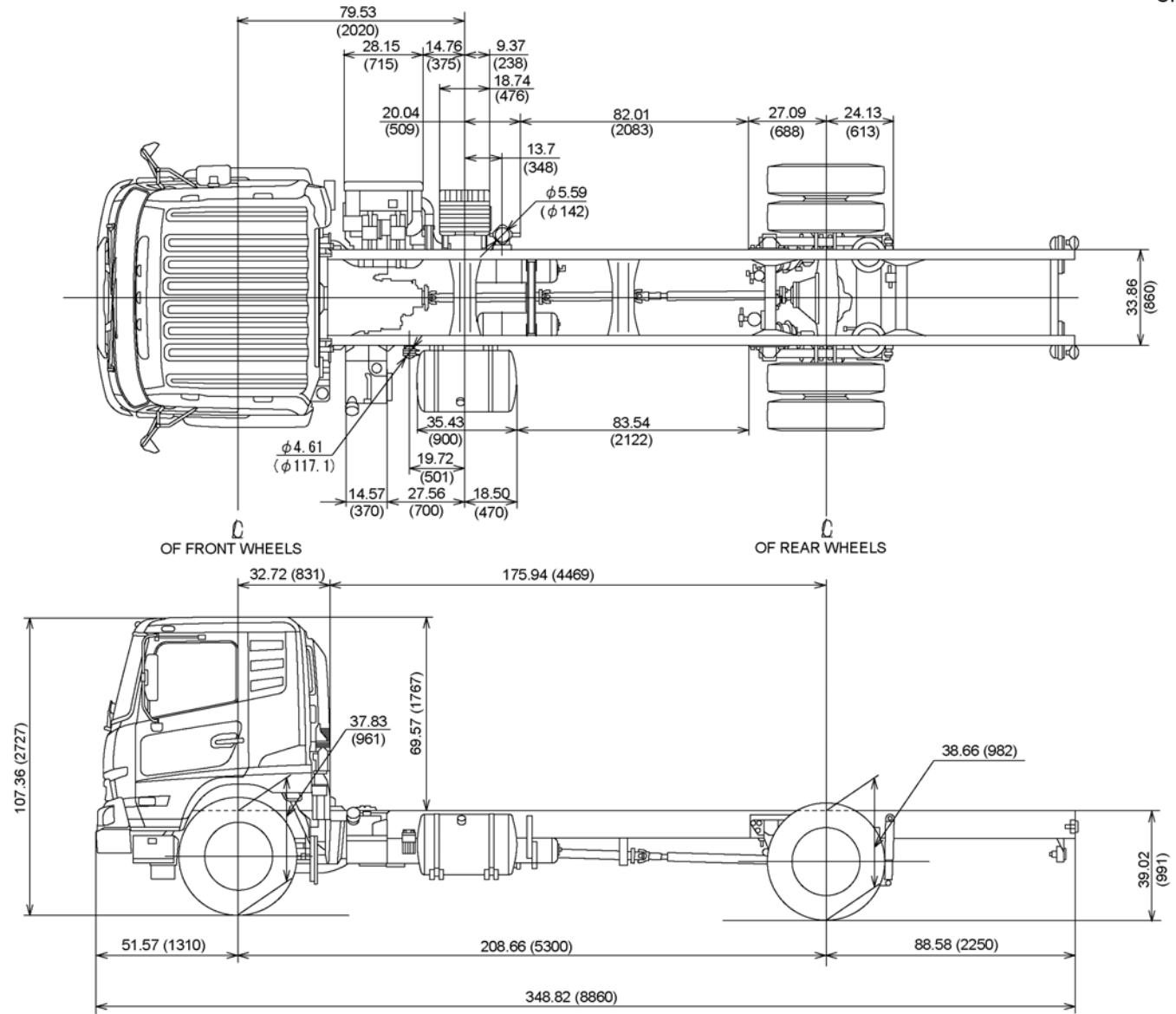
Unit : inch (mm)



WBM496C

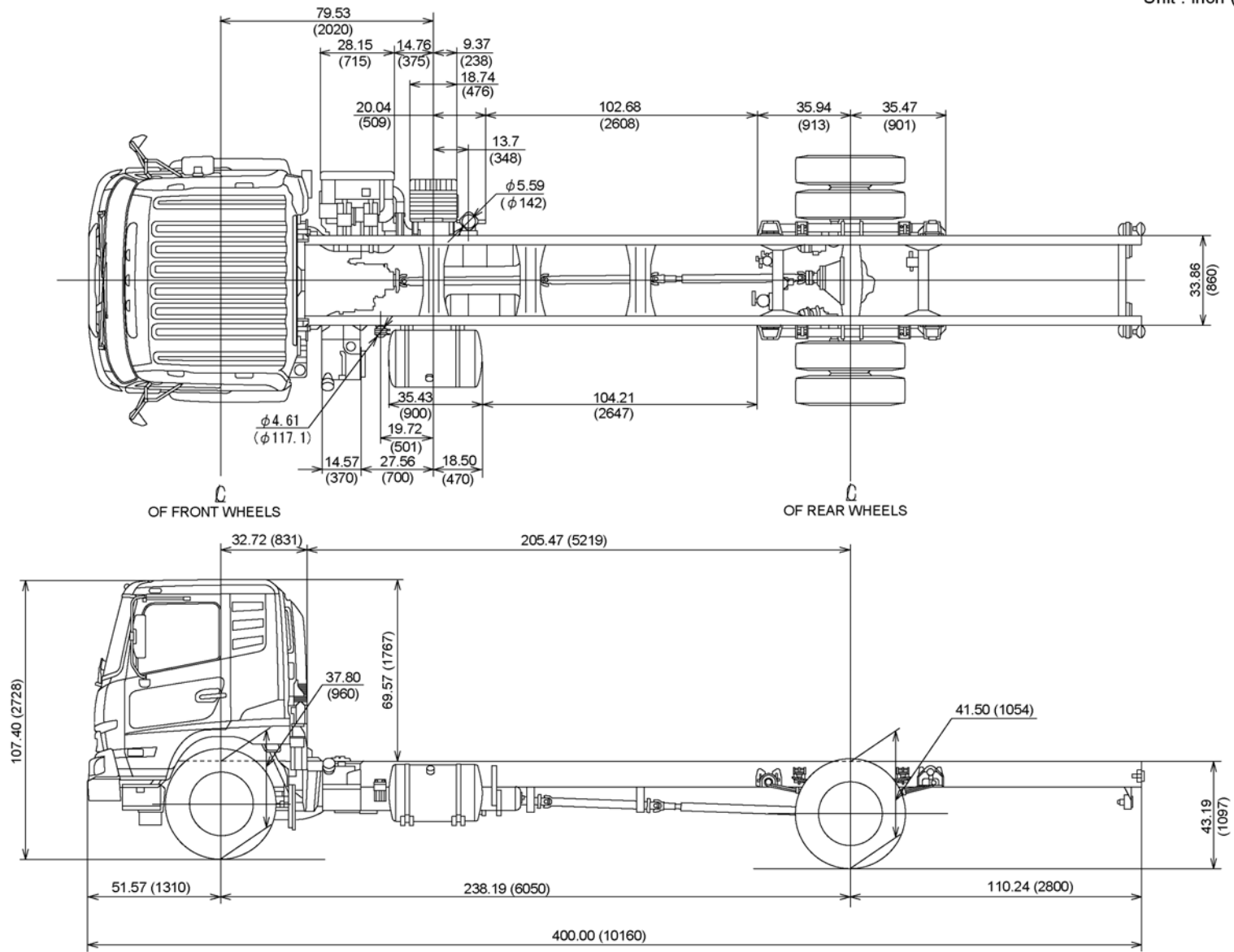
UD3300M (AIR SUSPENSION)

Unit : inch (mm)



UD3300R (LEAF SUSPENSION)

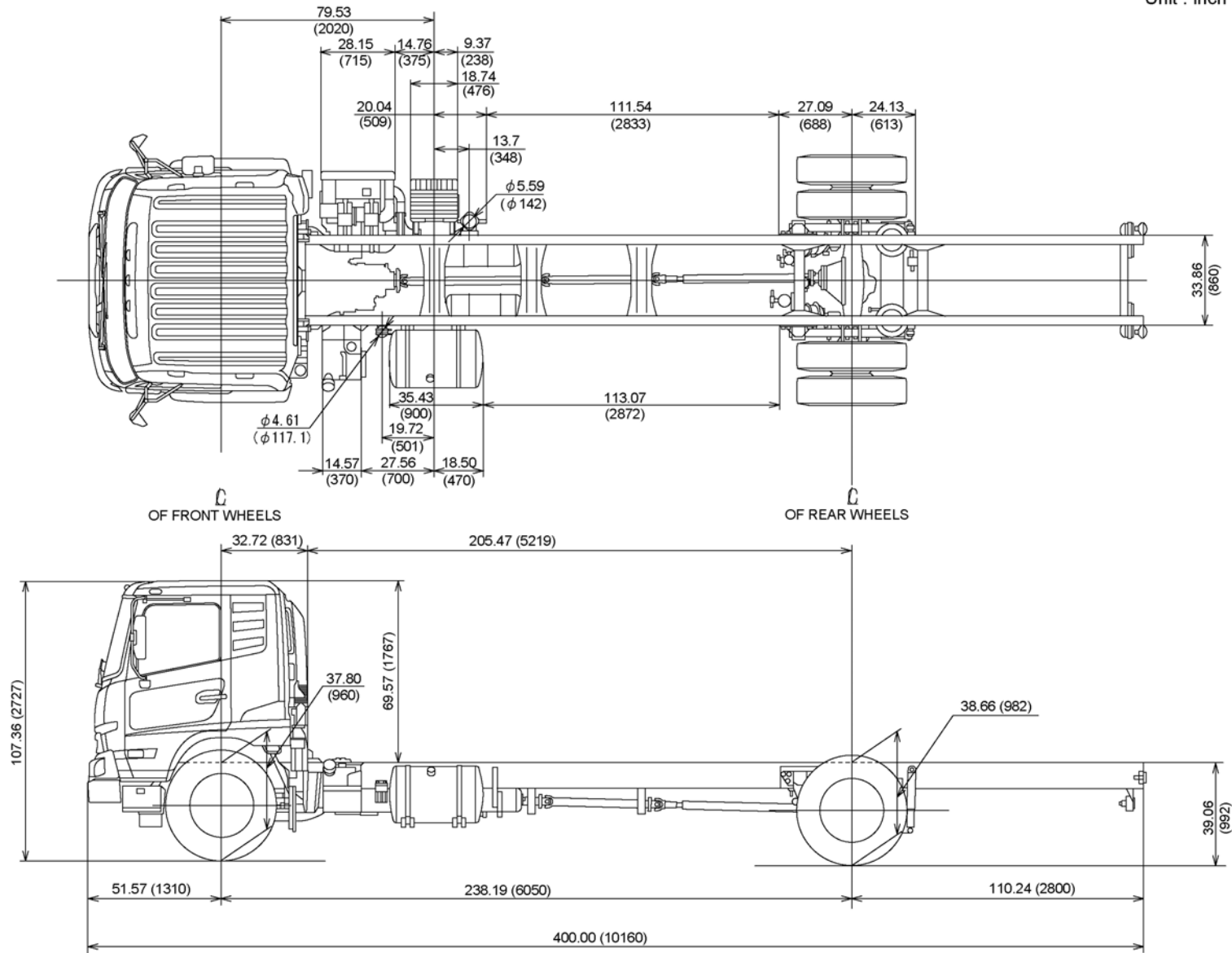
Unit : inch (mm)



WBM498C

UD3300R (AIR SUSPENSION)

Unit : inch (mm)



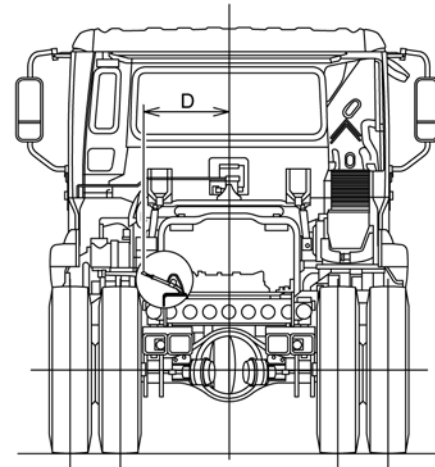
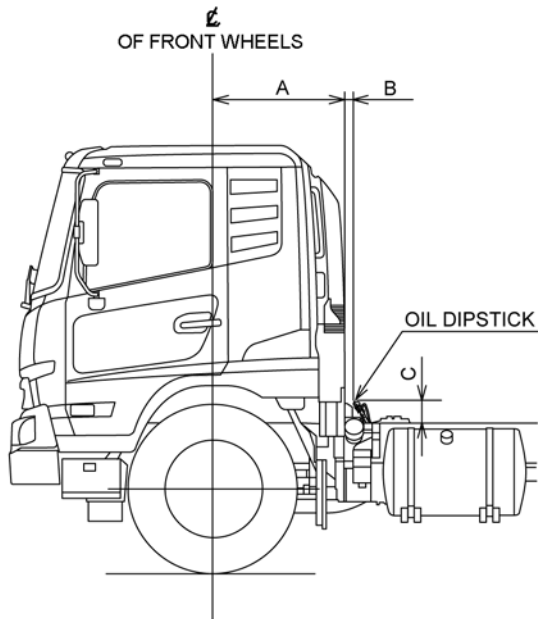
WBM499C

REAR-OF-CAB DATA

WITH AUTOMATIC TRANSMISSION: UD1800, UD2000, UD2300, UD2600, UD3300

Unit : inch (mm)

MODEL	TRANSMISSION MODEL	A	B	C	D
UD1800 UD2000	1000 SERIES	36.85 (936)	3.69 (94)	6.08 (154)	22.02 (559)
UD2300	2200 SERIES	35.87 (911)	3.77 (96)	6.04 (153)	
UD2600	2200 SERIES 3000 SERIES	32.72 (831)			
UD3300	2500 SERIES 3000 SERIES				



WBM517C

AXLE AND WHEEL DATA

UD1800, UD2000, UD2300

AXLE INFORMATION

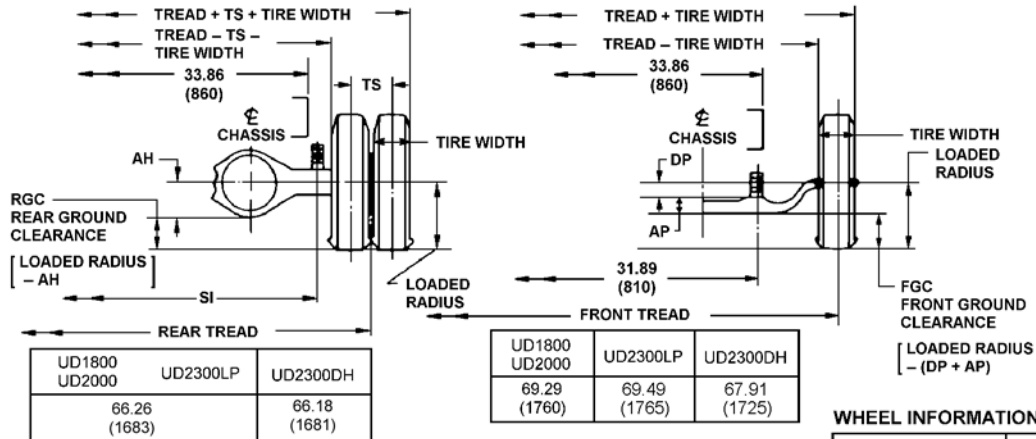


FIG. 1 REAR AXLE & WHEEL

FIG. 2 FRONT AXLE & WHEEL

Unit : inch (mm)

AXLE INFORMATION CHART (SEE FIG. 1 & 2)

MODEL	REAR AXLE		FRONT AXLE	
	SI	AH	AP	DP
UD1800 SERIES UD2000 SERIES UD2300LP SERIES	39.65 (1007)	7.87 (200)	3.80 (96.5)	3.15 (80)
UD2300DH SERIES		8.62 (219)		

WHEEL INFORMATION CHART (SEE FIG. 1, 2 & 3)

TIRE SIZE	RIM	DISC OFFSET	HUB BOLT PATTERN	TS	BH	■ FGC	■ RGC
225/70R19.5	19.5 X 6.75	5.35 (136)	6	10.70 (272)	5.71 (145)	7.97 (202.5)	7.09 (180)
245/70R19.5	19.5 X 6.75	5.35 (136)	8	10.70 (272)	5.71 (145)	8.41 (213.5)	7.52 (191)
9R22.5	22.5 X 6.75	5.98 (152)		11.96 (304)	8.46 (215)	10.93 (277.5)	9.29 (236)

NOTE : TIRE AND WHEEL RIM
UD1800 & UD2300 SERIES MODELS ARE EQUIPPED WITH
TIRES AND WHEEL-RIM DESCRIBED BELOW.

MODEL	TIRE	WHEEL - RIM
UD1800, UD2000 SERIES	225/70R19.5	19.5 X 6.75
UD2300LP SERIES	245/70R19.5	19.5 X 6.75
UD2300DH SERIES	9R22.5-14PR	22.5 X 6.75

TIRE DIMENSIONS SHOWN ARE FOR NEW TIRES

★ THIS DIMENSION IS CALCULATED ACCORDING TO JATMA

■ THESE DIMENSIONS ARE CALCULATED ACCORDING TO JATMA
STATIC LOADED TIRE RADIUS

* OVERALL WIDTH OF MAX GROWN TIRE

** HEAVY TREAD TIRE'S OVERALL DIA OF MAX GROWN TIRE

□ EXTRACT FROM JATMA YEAR BOOK (JAPAN AUTOMOBILE TIRE
MANUFACTURERS ASSOCIATION)

WHEEL INFORMATION

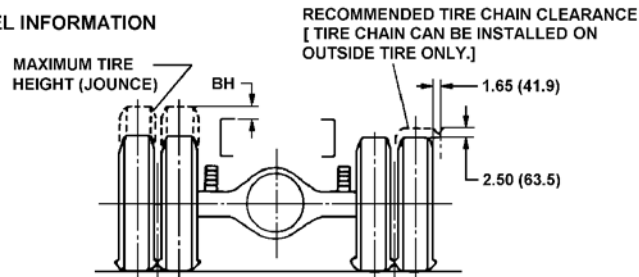


FIG. 3 REAR AXLE & WHEEL MOTION

TIRE INFORMATION (SEE NOTE)

TIRE SIZE	RIM	* TIRE WIDTH	** MAX. OVERALL DIA.	□ LOADED RADIUS (SINGLE)		□ LOADED RADIUS (DUAL)	
				STATIC	DYNAMIC	STATIC	DYNAMIC
225/70R19.5	19.5 X 6.75	9.33 (237)	32.68 (830)	14.92 (379)	15.51 (394)	14.96 (380)	15.55 (395)
245/70R19.5	19.5 X 6.75	□ 10.24 (260)	□ 33.82 (859)	15.35 (390)	15.98 (406)	15.39 (391)	16.02 (407)
9R22.5	22.5 X 6.75	9.72 (247)	39.57 (1005)	17.87 (454)	18.46 (469)	17.91 (455)	18.50 (470)

WBM518C

UD2600

AXLE INFORMATION

Unit : inch (mm)

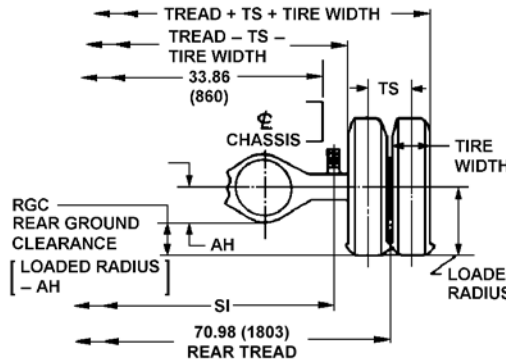


FIG. 1 REAR AXLE & WHEEL

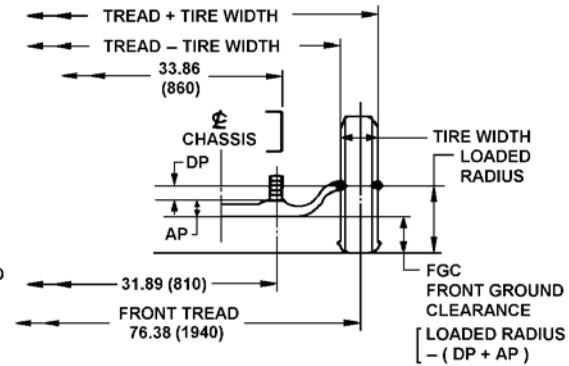


FIG. 2 FRONT AXLE & WHEEL

AXLE INFORMATION CHART (SEE FIG. 1 & 2)

MODEL		REAR AXLE		FRONT AXLE	
		SI	AH	AP	DP
UD2600 SERIES	LEAF SUSPENSION	39.92 (1014)	9.65 (245)	5.59 (142)	3.63 (92.3)
	AIR SUSPENSION	40.00 (1016)			

WHEEL INFORMATION

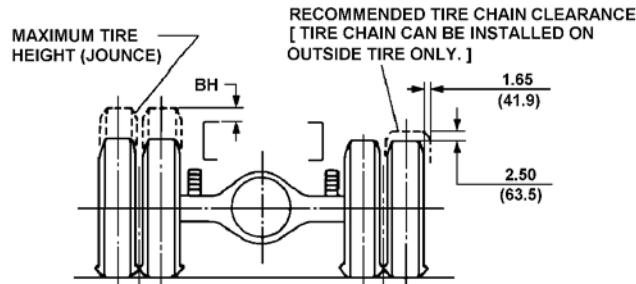


FIG. 3 REAR AXLE & WHEEL MOTION

WHEEL INFORMATION CHART (SEE FIG. 1, 2 & 3)

TIRE SIZE	RIM	DISC OFFSET	HUB BOLT PATTERN	TS	BH	■ FGC	■ RGC
11R22.5	22.5 X 8.25	6.50 (165)	10	13.00 (330)	8.07 (205)	11.16 (283.5)	9.65 (245)
255/70R22.5					5.91 (150)	9.00 (228.5)	7.48 (190)

MODEL	WHEEL - RIM
UD2600 SERIES	22.5 X 8.25

TIRE INFORMATION

MODEL	TIRE SIZE	RIM	* TIRE WIDTH	** MAX. OVERALL DIA.	□ LOADED RADIUS (SINGLE)		□ LOADED RADIUS (DUAL)	
					STATIC	DYNAMIC	STATIC	DYNAMIC
UD2600	11R22.5	22.5 X 8.25	11.65 (296)	42.44 (1078)	19.25 (489)	19.96 (507)	19.29 (490)	20.00 (508)
UD2600LP	255/70R22.5	22.5 X 8.25	10.55 (268)	37.17 (944)	17.13 (435)	17.80 (452)	17.17 (436)	17.83 (453)

TIRE DIMENSIONS SHOWN ARE FOR NEW TIRES

- THESE DIMENSIONS ARE CALCULATED ACCORDING TO JATMA STATIC LOADED TIRE RADIUS
- * OVERALL WIDTH OF MAX GROWN TIRE.
- ** HEAVY TREAD TIRE'S OVERALL DIA. OF MAX GROWN TIRE.
- EXTRACT FROM JATMA YEAR BOOK (JAPAN AUTOMOBILE TIRE MANUFACTURERS ASSOCIATION)

WBM331C

UD3300

Unit : inch (mm)

AXLE INFORMATION

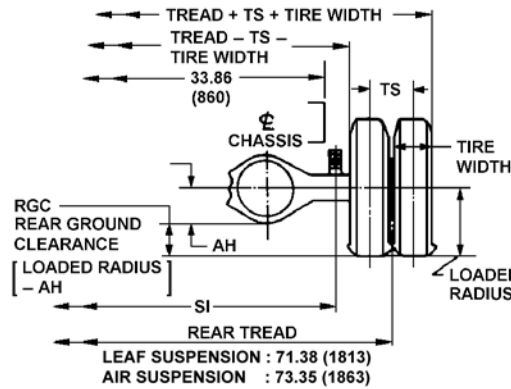


FIG. 1 REAR AXLE & WHEEL

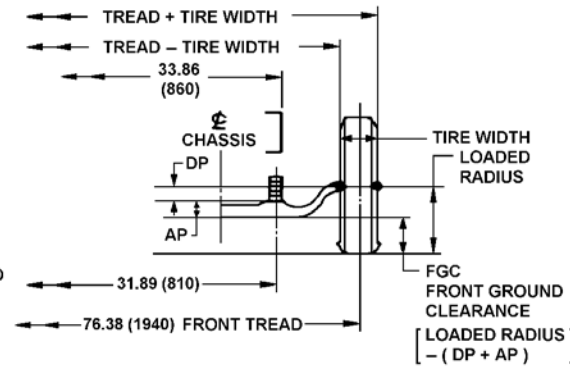


FIG. 2 FRONT AXLE & WHEEL

AXLE INFORMATION CHART (SEE FIG. 1 & 2)

MODEL		REAR AXLE		FRONT AXLE	
		SI	AH	AP	DP
UD3300 SERIES	LEAF SUSPENSION	39.92 (1014)	9.65 (245)	5.59 (142)	3.63 (92.3)
	AIR SUSPENSION	40.00 (1016)			

WHEEL INFORMATION

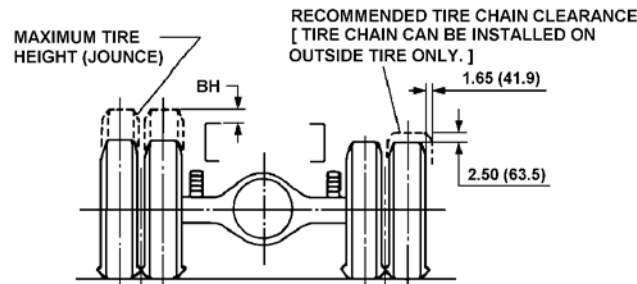


FIG. 3 REAR AXLE & WHEEL MOTION

WHEEL INFORMATION CHART (SEE FIG. 1, 2 & 3)

TIRE SIZE	RIM	DISC OFFSET	HUB BOLT PATTERN	TS	BH	■ FGC	■ RGC
11R22.5	22.5 X 8.25	6.50 (165)	10	13.00 (330)	8.07 (205)	11.16 (283.5)	9.65 (245)

NOTE : TIRE AND WHEEL-RIM
UD3300 SERIES MODELS ARE EQUIPPED WITH
TIRES AND WHEEL-RIMS DESCRIBED BELOW

MODEL	TIRE	WHEEL - RIM
UD3300 SERIES	11R22.5	22.5 X 8.25

TIRE INFORMATION (SEE NOTE)

TIRE SIZE	RIM	* TIRE WIDTH	** MAX. OVERALL DIA.	□ LOADED RADIUS (SINGLE)		□ LOADED RADIUS (DUAL)	
				STATIC	DYNAMIC	STATIC	DYNAMIC
11R22.5	22.5 X 8.25	11.65 (296)	42.44 (1078)	19.25 (489)	19.96 (507)	19.29 (490)	20.00 (508)

TIRE DIMENSIONS SHOWN ARE FOR NEW TIRES

■ THESE DIMENSIONS ARE CALCULATED ACCORDING TO JATMA
STATIC LOADED TIRE RADIUS

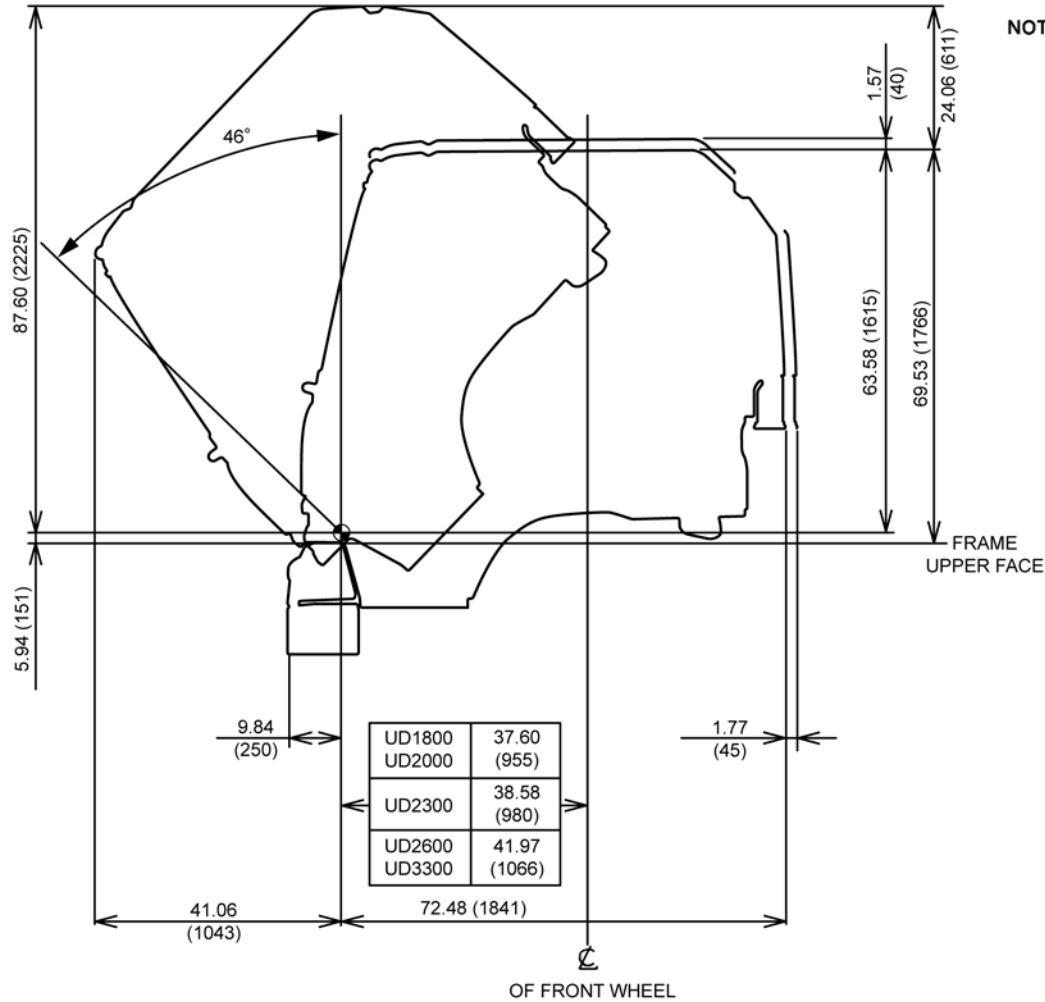
* OVERALL WIDTH OF MAX GROWN TIRE.

** HEAVY TREAD TIRE'S OVERALL DIA. OF MAX GROWN TIRE.

□ EXTRACT FROM JATMA YEAR BOOK (JAPAN AUTOMOBILE TIRE MANUFACTURERS ASSOCIATION)

CAB DATA

Unit : inch (mm)



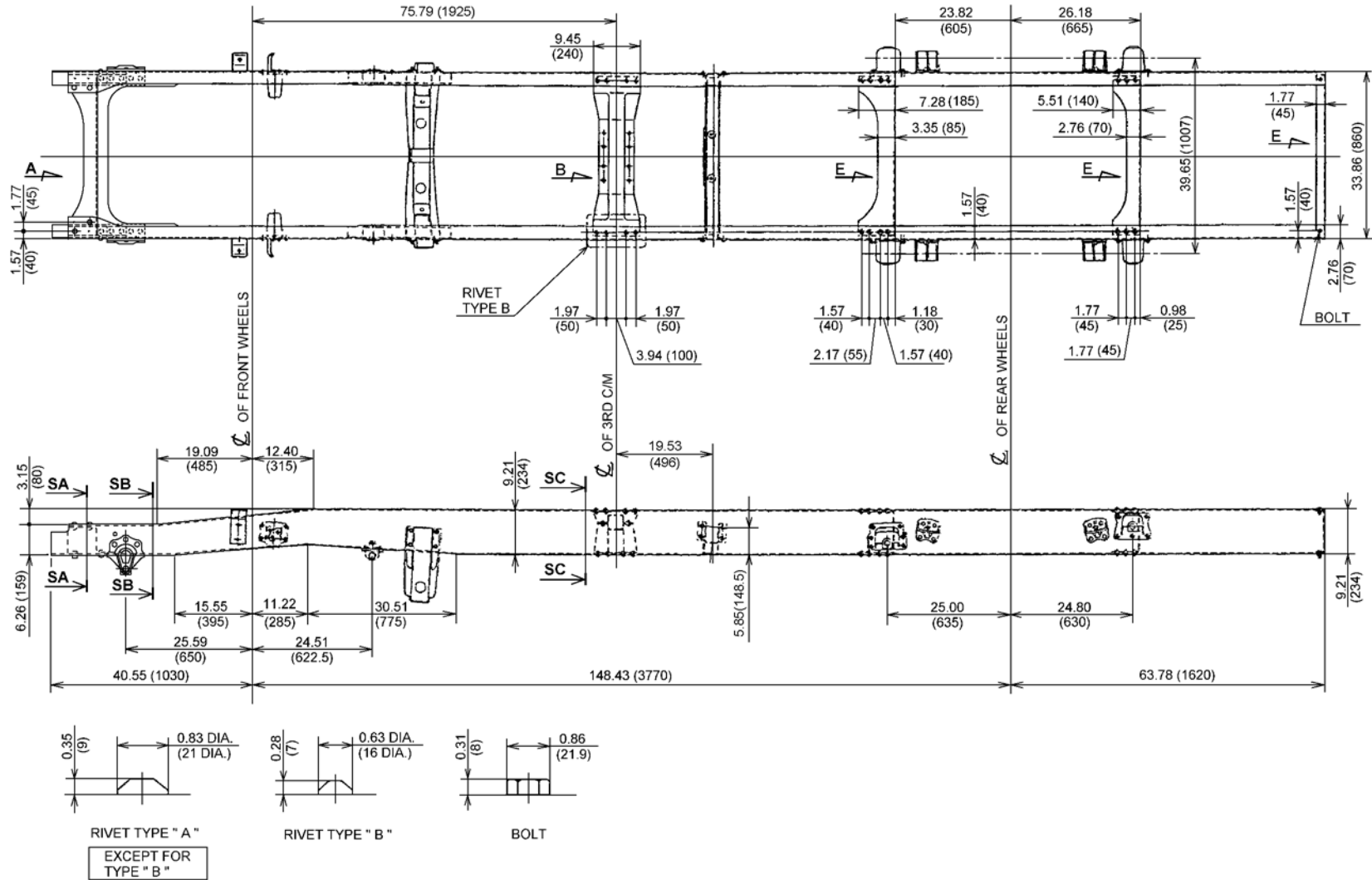
NOTE : ALLOWANCE FOR SUSPENSION CAB MOVEMENT
 THE CLEARANCE BETWEEN THE MOVING PORTION OF THE CAB (CAB MAIN BODY, CAB TILT LINKAGE ETC.) AND ANY INSTALLED DEVICE MUST BE GREATER THAN 1.77 INCH (45 MM) FOR REAR SIDE. 1.571 INCH (40 MM) FOR UPSIDE.
 THE CLEARANCE BETWEEN THE FIXED PART (SUCH AS CAB MOUNT BRACKET) ON THE REAR SIDE OF CAB AND INSTALLED DEVICE MUST BE GREATER THAN 0.981 INCH (25 MM).

WBM519C

FRAME DATA

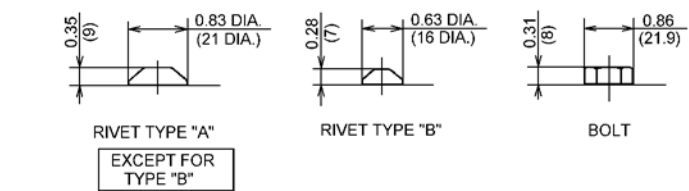
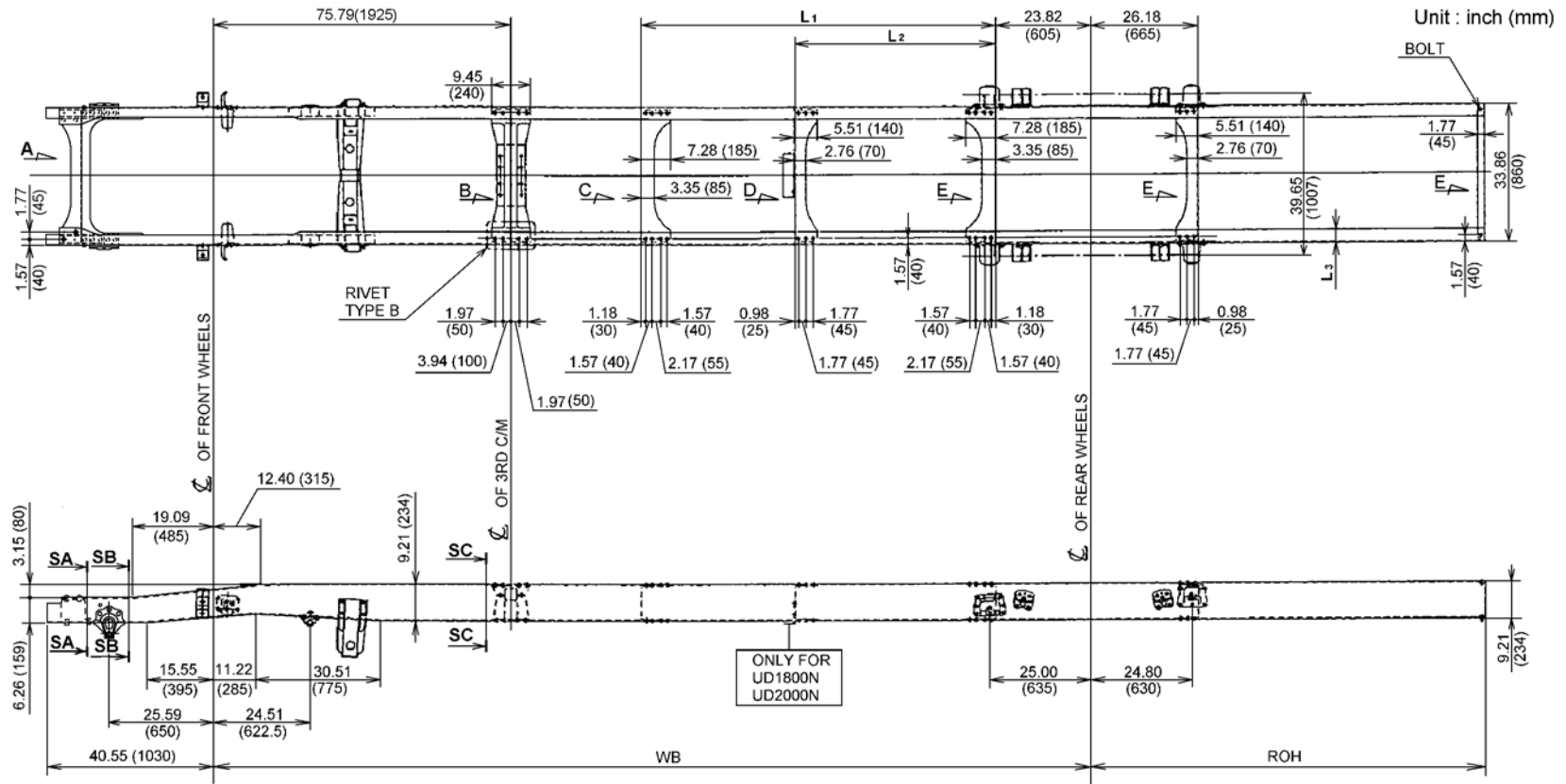
UD1800E, UD2000E

Unit : inch (mm)



WBM520C

**UD1800F, UD1800H, UD1800K, UD1800N
UD2000F, UD2000H, UD2000K, UD2000N**

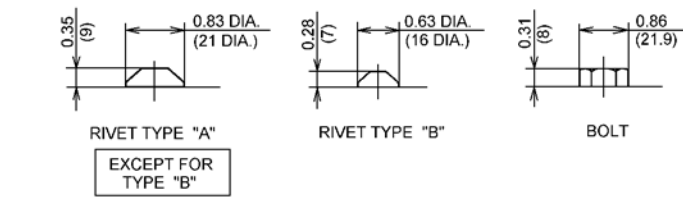
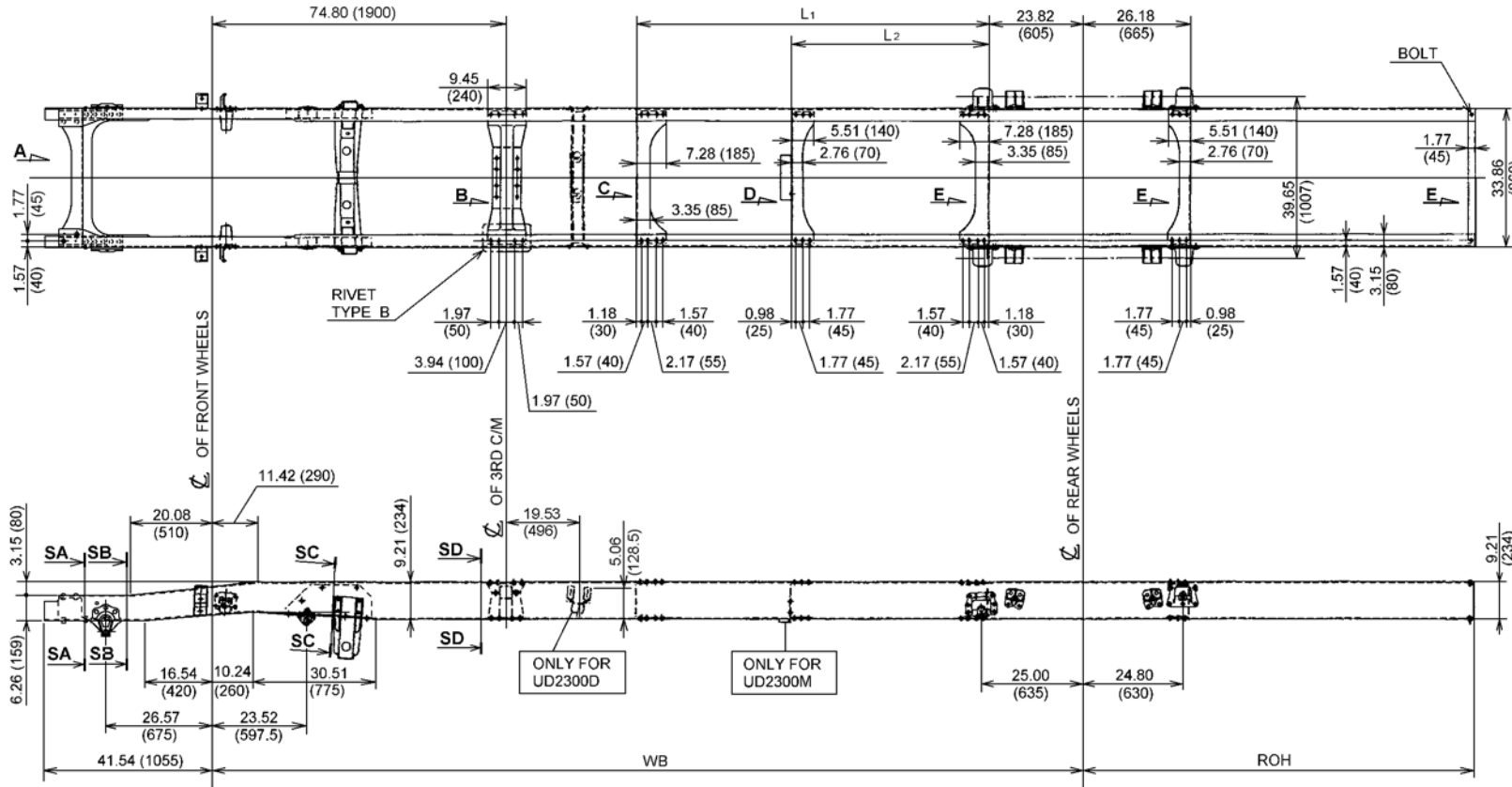


ONLY FOR
UD1800N
UD2000N

MODEL	WB	ROH	L ₁	L ₂	L ₃
UD1800F UD2000F	166.54 (4230)	63.78 (1620)	36.81 (935)		2.76 (70)
UD1800H UD2000H	178.35 (4530)	77.95 (1980)	48.62 (1235)		2.76 (70)
UD1800K UD2000K	190.16 (4830)	83.86 (2130)	53.74 (1365)		2.76 (70)
UD1800N UD2000N	216.54 (5500)	96.85 (2460)	86.81 (2205)	48.62 (1235)	3.15 (80)

UD2300D, UD2300F, UD2300H, UD2300K, UD2300M

Unit : inch (mm)

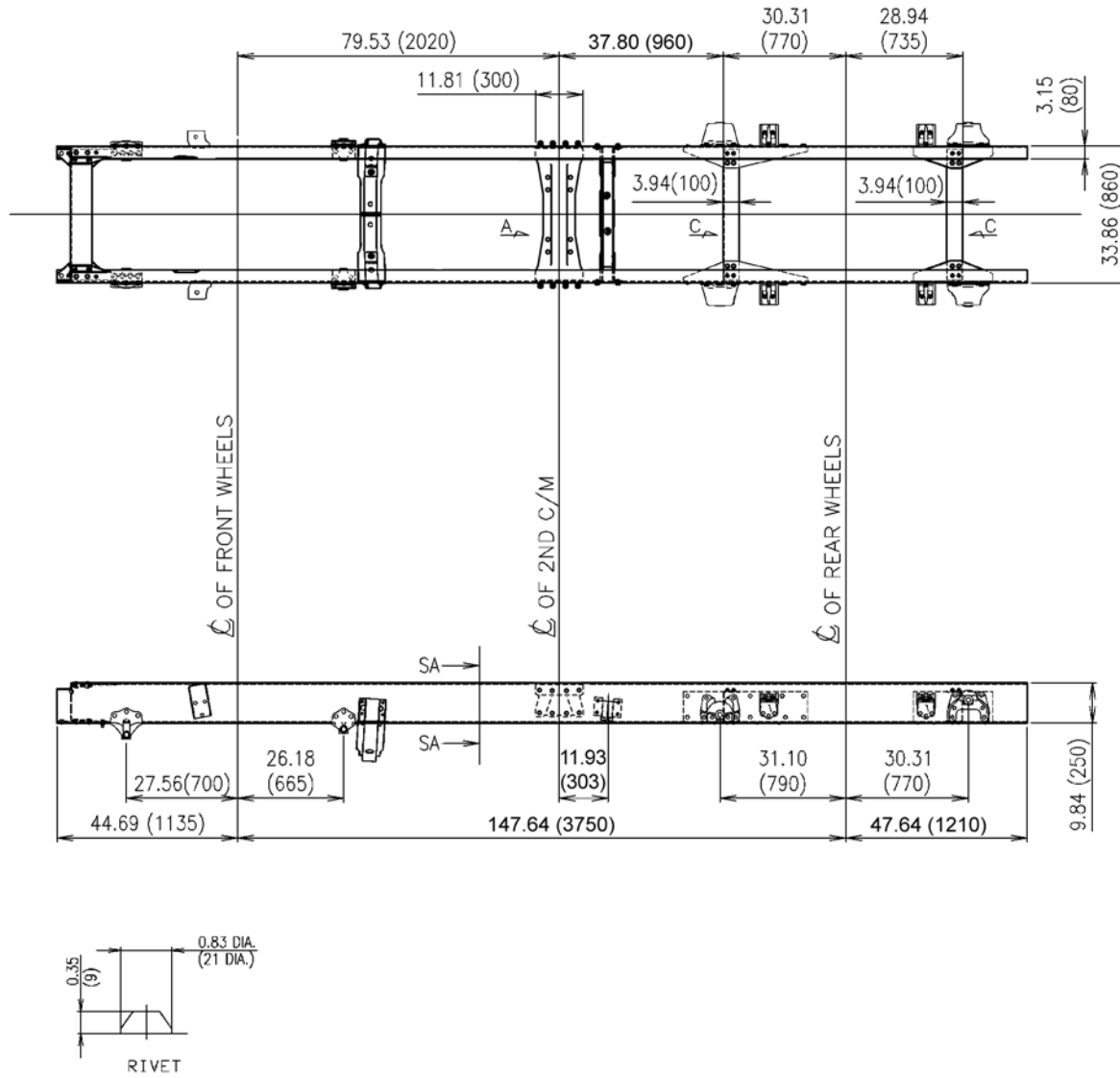


MODEL	WB	ROH	L ₁	L ₂
UD2300D	147.44 (3745)	63.78 (1620)		
UD2300F	165.55 (4205)	63.78 (1620)	36.81 (935)	
UD2300H	177.36 (4505)	77.95 (1980)	48.62 (1235)	
UD2300K	189.17 (4805)	83.86 (2130)	53.74 (1365)	
UD2300M	215.55 (5475)	96.85 (2460)	86.81 (2205)	48.62 (1235)

WBM522C

UD2600E, UD3300E (LEAF SUSPENSION)

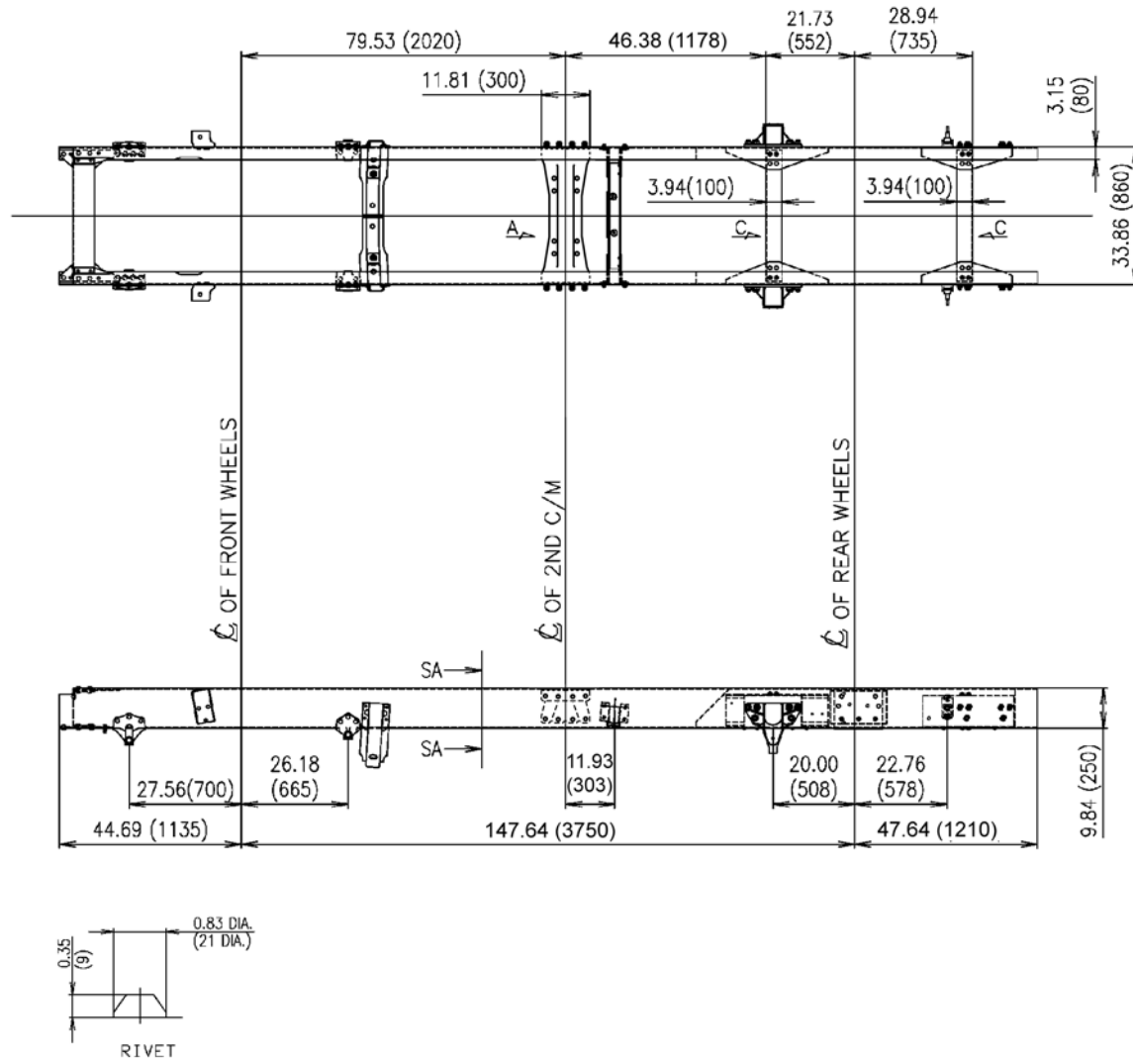
Unit : inch (mm)



WBM334C

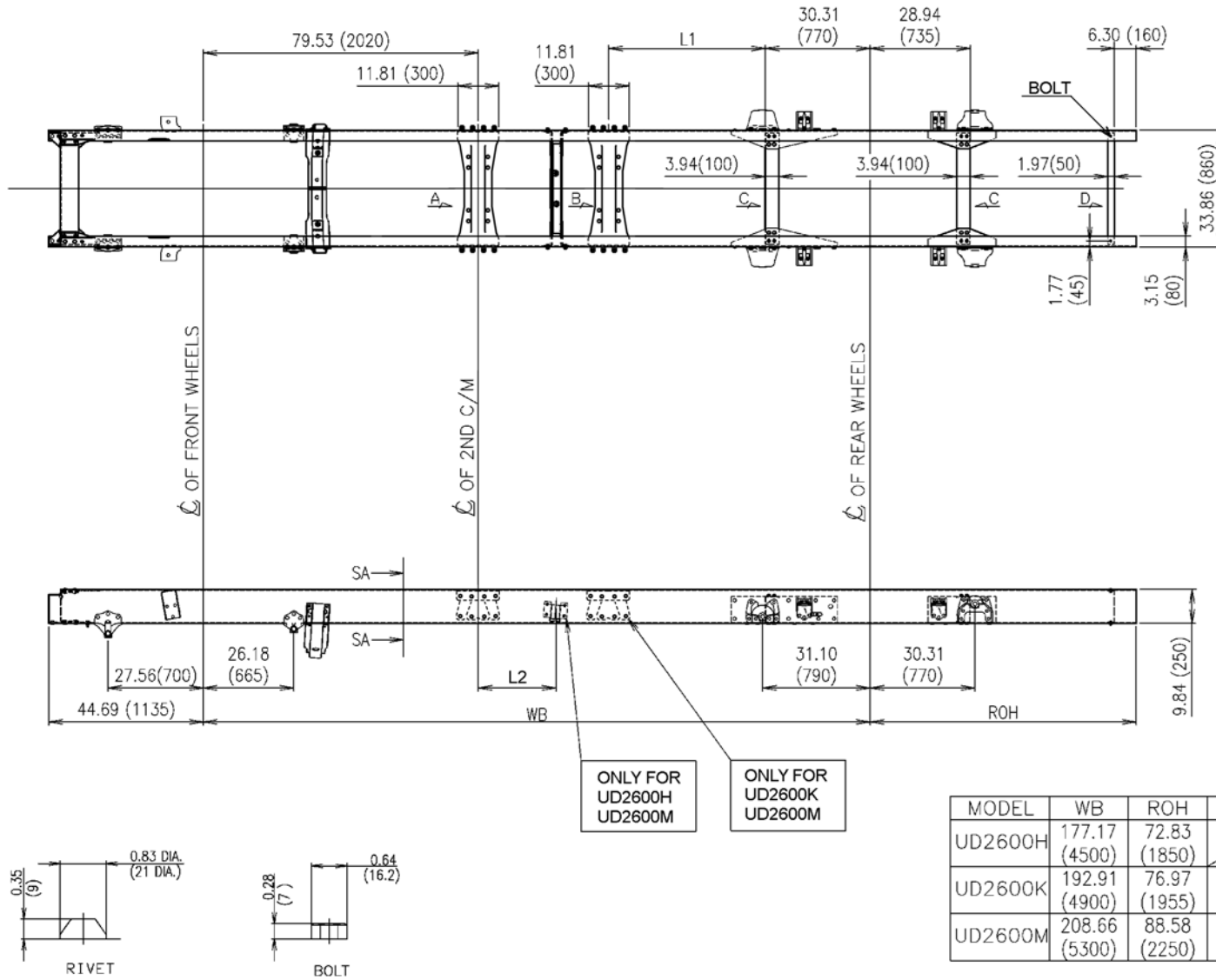
UD3300E (AIR SUSPENSION)

Unit : inch (mm)



UD2600H, UD2600K, UD2600M (LEAF SUSPENSION)

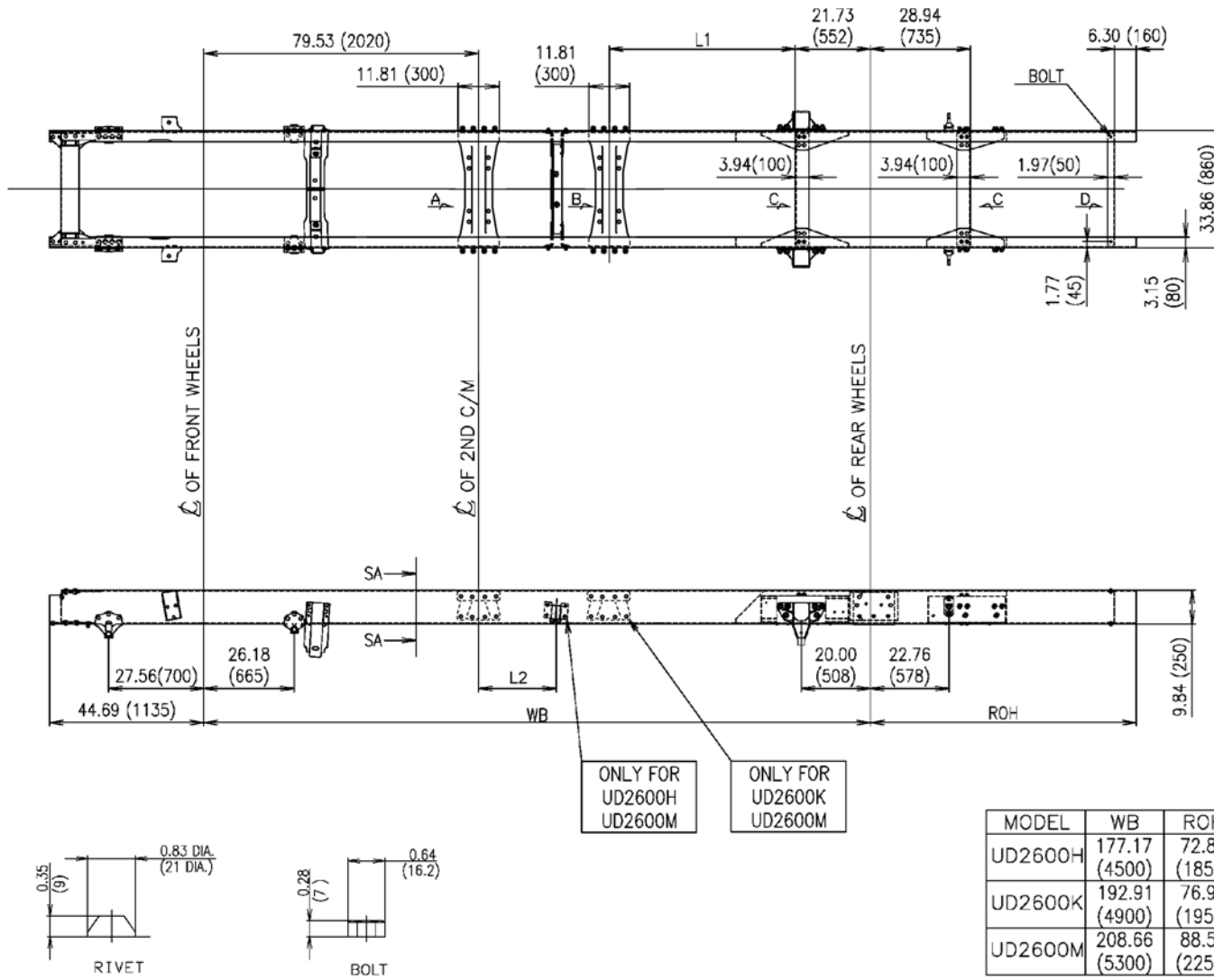
Unit : inch (mm)



WBM336C

UD2600H, UD2600K, UD2600M (AIR SUSPENSION)

Unit : inch (mm)

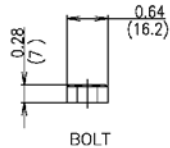
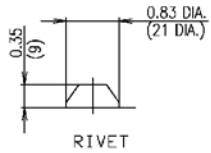
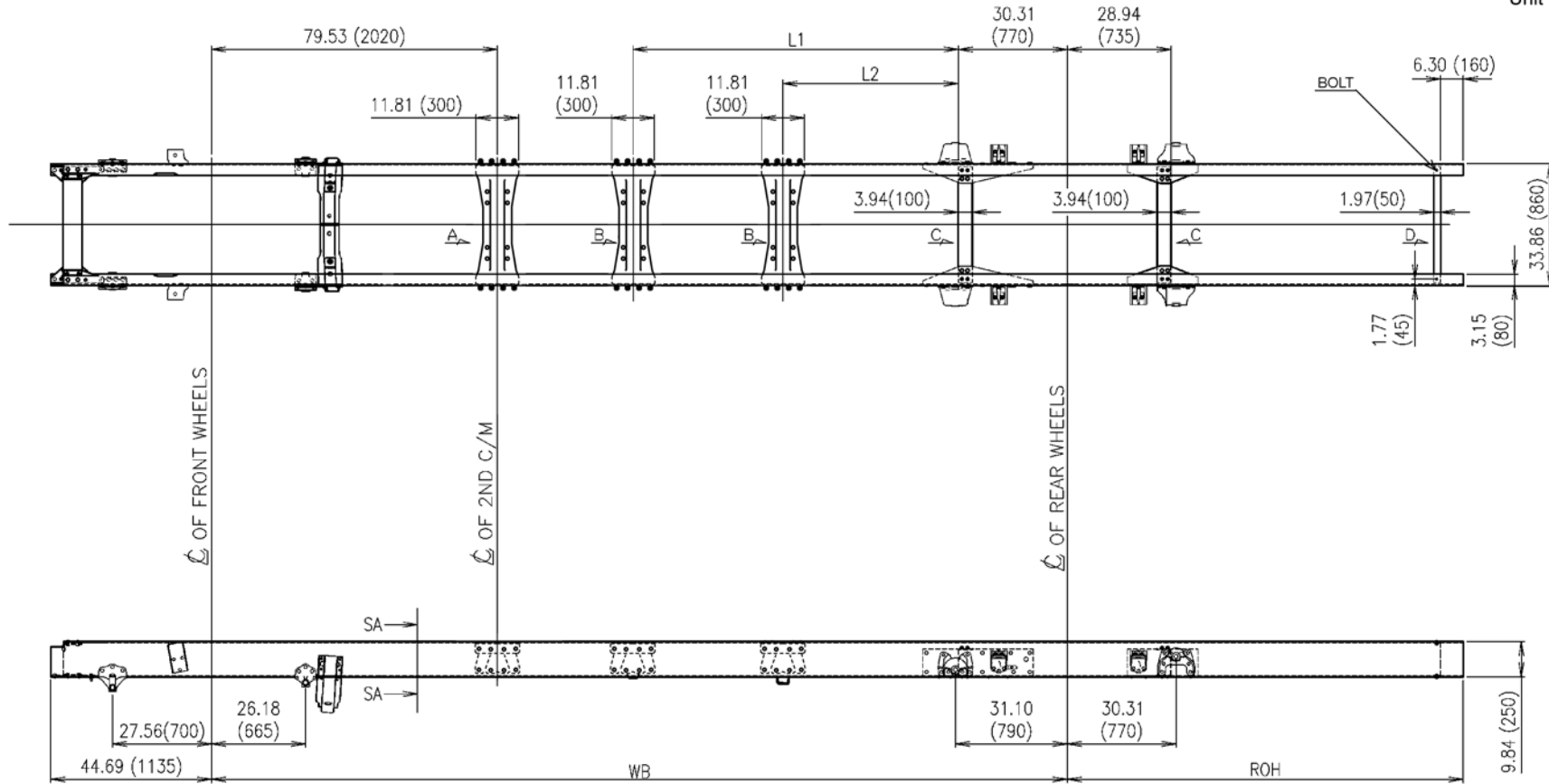


MODEL	WB	ROH	L1	L2
UD2600H	177.17 (4500)	72.83 (1850)	/	22.48 (571)
UD2600K	192.91 (4900)	76.97 (1955)	53.86 (1368)	/
UD2600M	208.66 (5300)	88.58 (2250)	49.92 (1268)	22.56 (573)

WBM337C

UD2600N, UD2600R (LEAF SUSPENSION)

Unit : inch (mm)

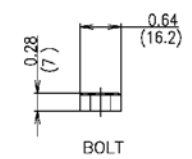
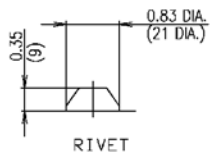
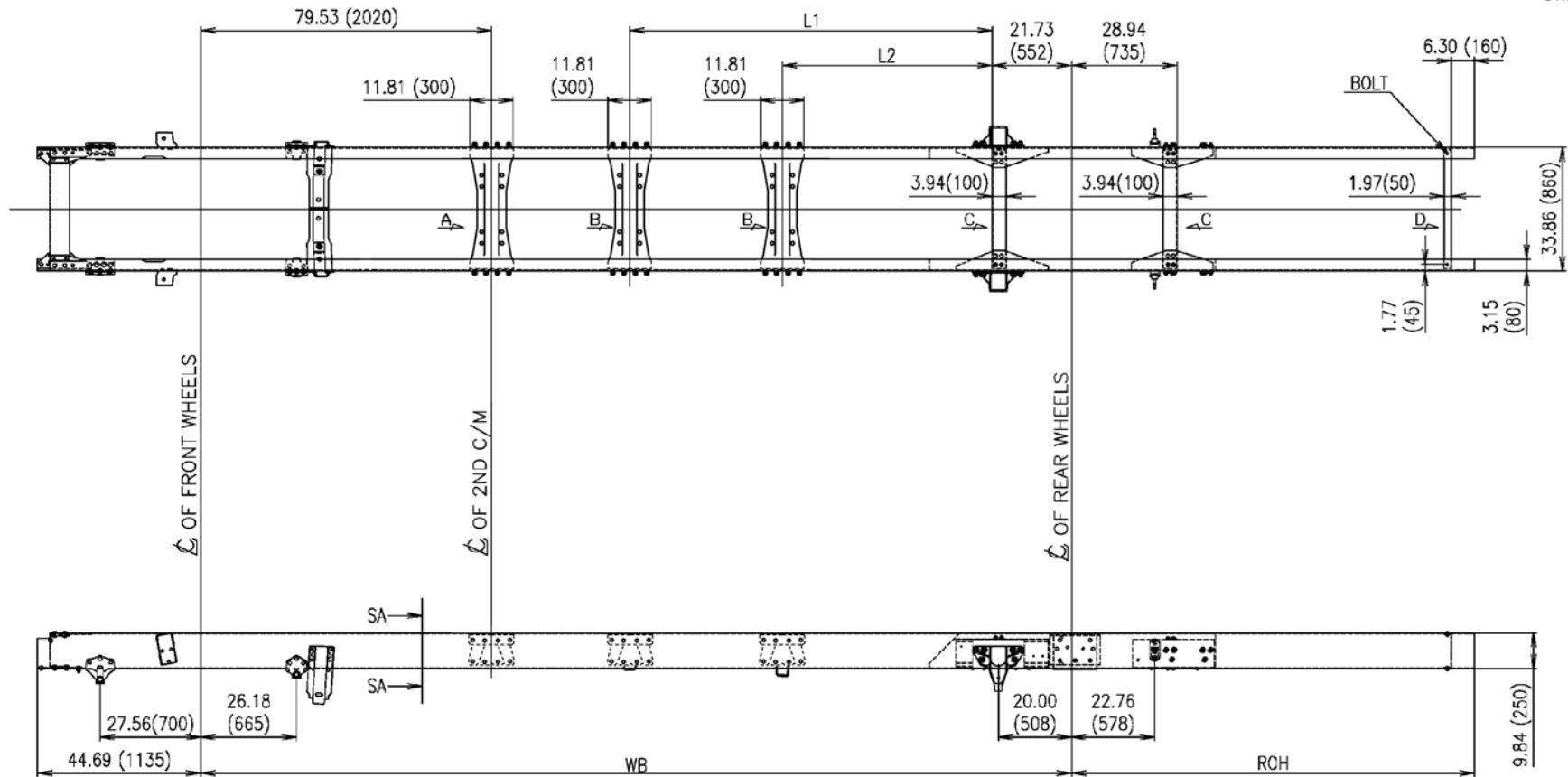


MODEL	WB	ROH	L1	L2
UD2600N	218.50 (5550)	102.36 (2600)	70.87 (1800)	39.17 (995)
UD2600R	238.19 (6050)	110.24 (2800)	90.55 (2300)	48.82 (1240)

WBM338C

UD2600N, 2600R (AIR SUSPENSION)

Unit : inch (mm)

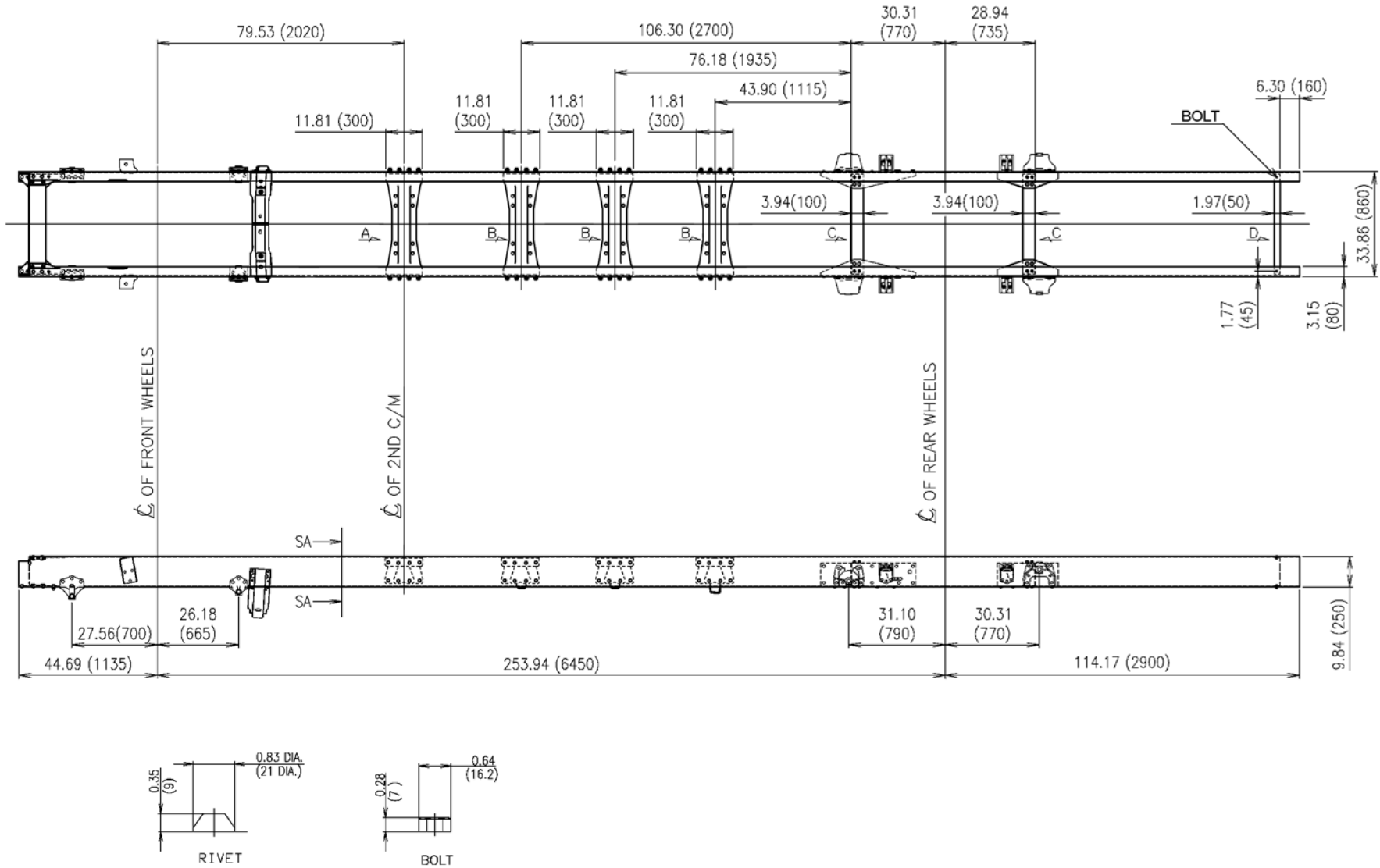


MODEL	WB	ROH	L1	L2
UD2600N	218.50 (5550)	102.36 (2600)	79.45 (2018)	47.76 (1213)
UD2600R	238.19 (6050)	110.24 (2800)	99.13 (2518)	57.40 (1458)

WBM339C

UD2600S (LEAF SUSPENSION)

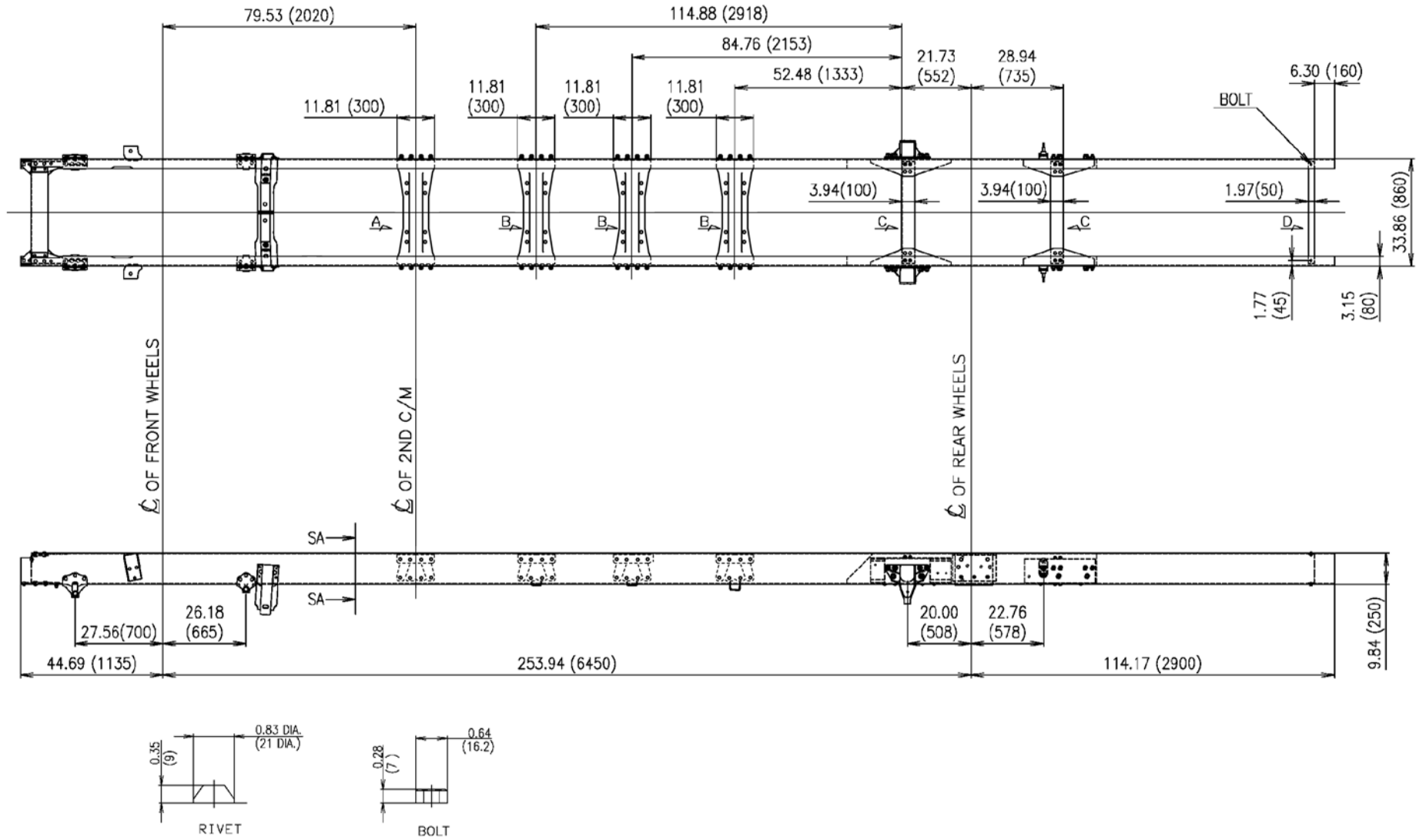
Unit : inch (mm)



WBM340C

UD2600S (AIR SUSPENSION)

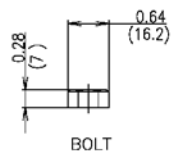
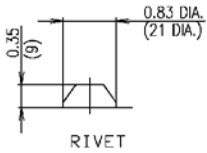
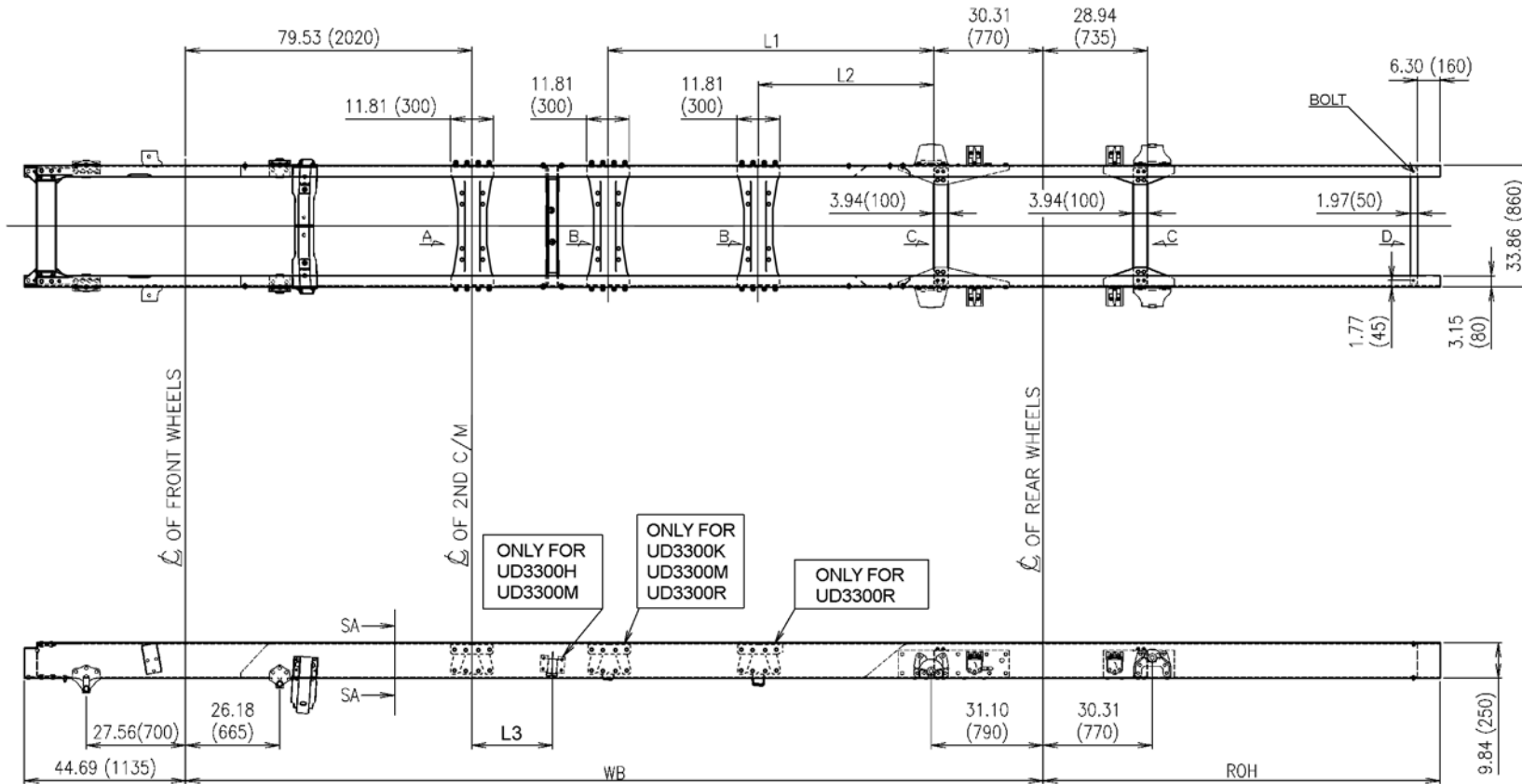
Unit : inch (mm)



WBM341C

UD3300H, UD3300K, UD3300M, UD3300R (LEAF SUSPENSION)

Unit : inch (mm)

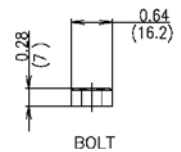
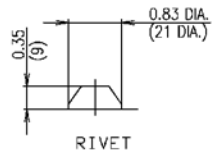
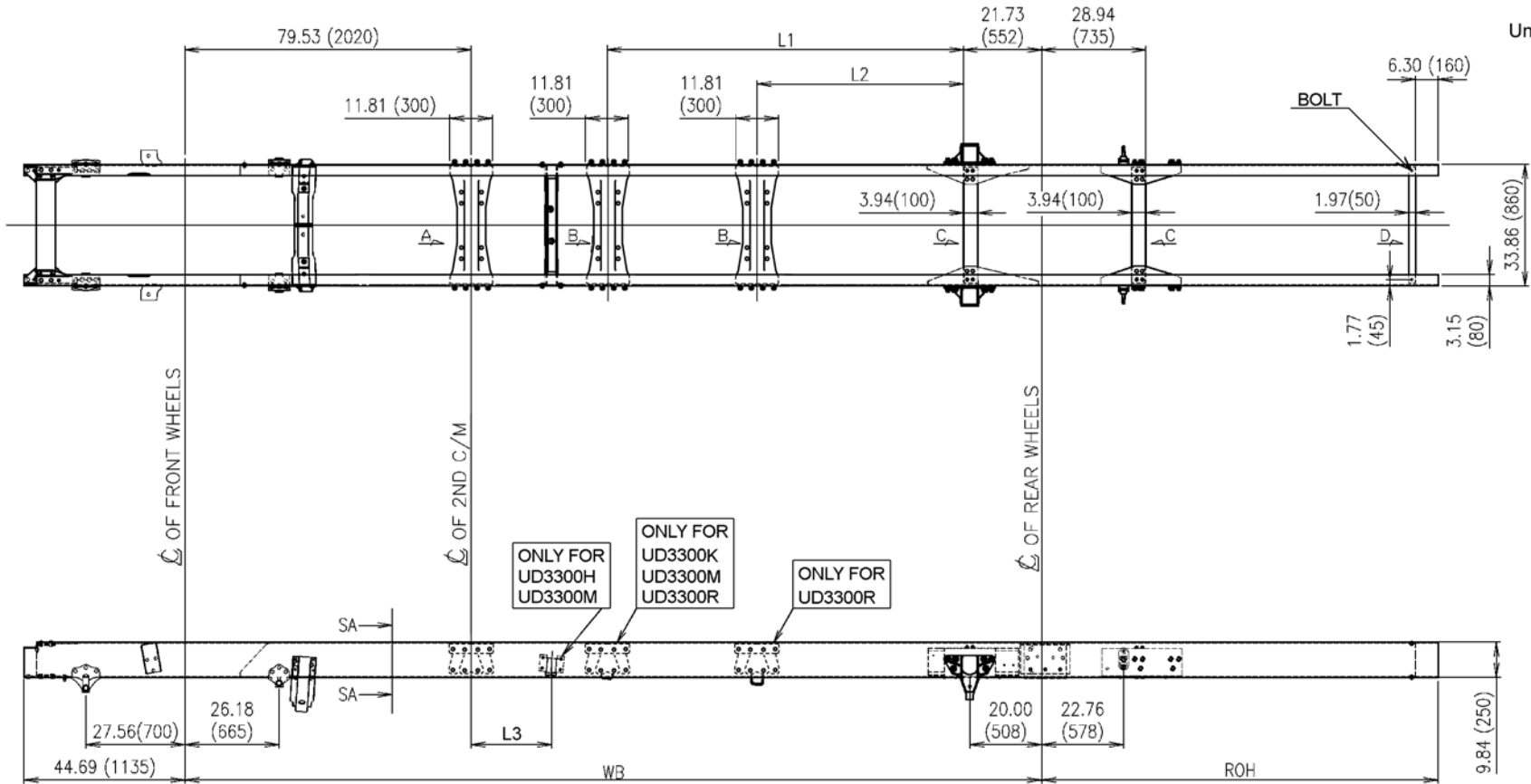


MODEL	WB	ROH	L1	L2	L3
UD3300H	177.17 (4500)	72.83 (1850)	/	/	22.48 (571)
UD3300K	192.91 (4900)	76.97 (1955)	45.28 (1150)	/	/
UD3300M	208.66 (5300)	88.58 (2250)	41.34 (1050)	/	22.56 (573)
UD3300R	238.19 (6050)	110.24 (2800)	90.55 (2300)	48.82 (1240)	/

WBM342C

UD3300H, UD3300K, UD3300M, UD3300R (AIR SUSPENSION)

Unit : inch (mm)

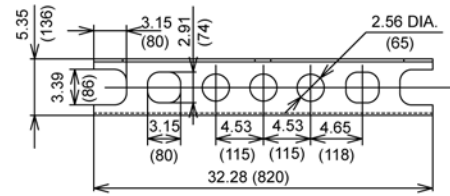


MODEL	WB	ROH	L1	L2	L3
UD3300H	177.17 (4500)	72.83 (1850)	/	/	22.48 (571)
UD3300K	192.91 (4900)	76.97 (1955)	53.86 (1368)	/	/
UD3300M	208.66 (5300)	88.58 (2250)	49.92 (1268)	/	22.56 (573)
UD3300R	238.19 (6050)	110.24 (2800)	99.13 (2518)	57.40 (1458)	/

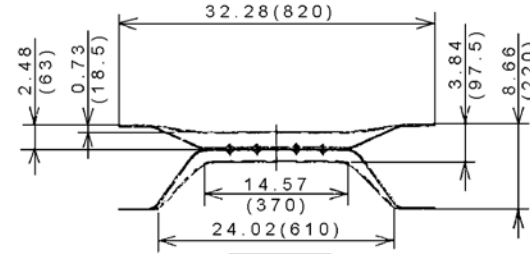
WBM343C

CROSSMEMBER AND FRAME SECTION DATA UD1800, UD2000

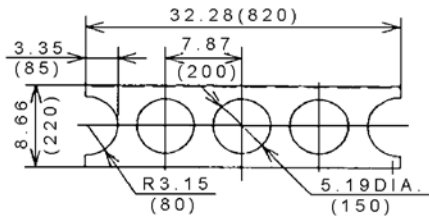
Unit : inch (mm)



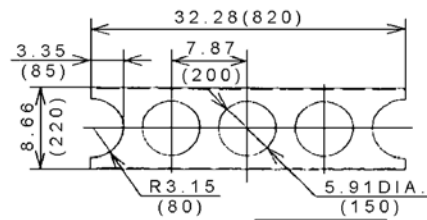
VIEW A



VIEW B

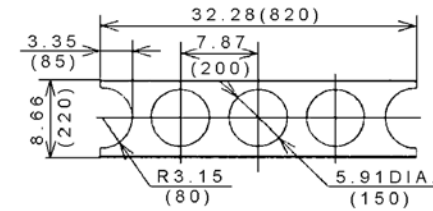


VIEW C

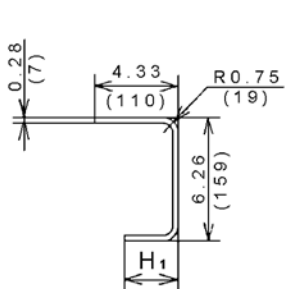


VIEW D

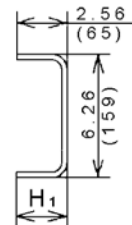
ONLY FOR
UD1800N
UD2000N



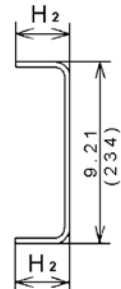
VIEW E



SECTION SA-SA



SECTION SB-SB



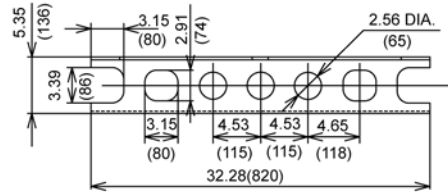
SECTION SC-SC

MODEL	H ₁	H ₂
UD1800E UD2000E		
UD1800F UD2000F	2.56 (65)	2.76 (70)
UD1800H UD2000H		
UD1800K UD2000K		
UD1800N UD2000N	2.95 (75)	3.15 (80)

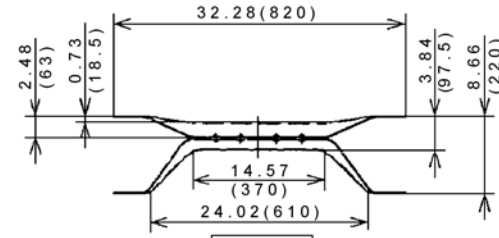
WBM523C

UD2300

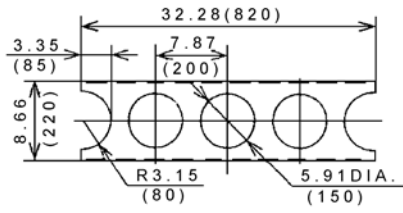
Unit : inch (mm)



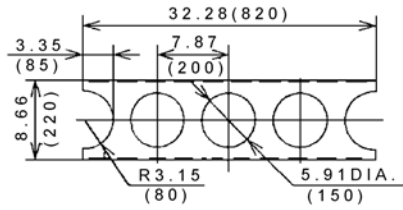
VIEW A



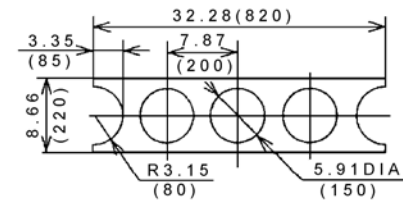
VIEW B



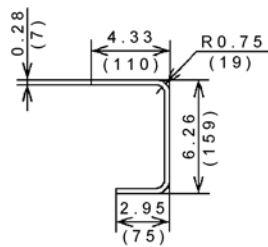
VIEW C



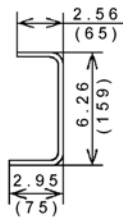
VIEW D ONLY FOR UD2300M



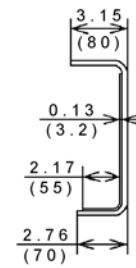
VIEW E



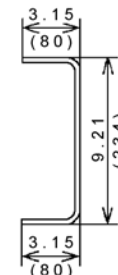
SECTION SA - SA



SECTION SB - SB



SECTION SC - SC

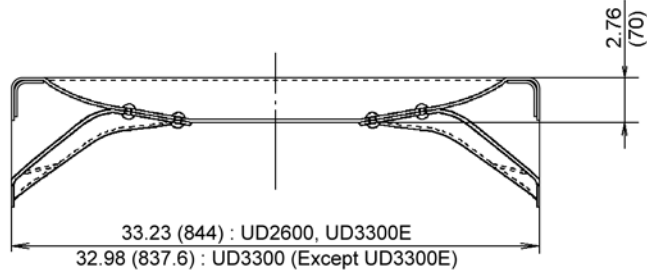


SECTION SD - SD

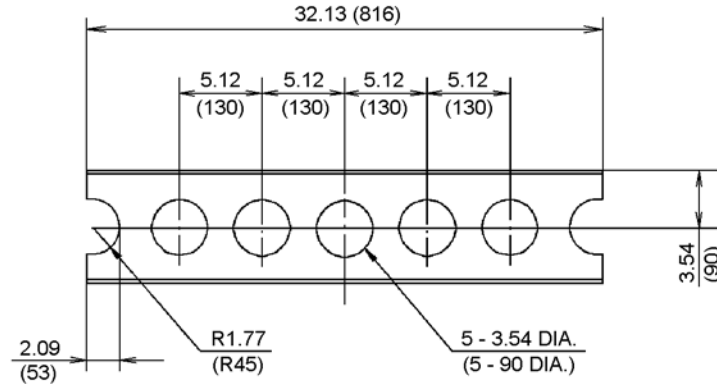
WBM524C

UD2600, UD3300

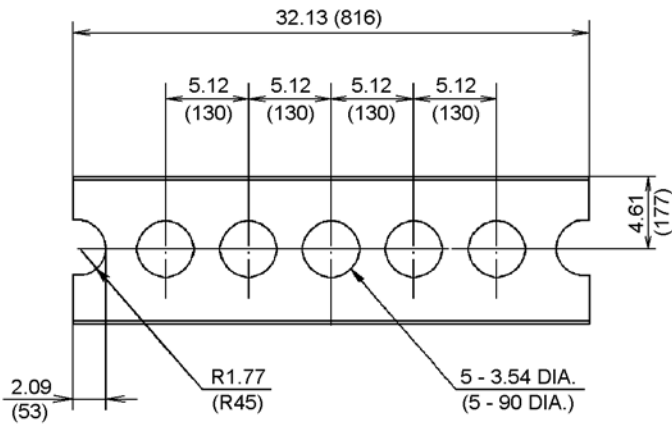
Unit : inch (mm)



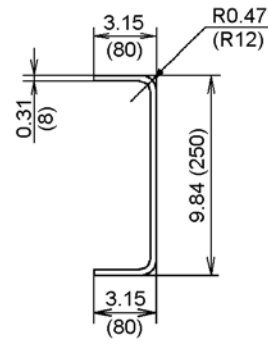
VIEW A, B



VIEW C

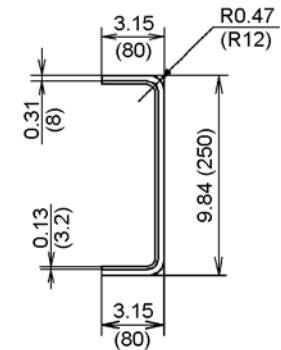


VIEW D



UD2600, UD3300E

SECTION SA - SA



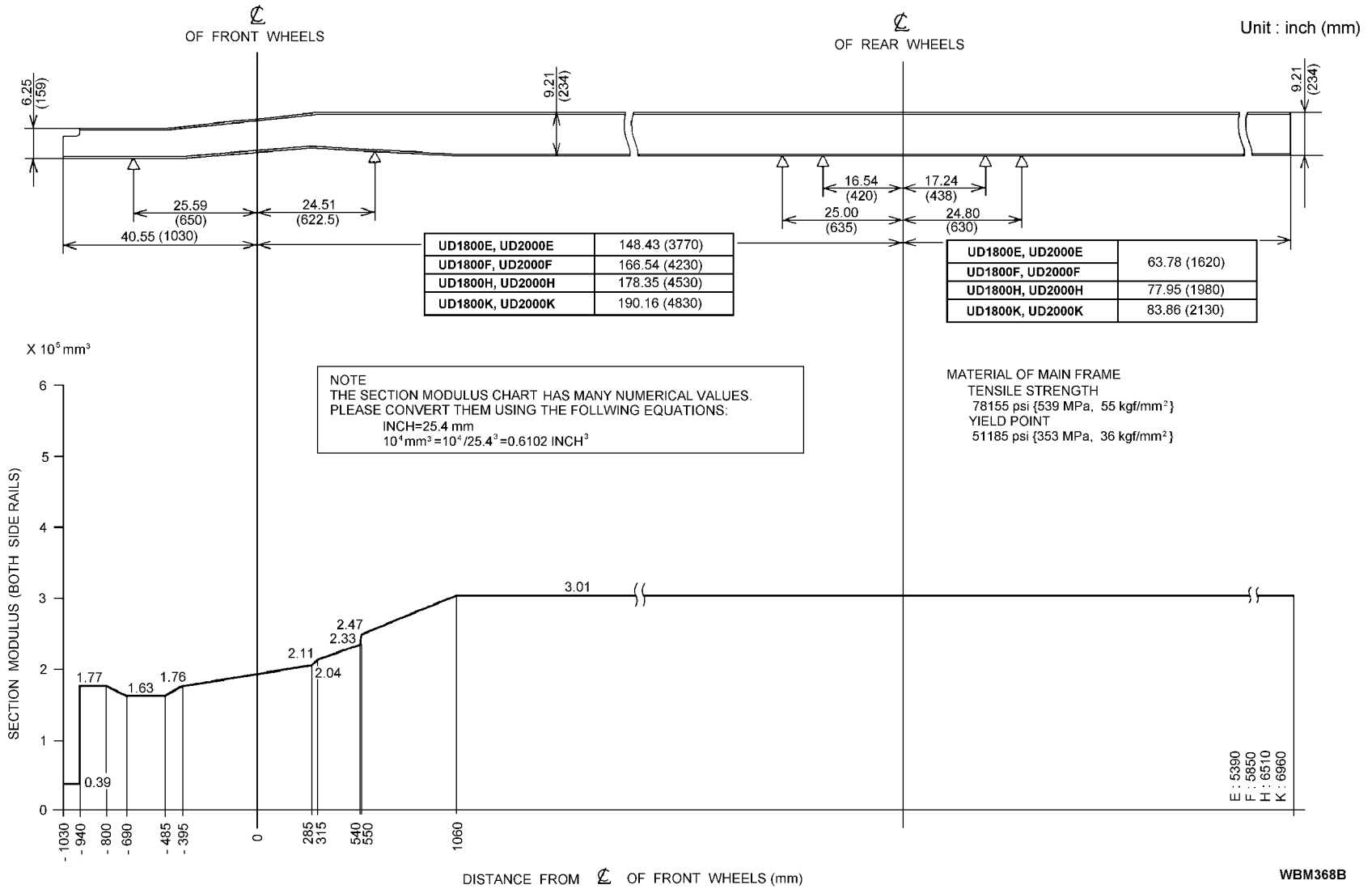
UD3300 (Except UD3300E)

SECTION SA - SA

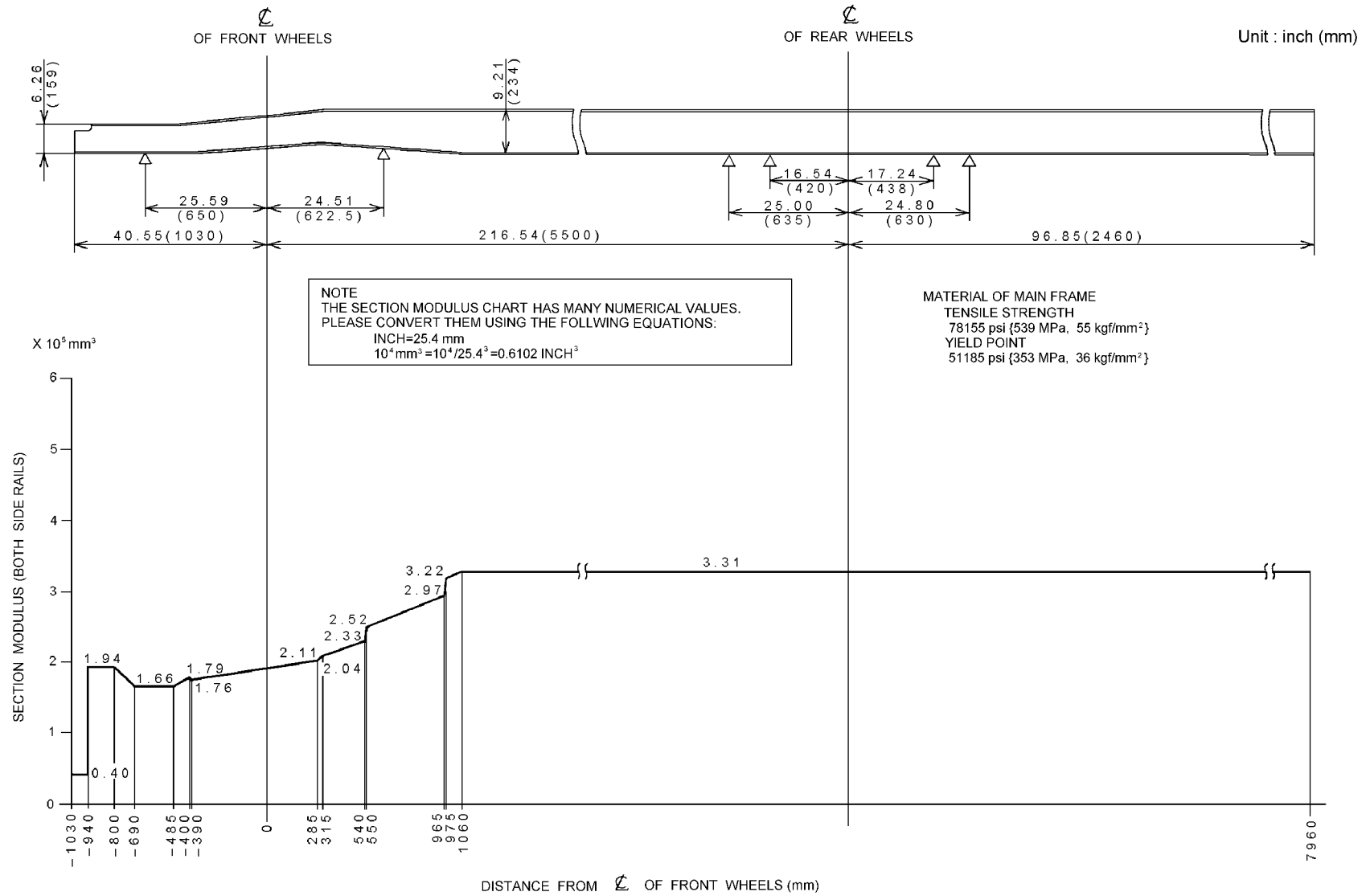
WBM344C

SIDE RAIL DATA

UD1800E, UD1800F, UD1800H, UD1800K
 UD2000E, UD2000F, UD2000H, UD2000K

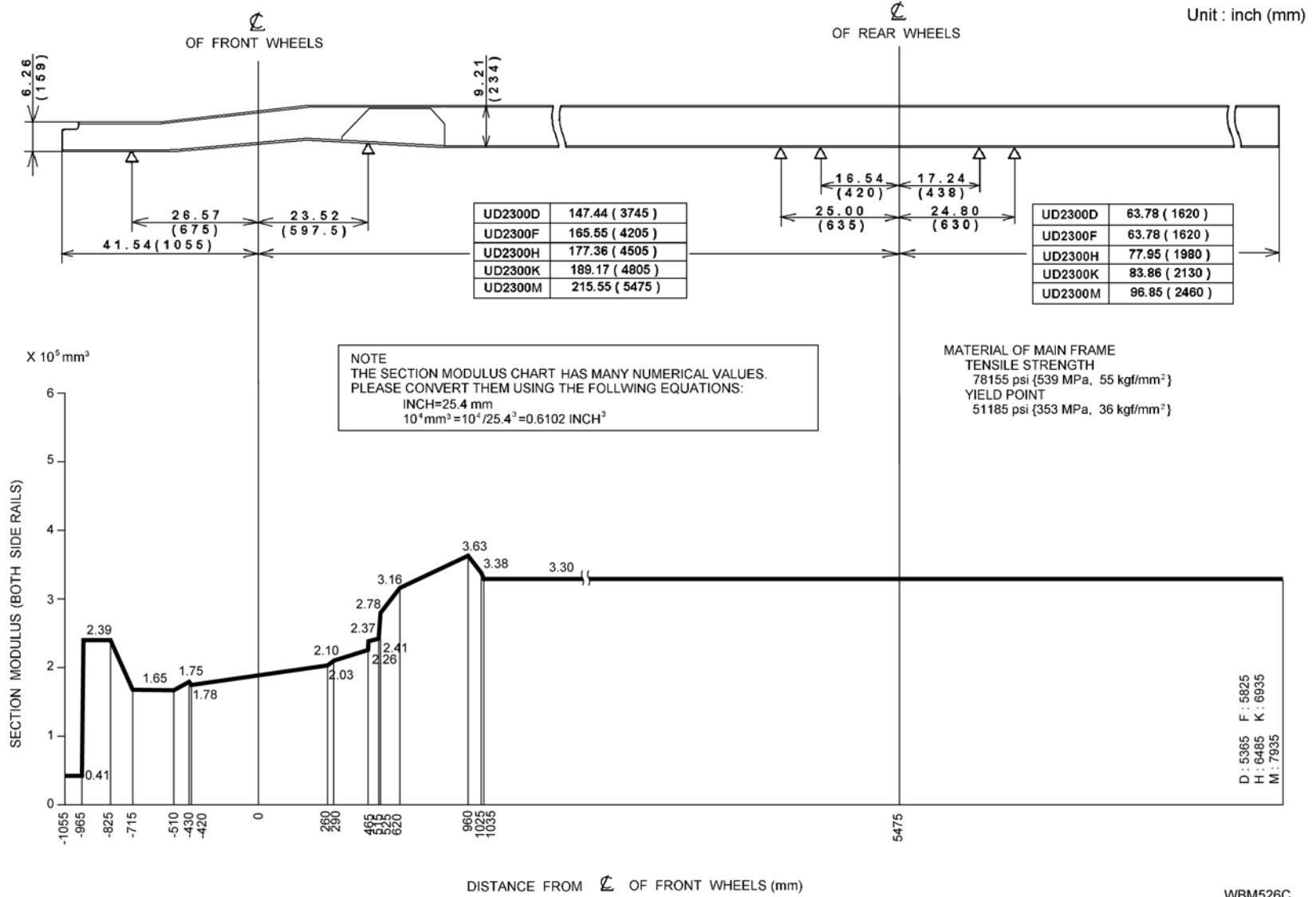


UD1800N, UD2000N



WBM369B

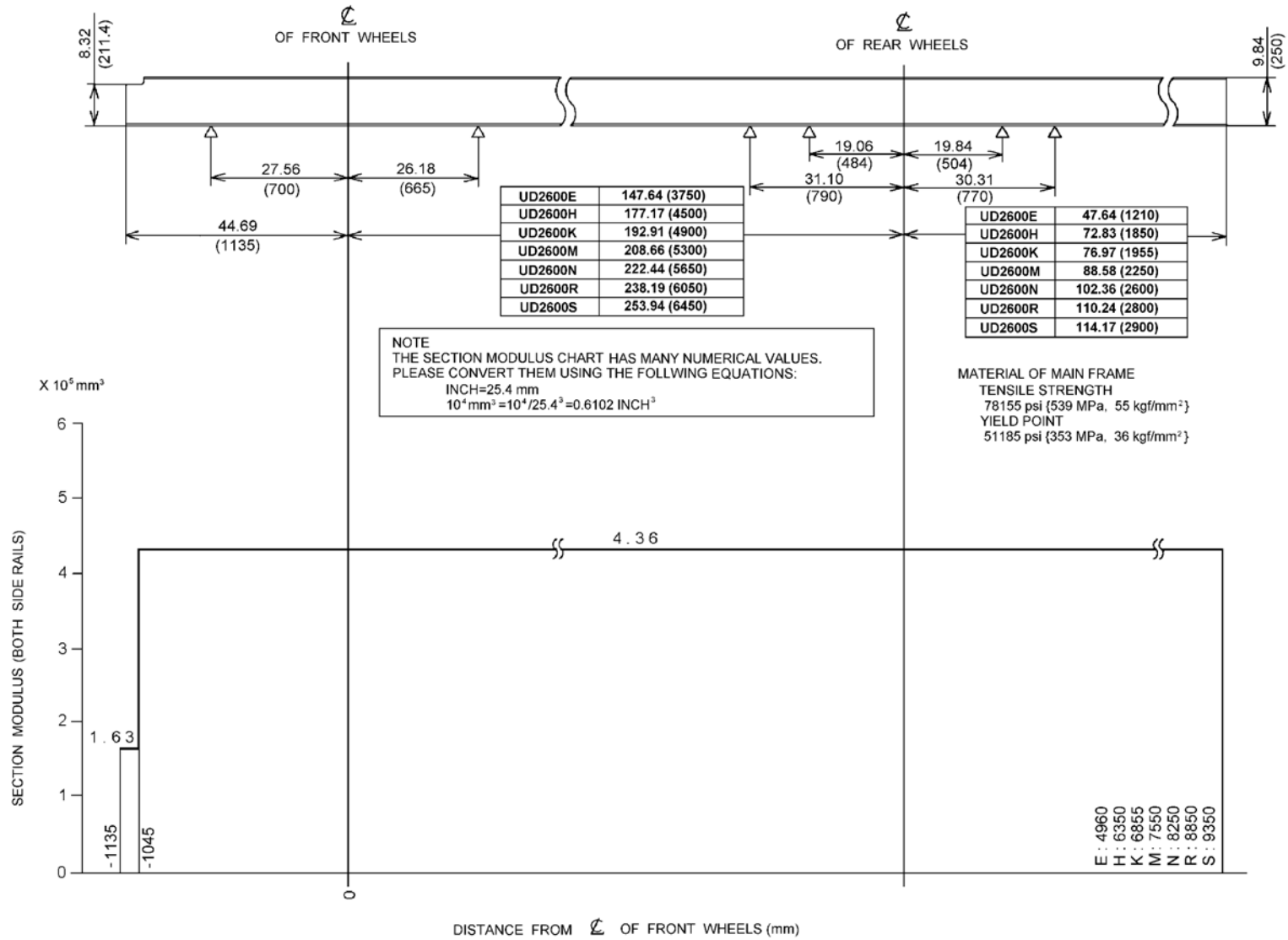
UD2300



WBM526C

UD2600E, UD2600H, UD2600K, UD2600M, UD2600N, UD2600R, UD2600S (LEAF SUSPENSION)

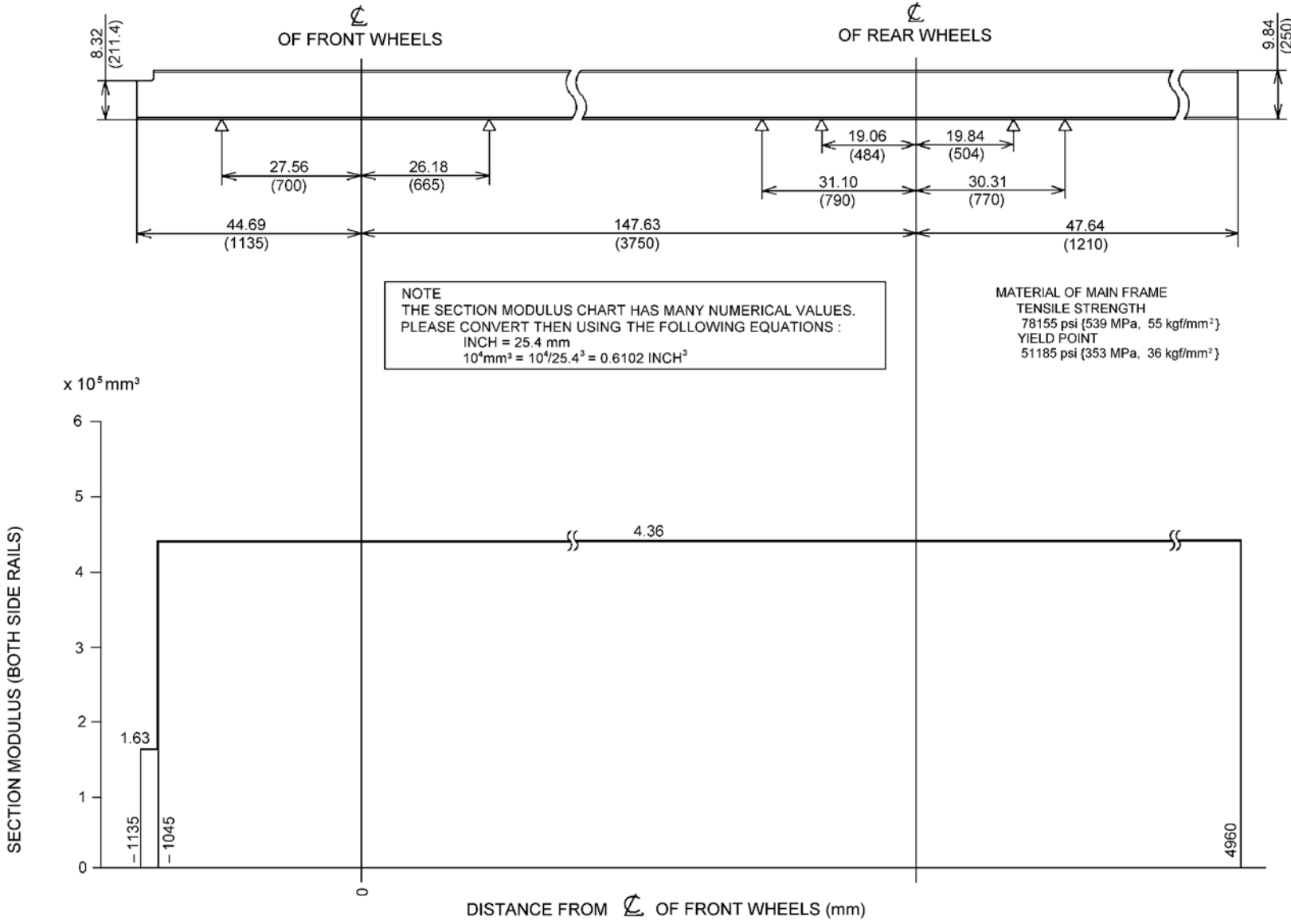
Unit : inch (mm)



WBM395C

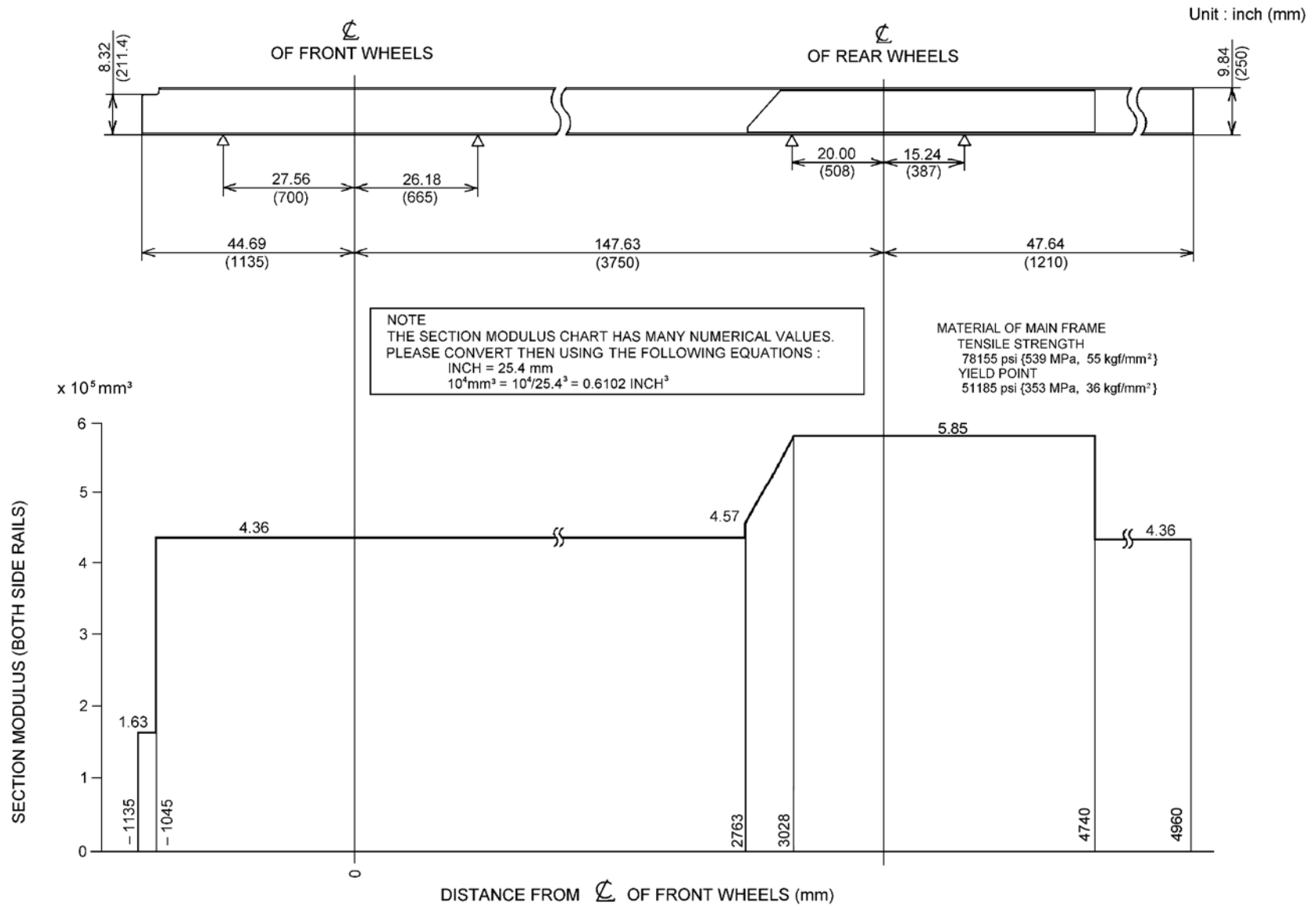
UD3300E (LEAF SUSPENSION)

Unit : inch (mm)



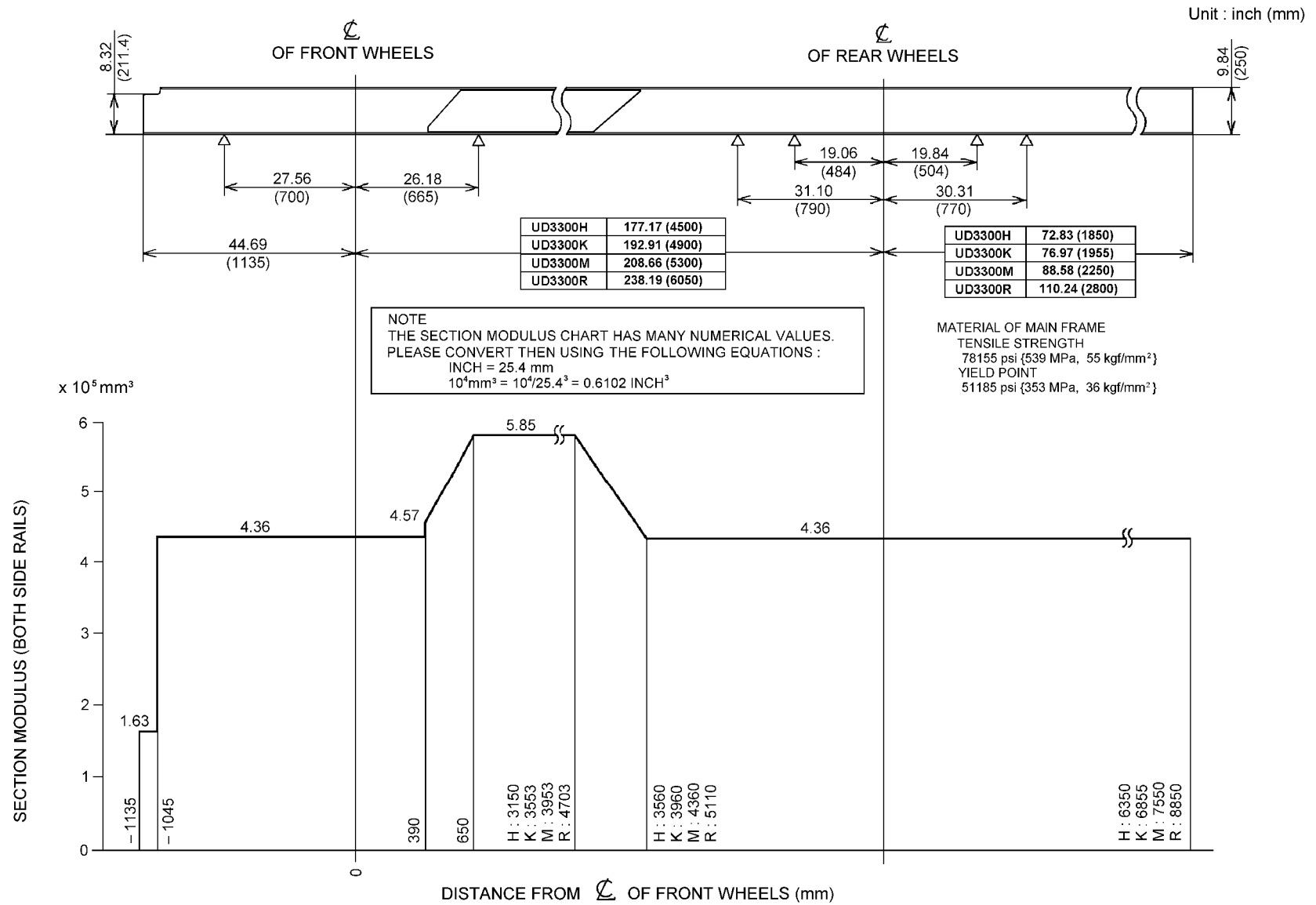
WBM346C

UD3300E (AIR SUSPENSION)

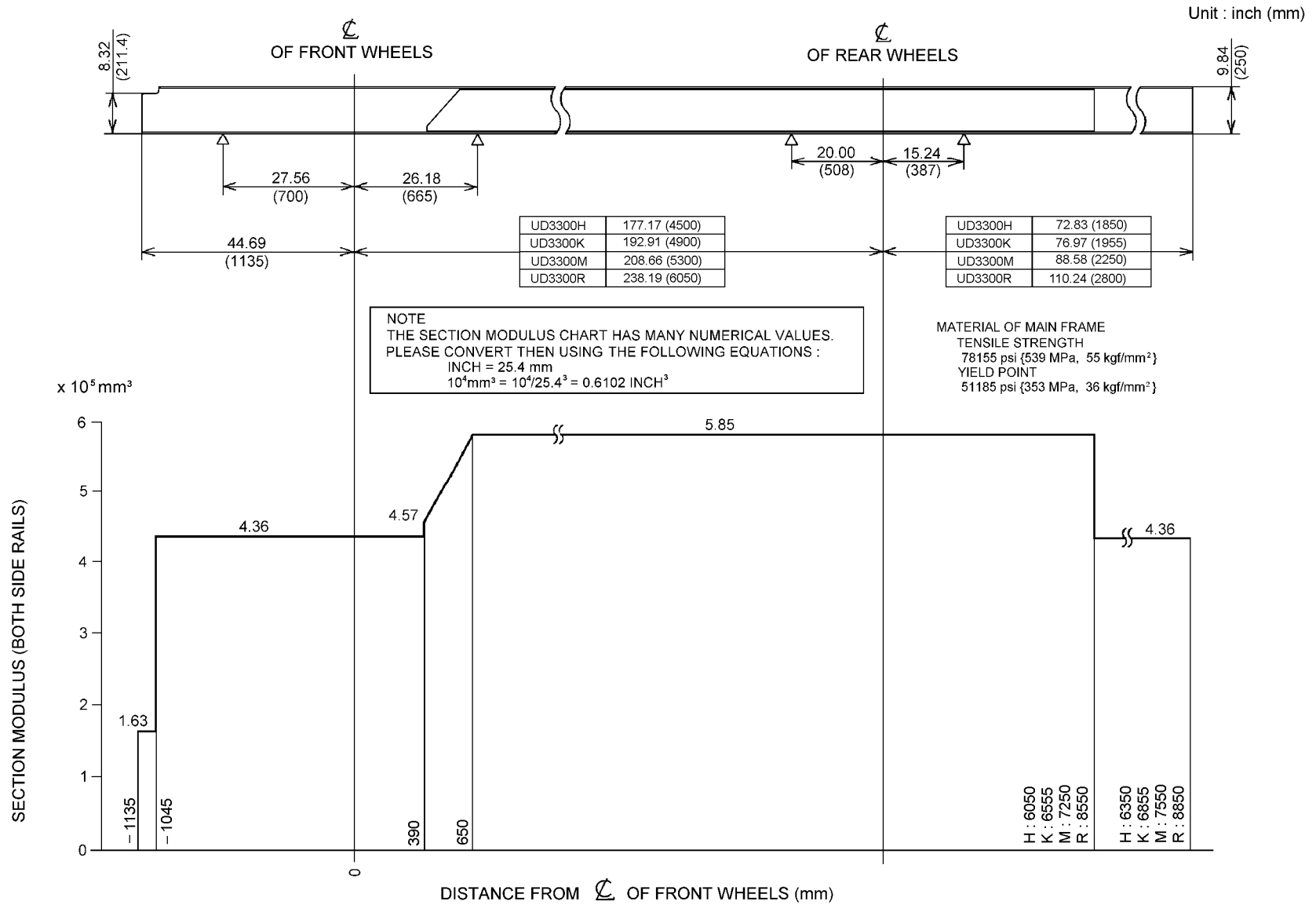


WBM347C

UD3300H, UD3300K, UD3300M, UD3300R (LEAF SUSPENSION)



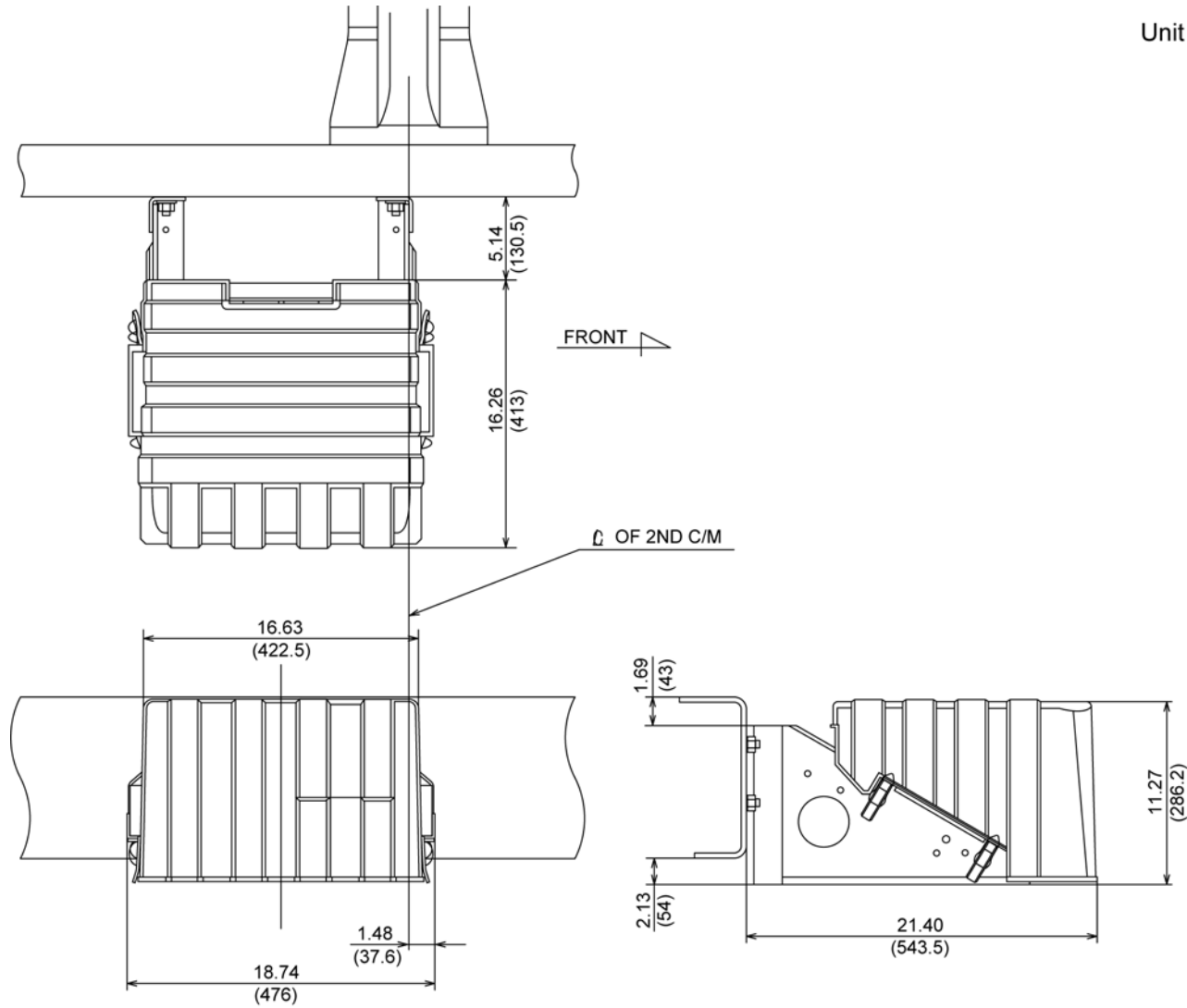
UD3300H, UD3300K, UD3300M, UD3300R (AIR SUSPENSION)



BATTERY BOX DATA

UD1800, UD2000, UD2300

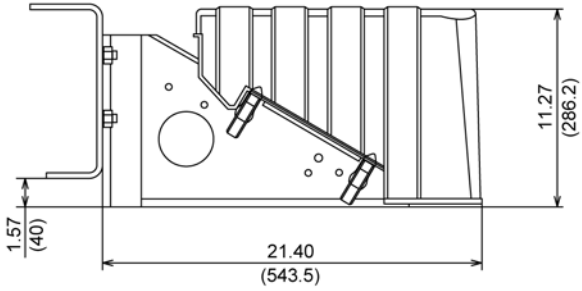
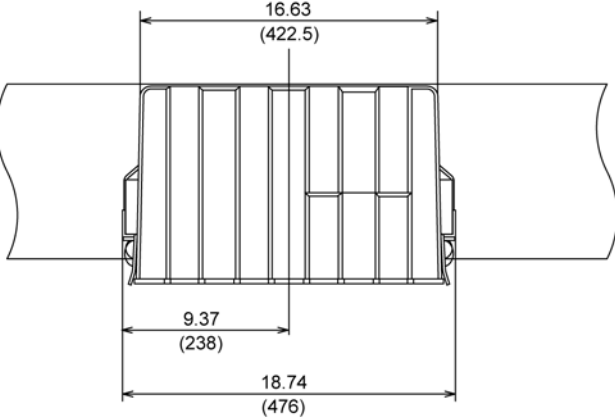
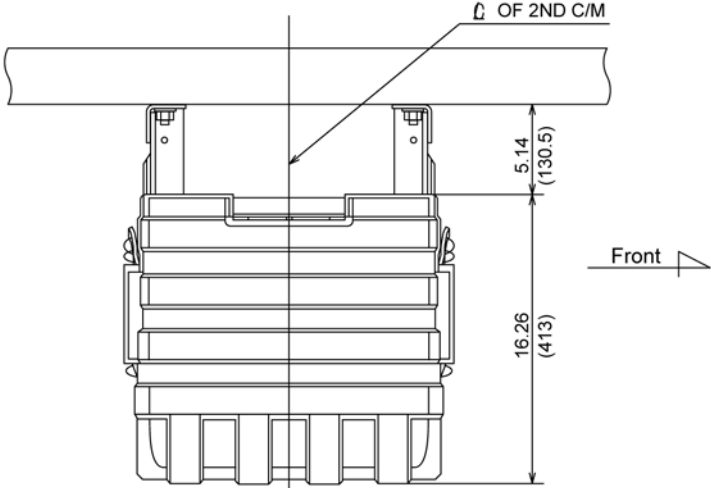
Unit : inch (mm)



WBM527C

UD2600, UD3300

Unit : inch (mm)

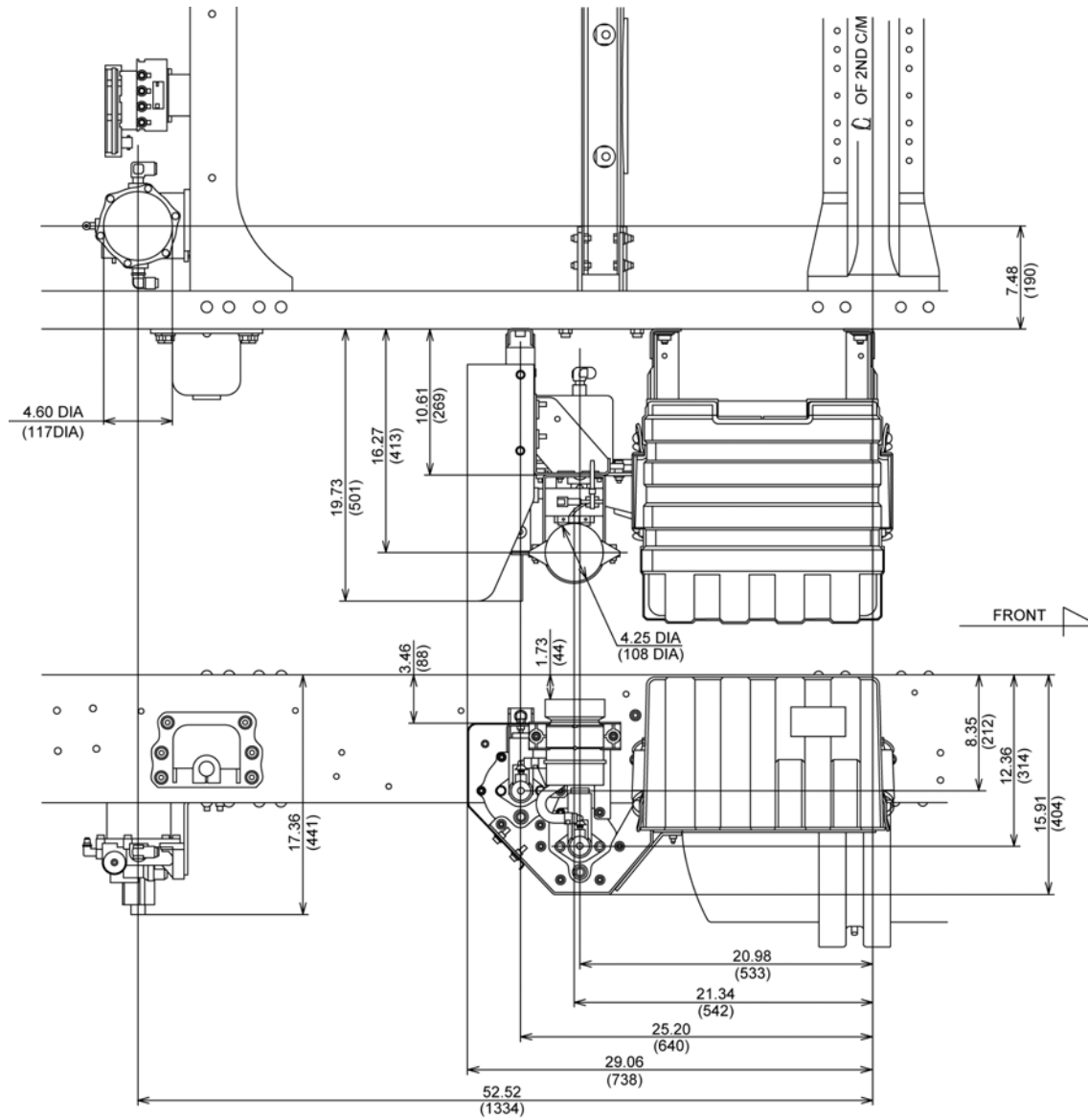


WBM348C

BRAKE POWER UNIT DATA

UD1800E, UD2000E, UD2300D

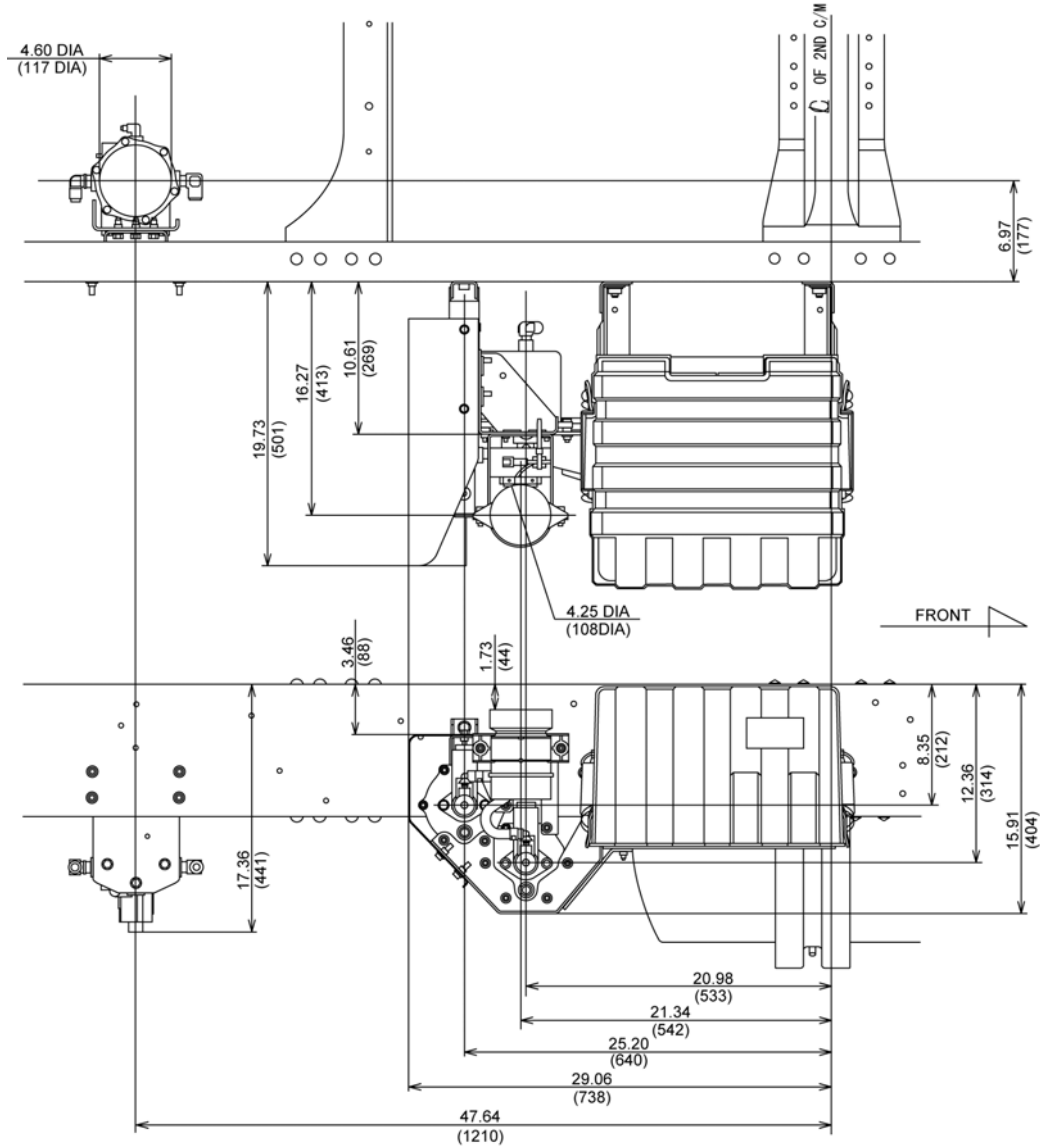
Unit: inch (mm)



WBM528C

UD1800F, UD1800H, UD1800K, UD1800N
 UD2000F, UD2000H, UD2000K, UD2000N
 UD2300F, UD2300H, UD2300K, UD2300M

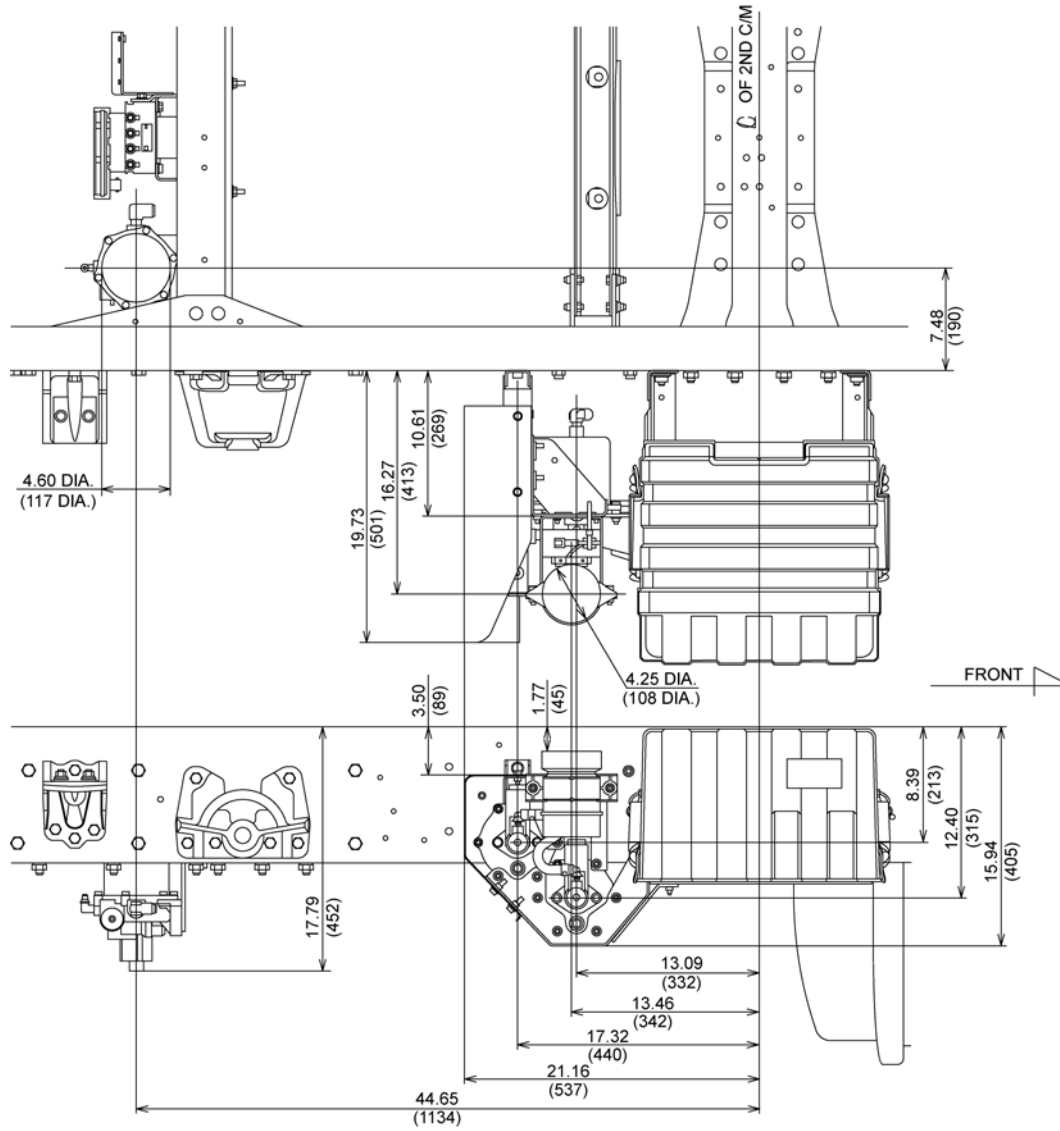
Unit: inch (mm)



WBM529C

UD2600E

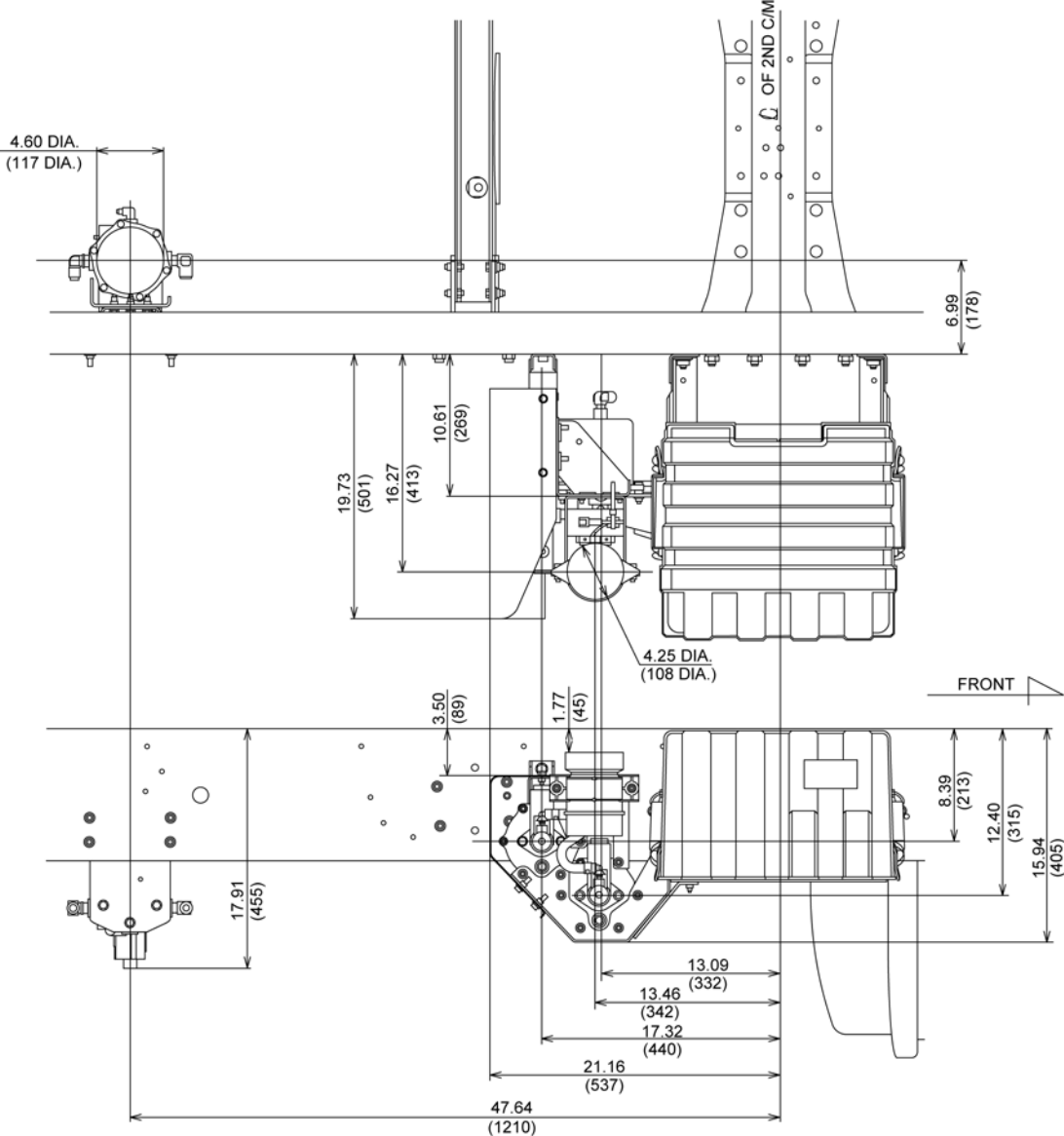
Unit : inch (mm)



WBM387C

UD2600H, UD2600K, UD2600M, UD2600N, UD2600R, UD2600S

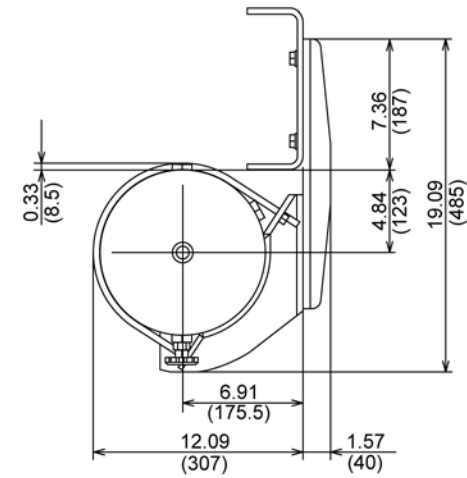
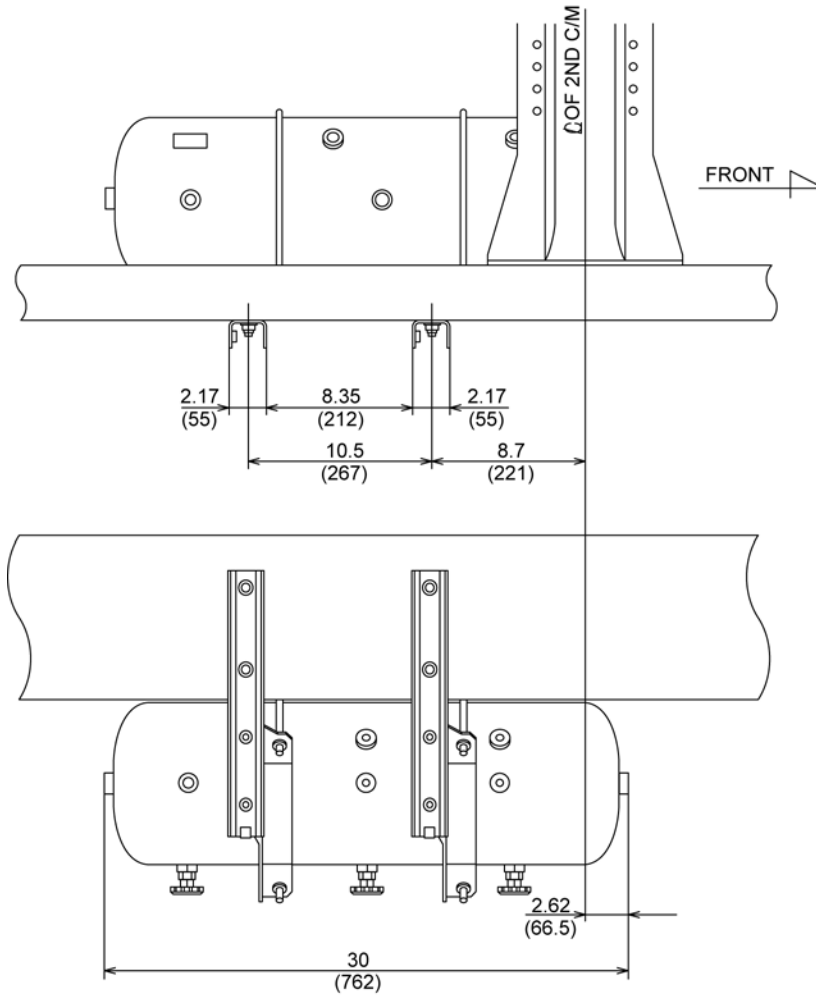
Unit : inch (mm)



WBM388C

AIR RESERVOIR DATA
UD1800, UD2000, UD2300

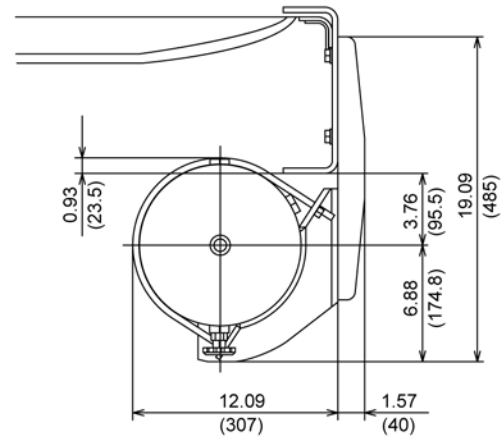
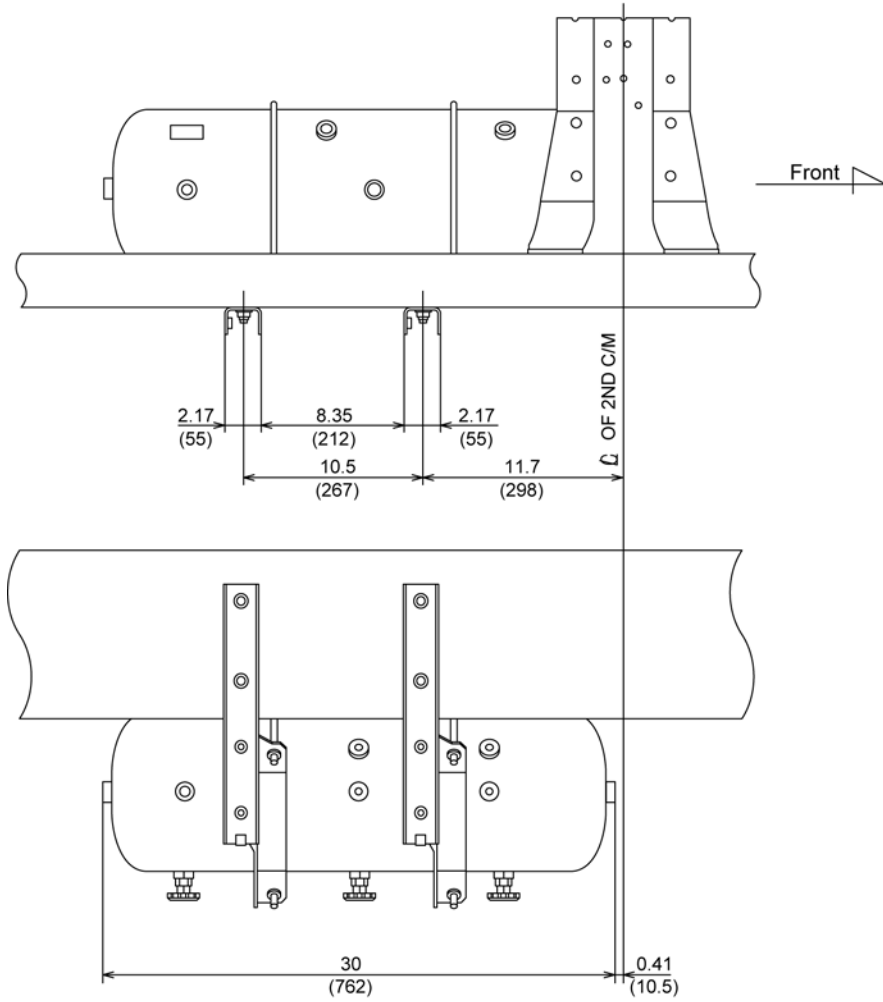
Unit: inch (mm)



WBM530C

UD2600

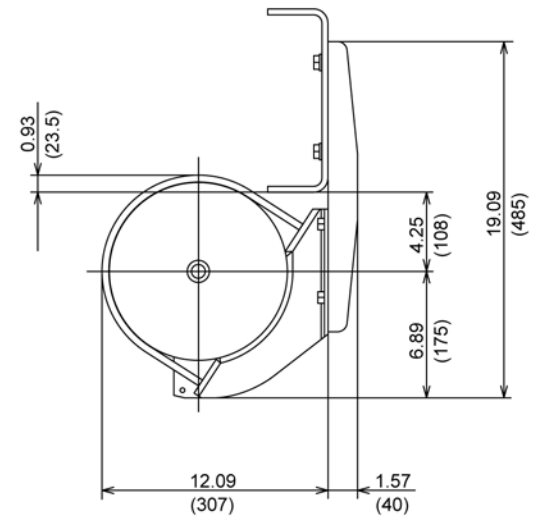
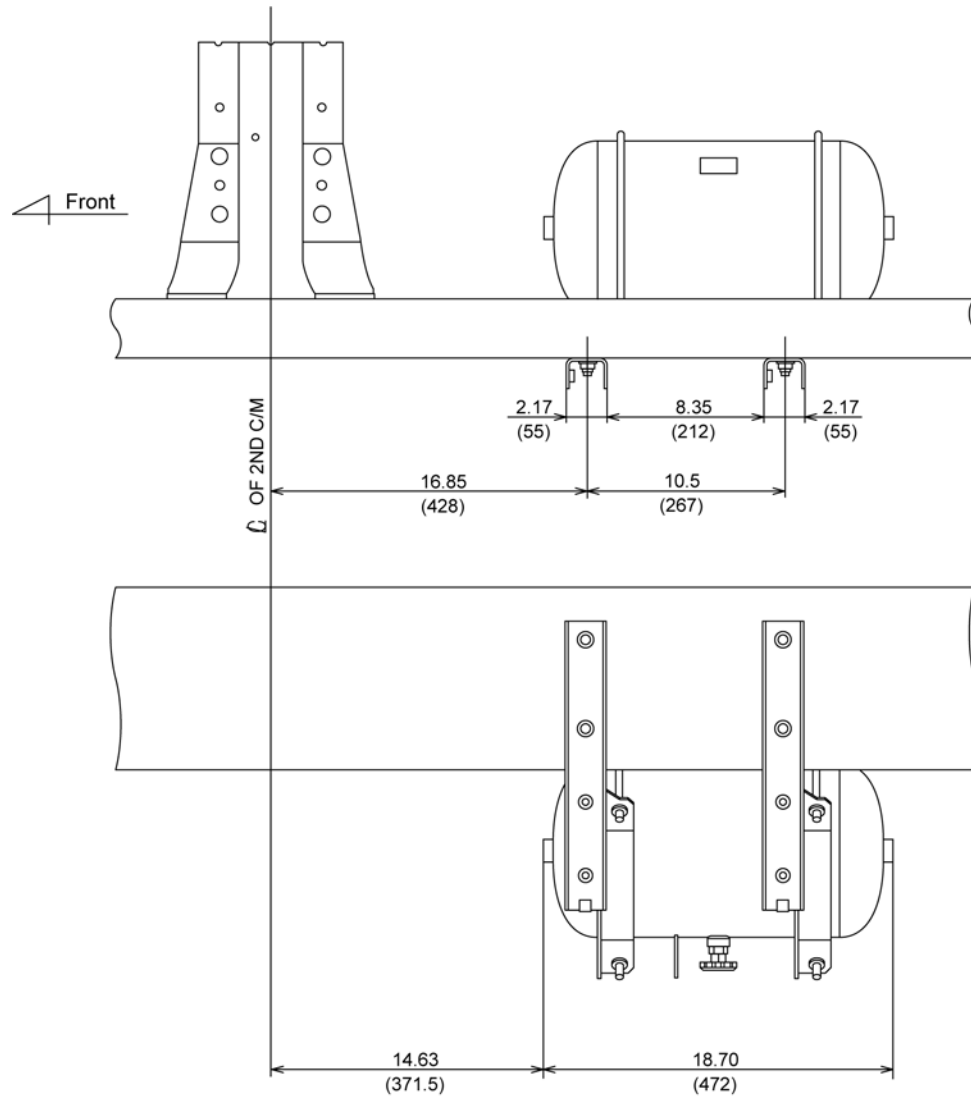
Unit : inch (mm)



WBM349C

**ONLY FOR UD2600 AIR SUSPENSION
(AIR RESERVOIR TANK FOR AIR SUSPENSION)**

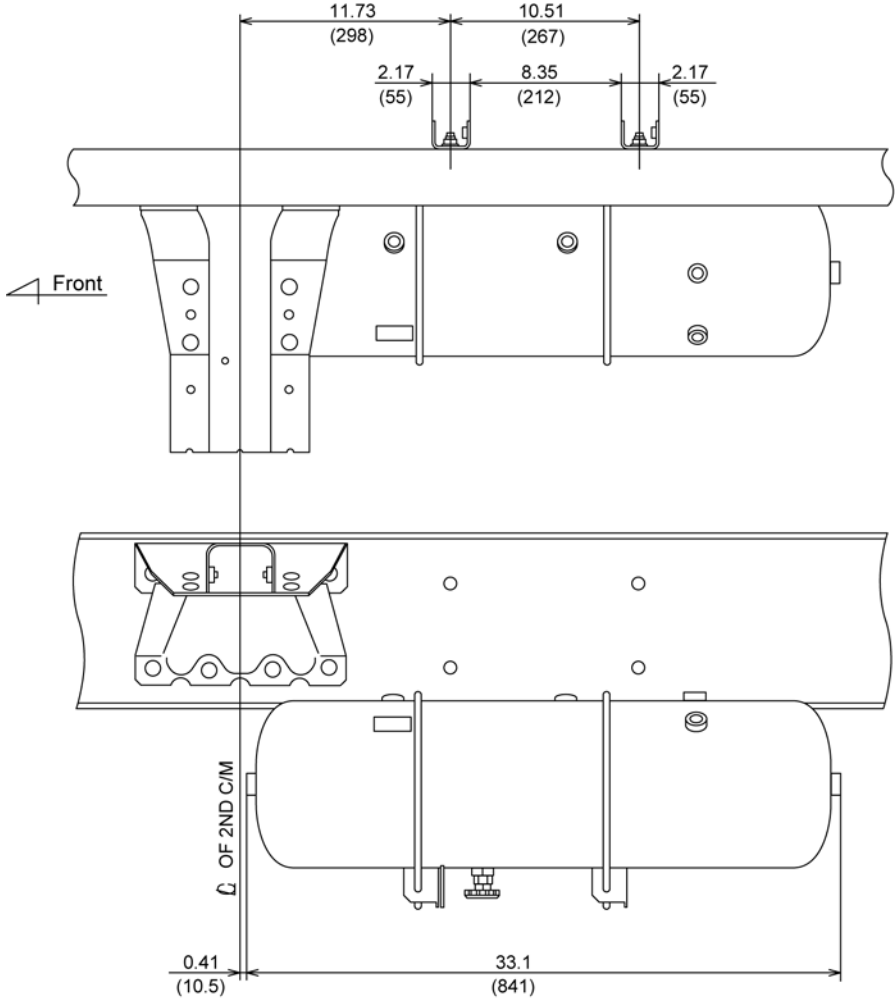
Unit : inch (mm)



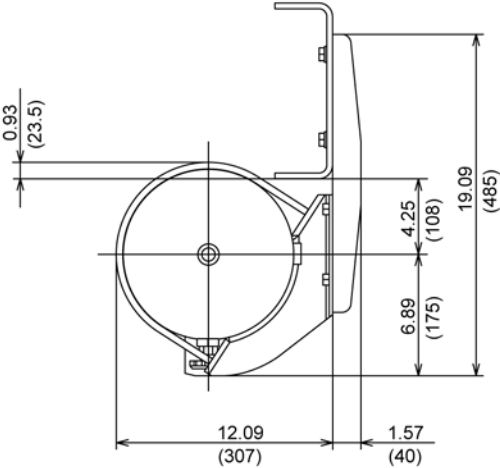
WBM350C

UD3300 (RIGHT HAND SIDE)

Unit : inch (mm)



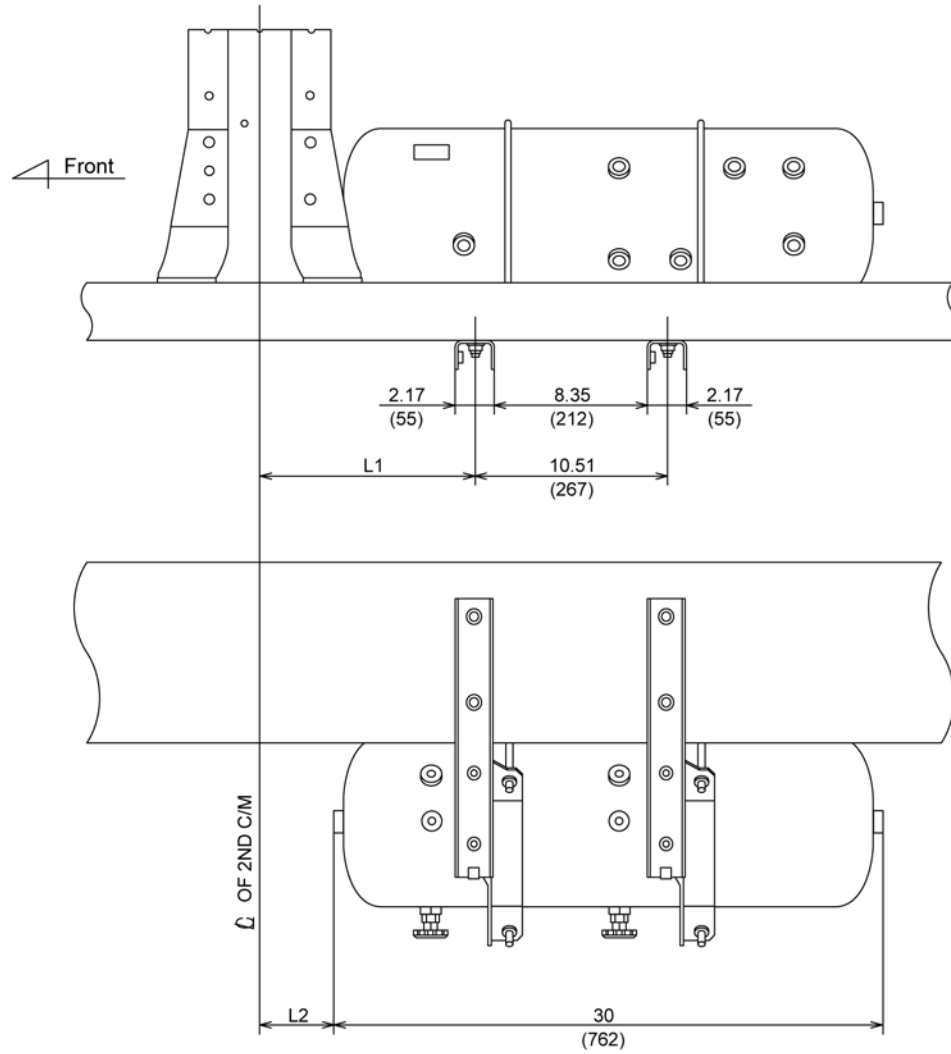
NOTE : MOST OF THE PIPING AND TUBING IS NOT INDICATED.



WBM351C

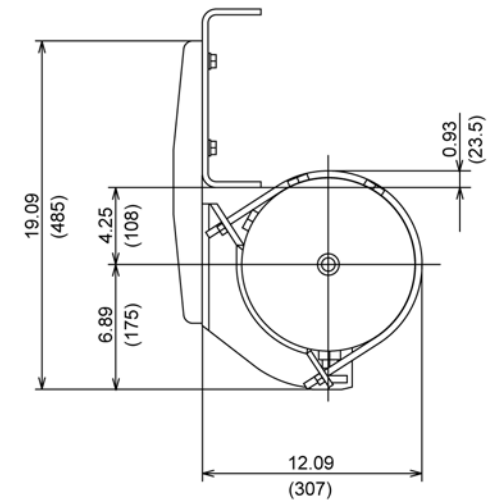
UD3300 (LEFT HAND SIDE)

Unit : inch (mm)



MODEL	L1	L2
E,H	11.73 (298)	4.04 (102.5)
K,M,R	16.85 (428)	9.15 (232.5)

NOTE : MOST OF THE PIPNG ANDTUBING IS NOT INDICATED.



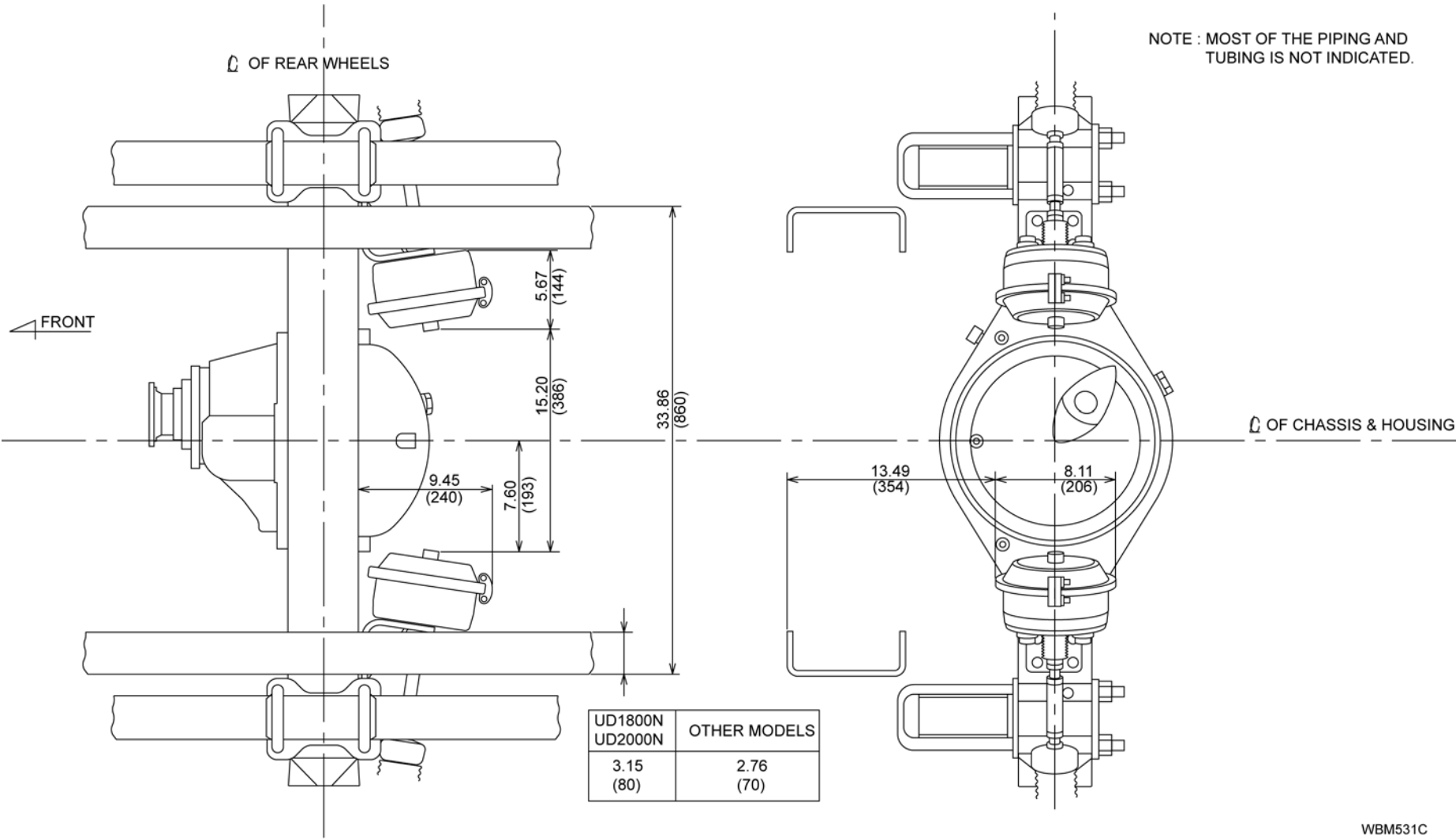
WBM352C

WHEEL PARKING BRAKE DATA

UD1800, UD2000

Unit : inch (mm)

NOTE : MOST OF THE PIPING AND TUBING IS NOT INDICATED.

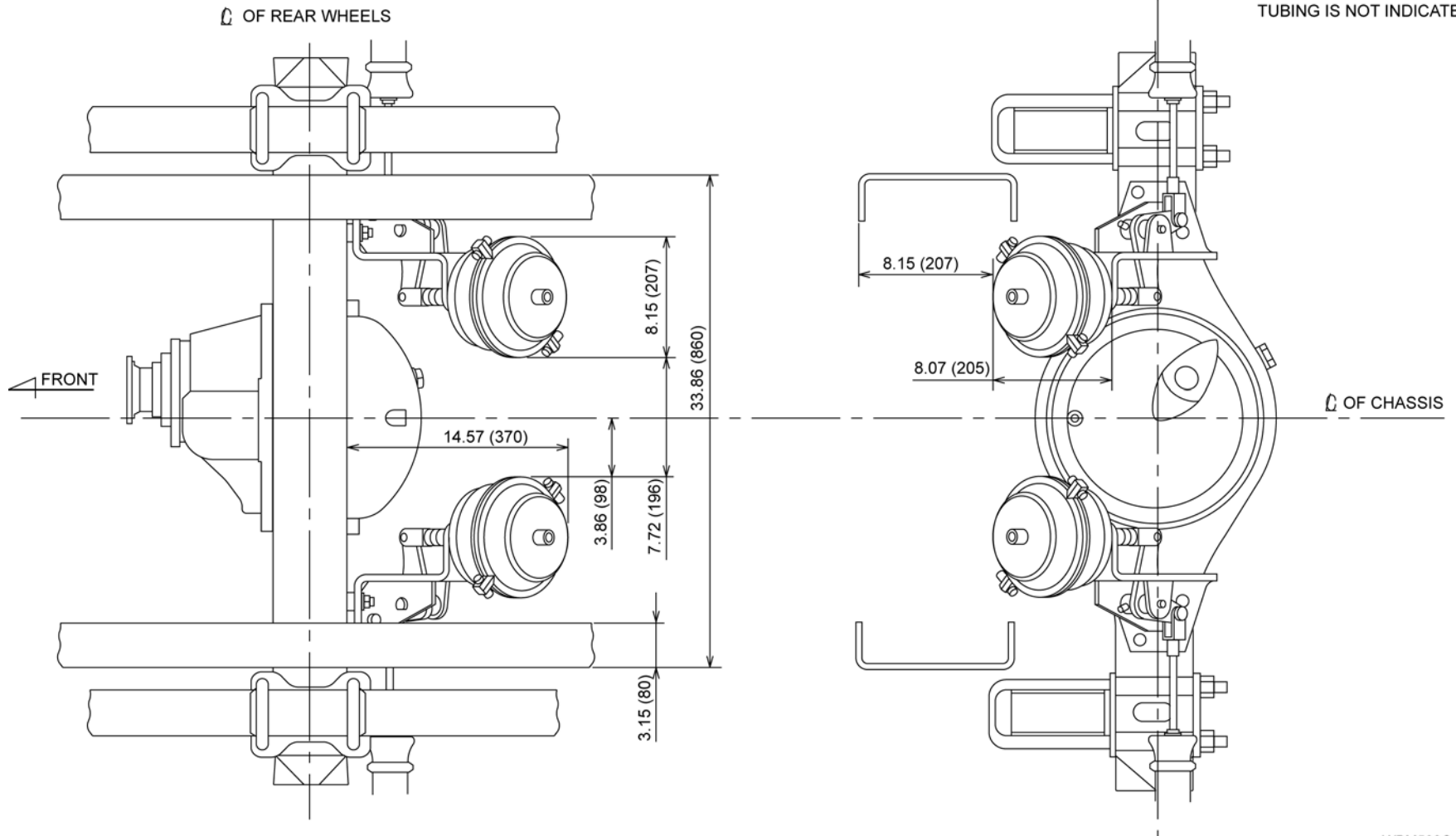


WBM531C

UD2300LP

Unit : inch (mm)

NOTE : MOST OF THE PIPING AND TUBING IS NOT INDICATED.

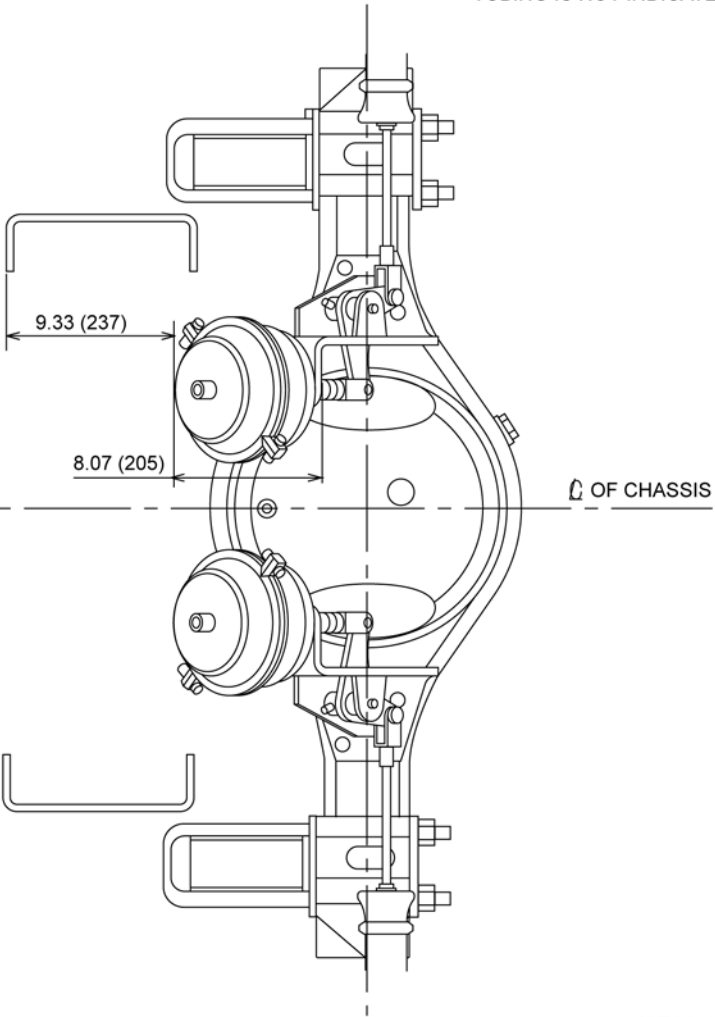
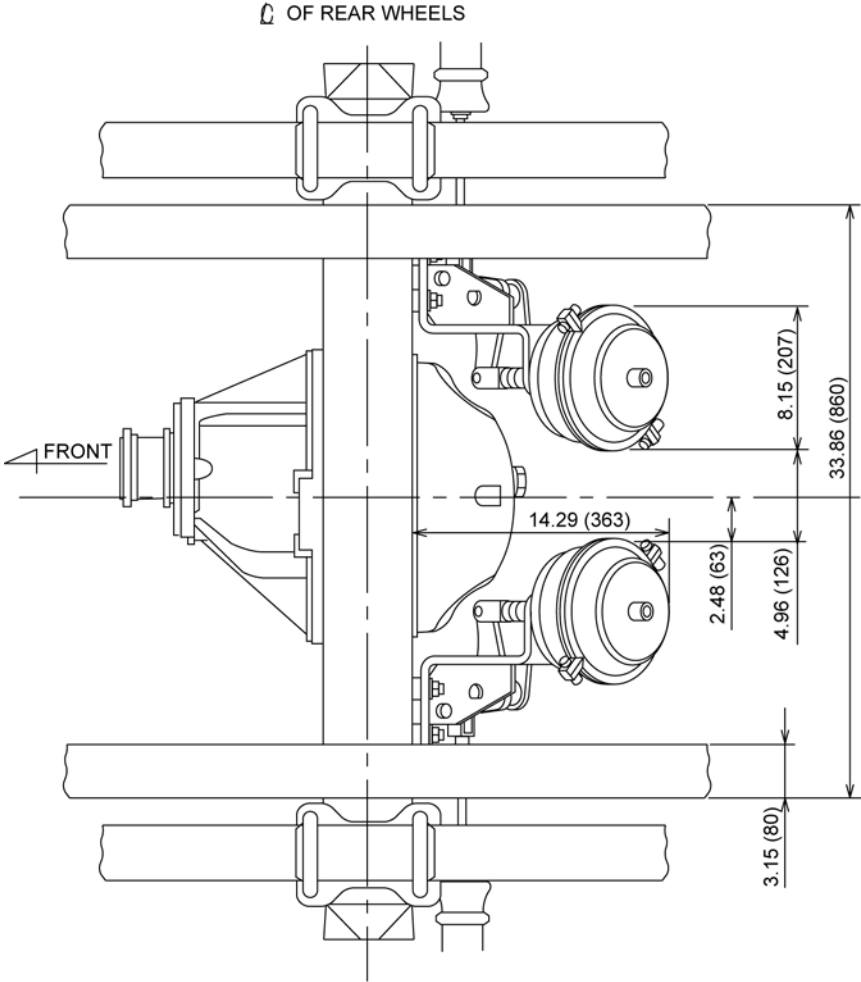


WBM532C

UD2300DH

Unit : inch (mm)

NOTE : MOST OF THE PIPING AND TUBING IS NOT INDICATED.

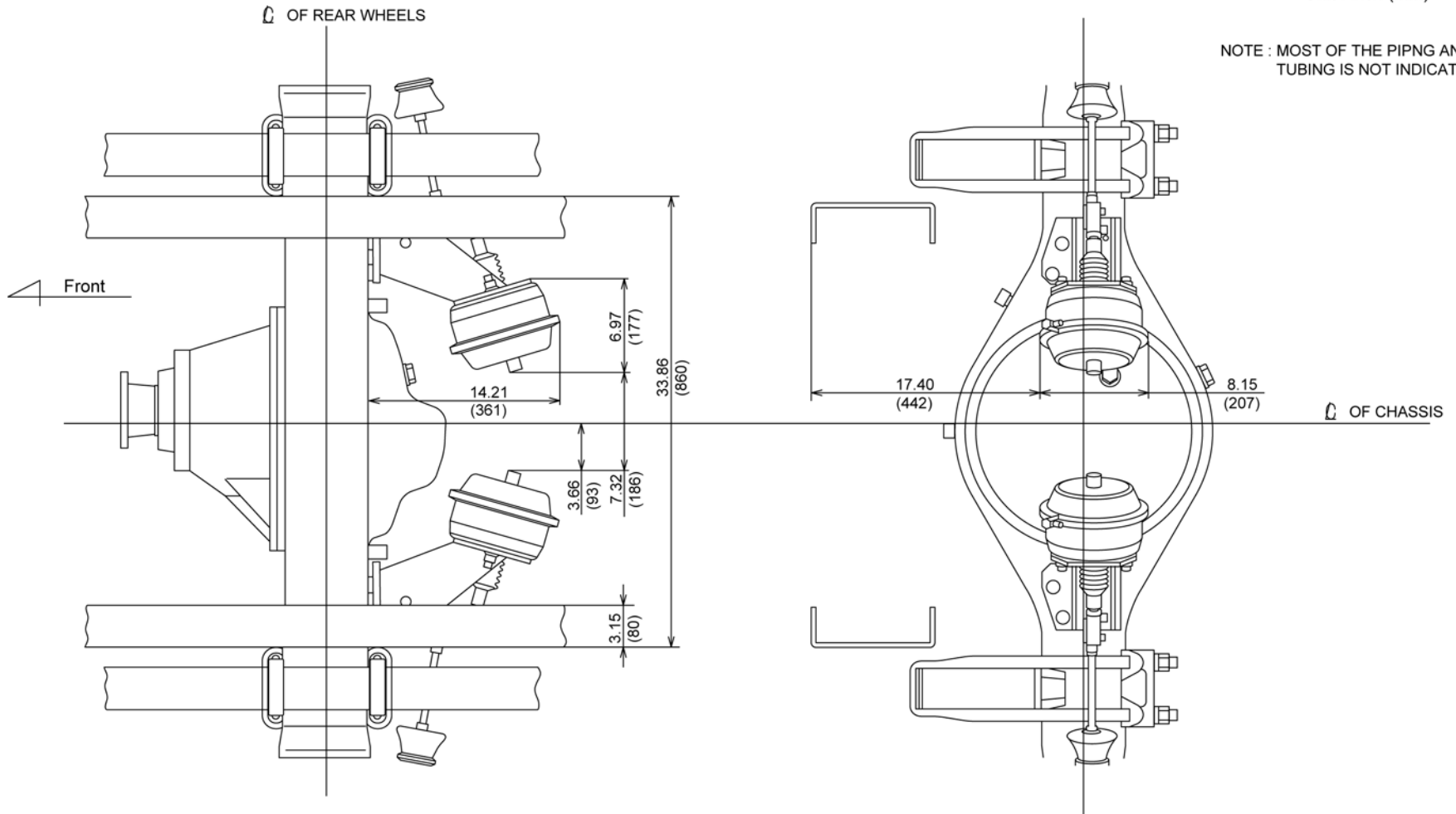


WBM533C

UD2600 (LEAF SUSPENSION)

Unit : inch (mm)

NOTE : MOST OF THE PIPNG AND TUBING IS NOT INDICATED.

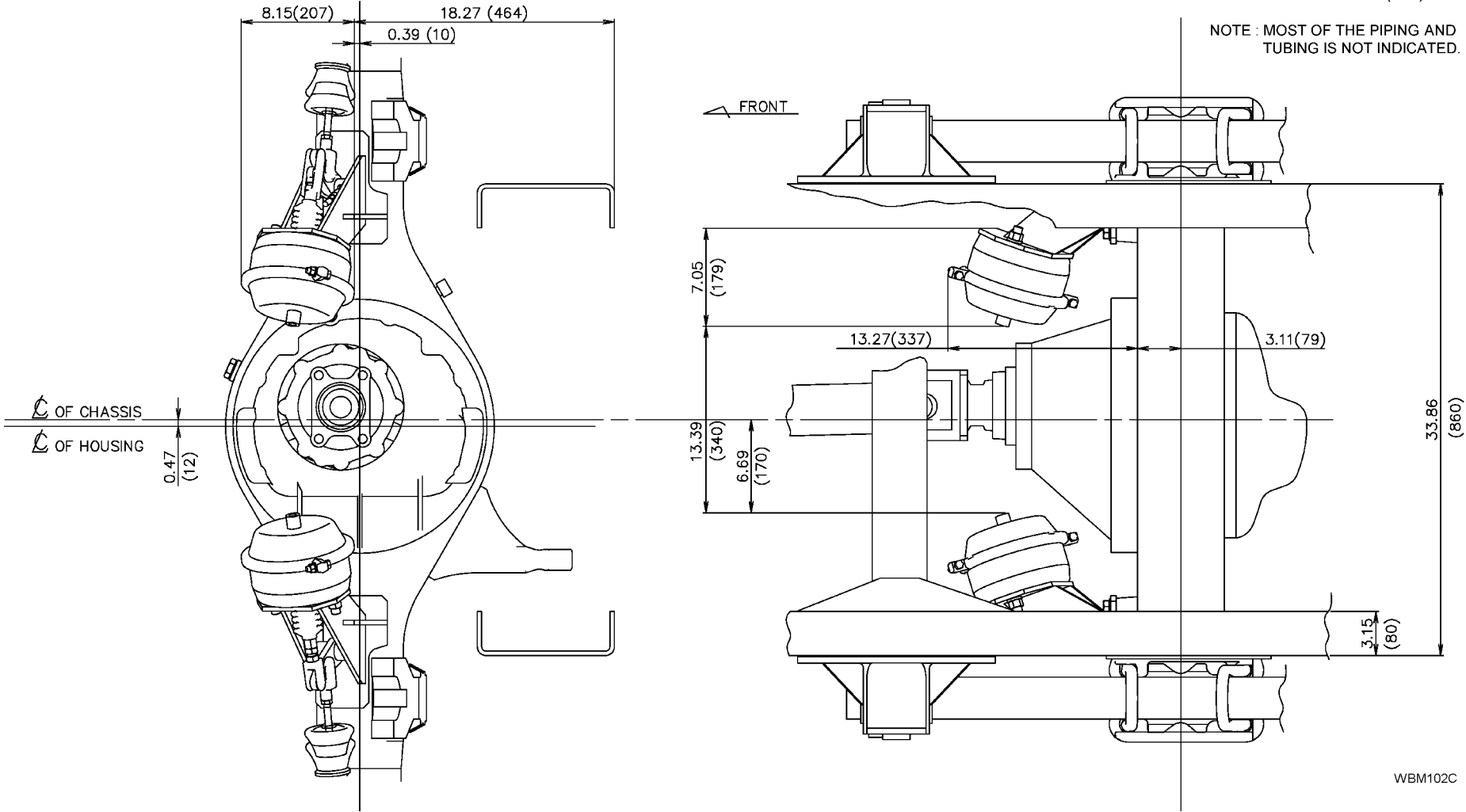


WBM353C

UD2600 (AIR SUSPENSION)

Unit : inch (mm)

NOTE : MOST OF THE PIPING AND TUBING IS NOT INDICATED.



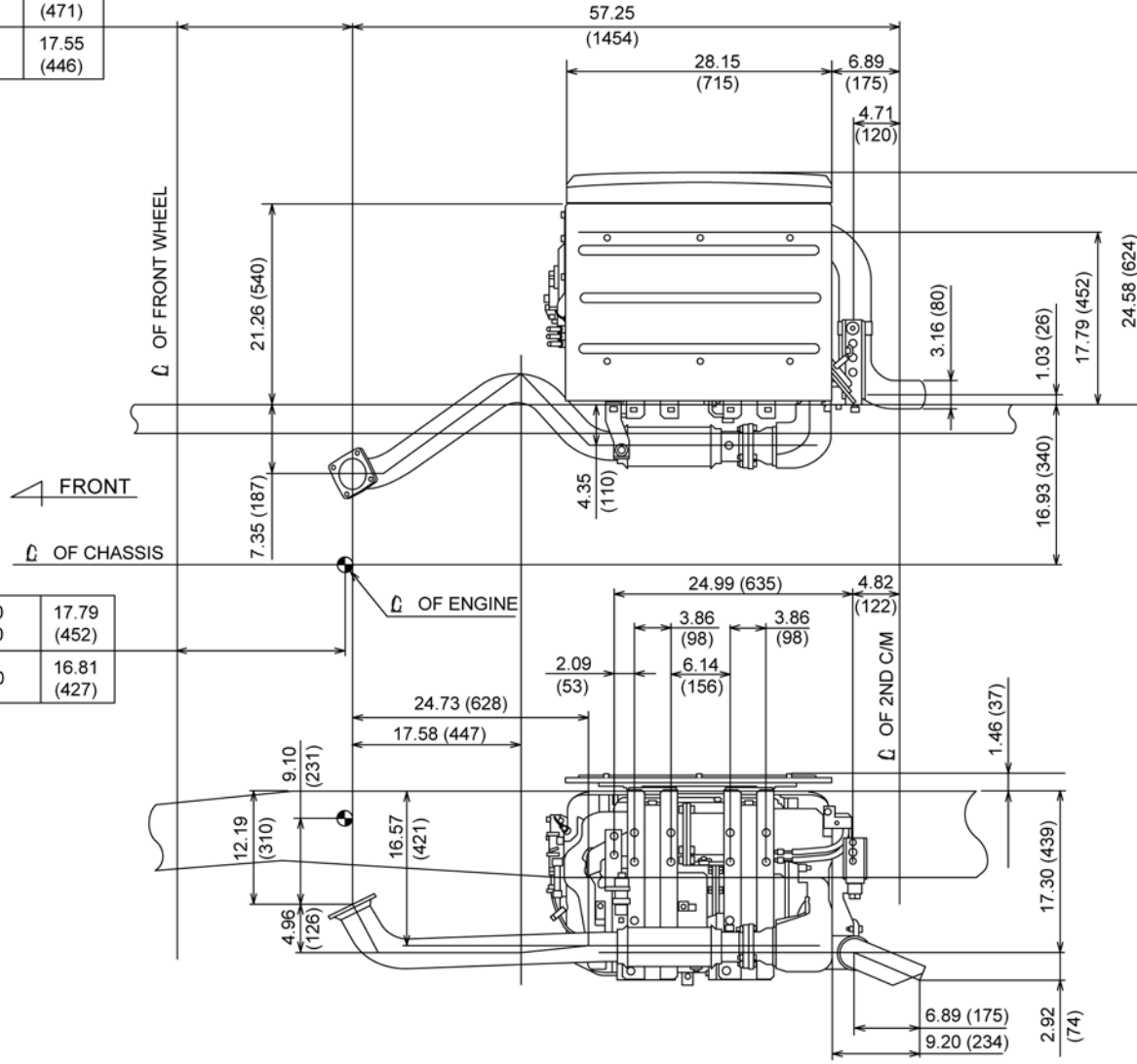
EXHAUST PIPE AND MUFFLER DATA

UD1800, UD2000, UD2300

Unit : inch (mm)

UD1800	18.53 (471)
UD2000	17.55 (446)

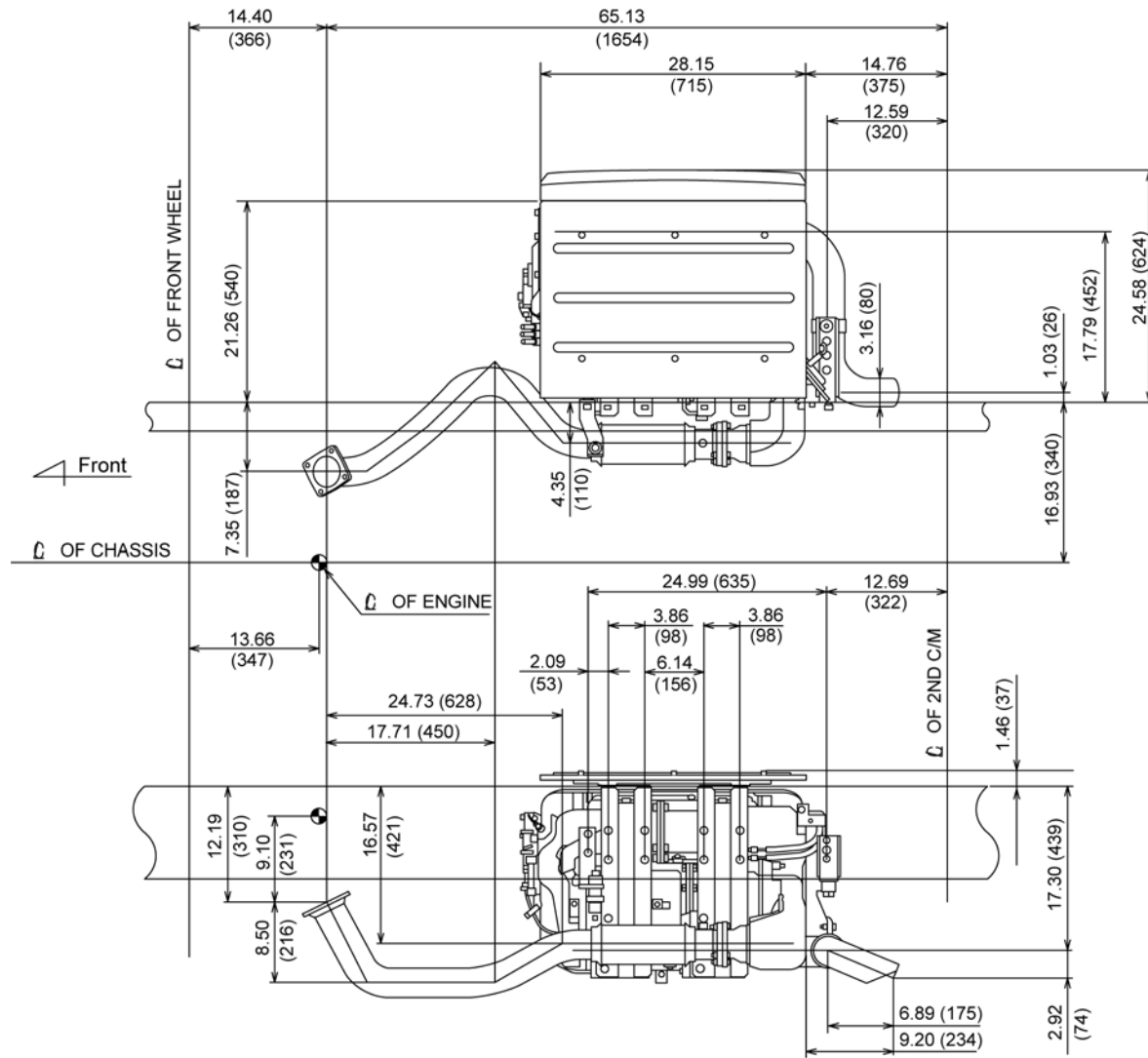
UD1800	17.79 (452)
UD2000	16.81 (427)



WBM562C

UD2600, UD3300

Unit : inch (mm)



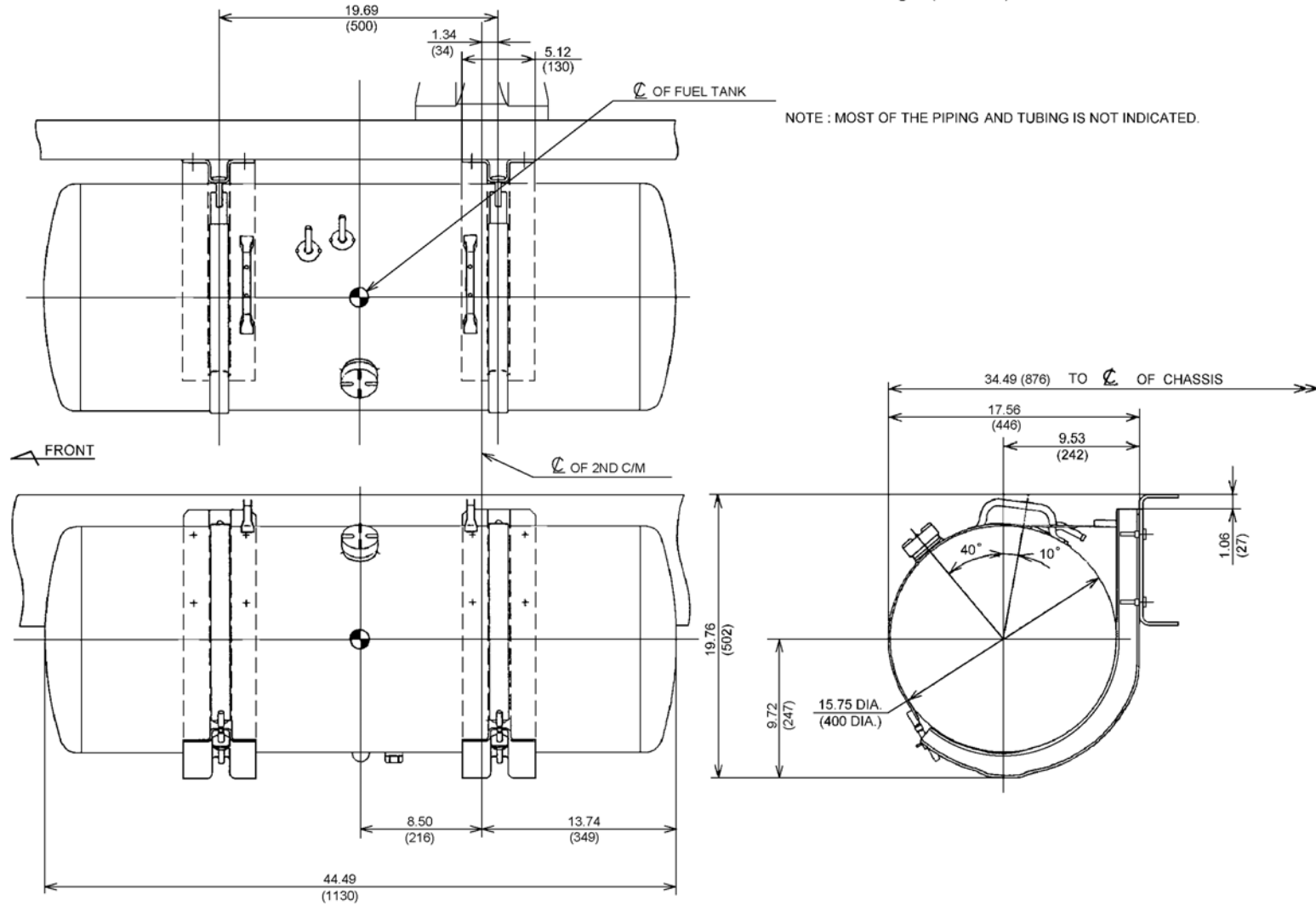
WBM563C

FUEL TANK DATA

UD1800, UD2000, UD2300LP

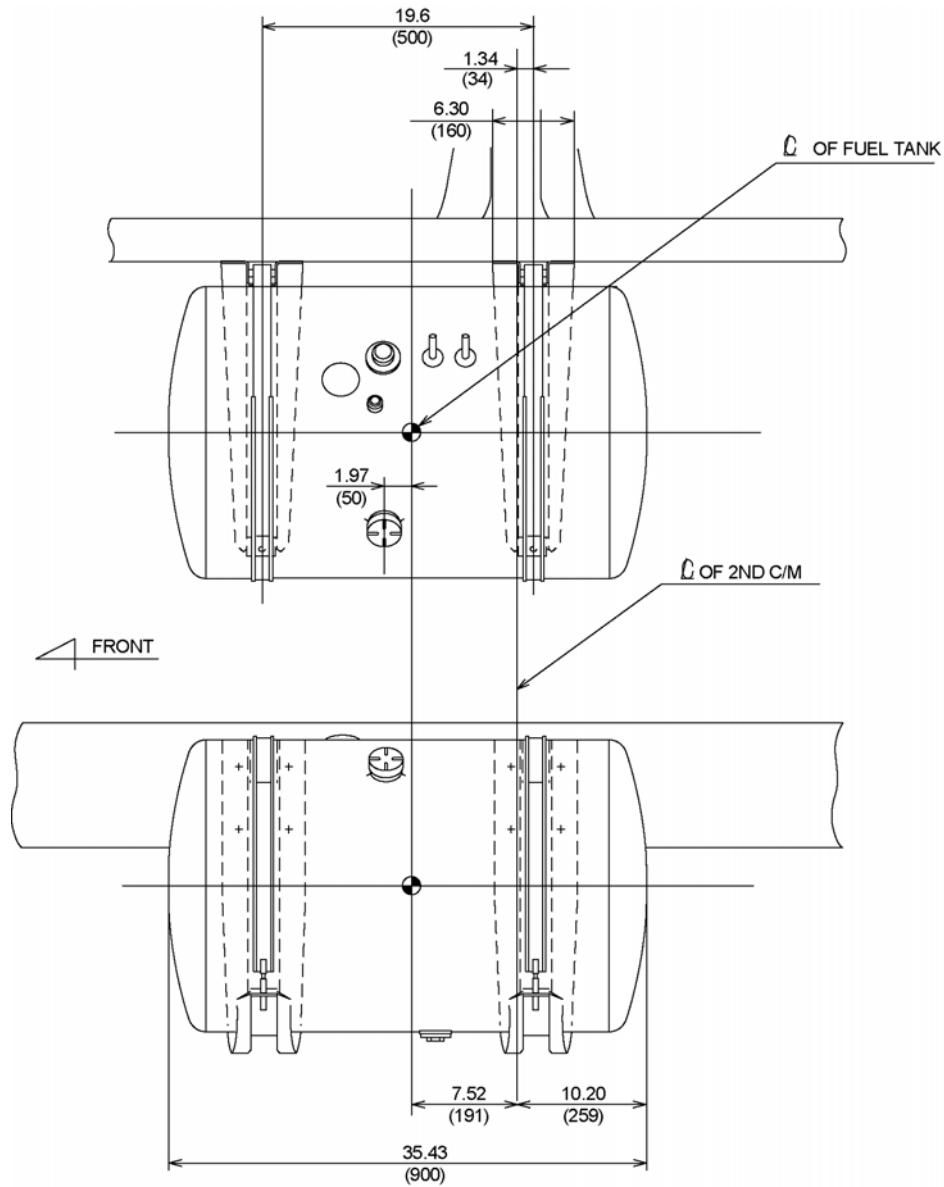
FUEL TANK CAPACITY
33.0 U. S. gal (124 Liter)

Unit : inch (mm)



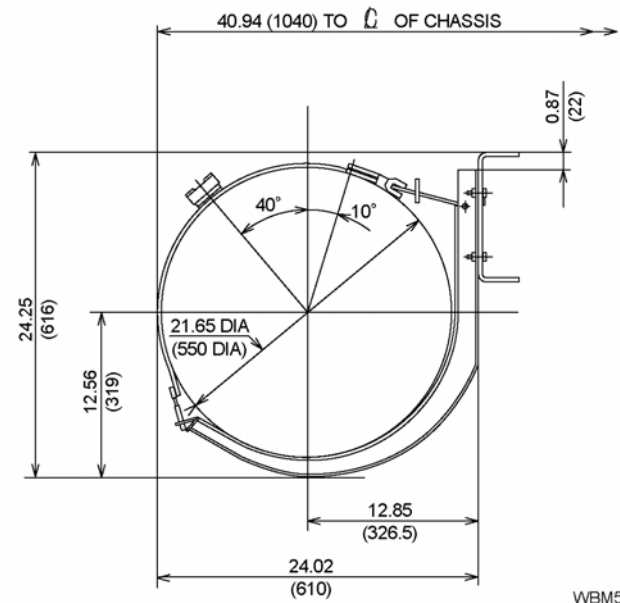
UD2300DH

Unit : inch (mm)



FUEL TANK CAPACITY
50.0 U.S.gal (185 Liter)

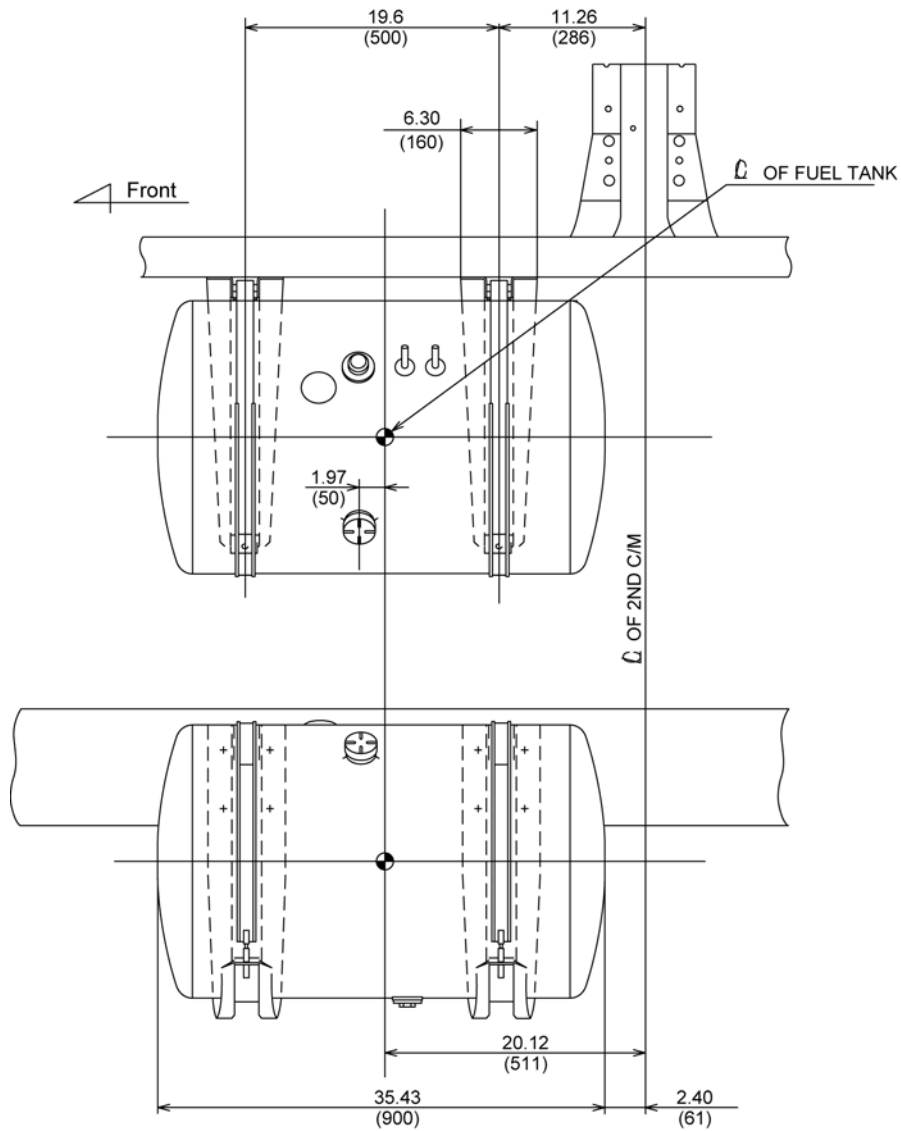
NOTE: MOST OF THE PIPING AND TUBING IS NOT INDICATED.



WBM536C

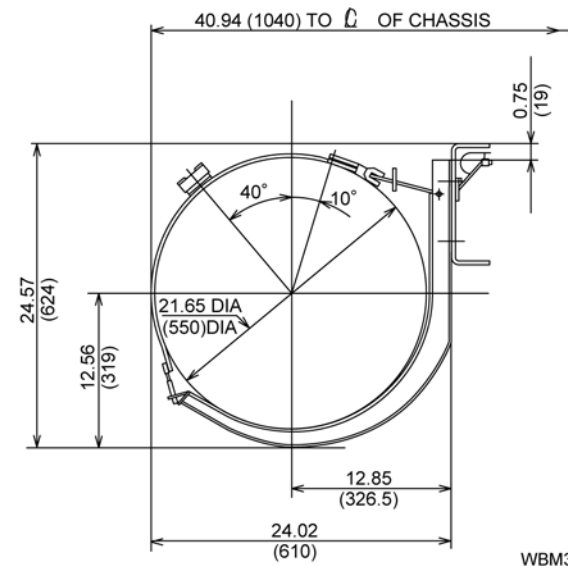
UD2600E, UD2600H, UD3300E, UD3300H

Unit : inch (mm)



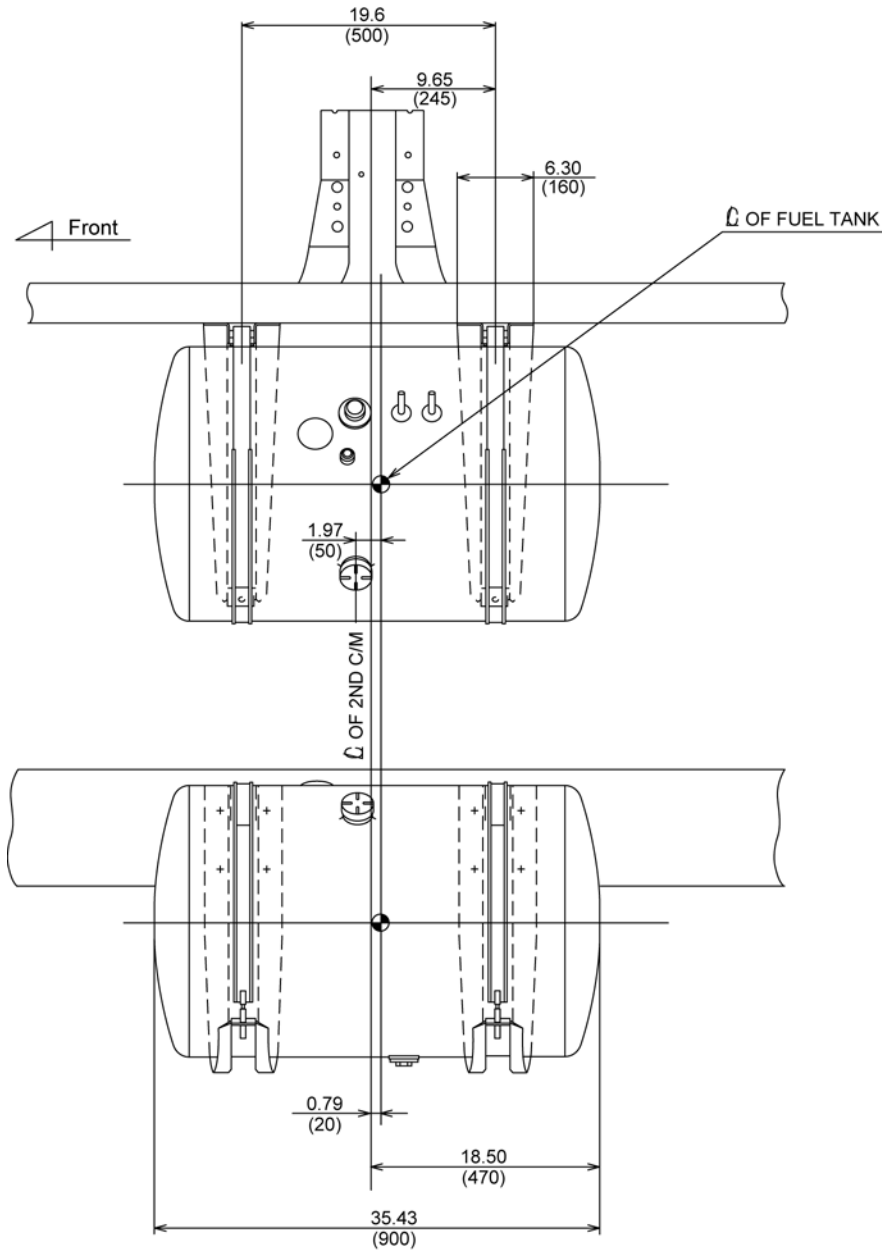
FUEL TANK CAPACITY
50.0 U.S. gal (185 Liter)

NOTE : MOST OF THE PIPING AND TUBING IS NOT INDICATED.



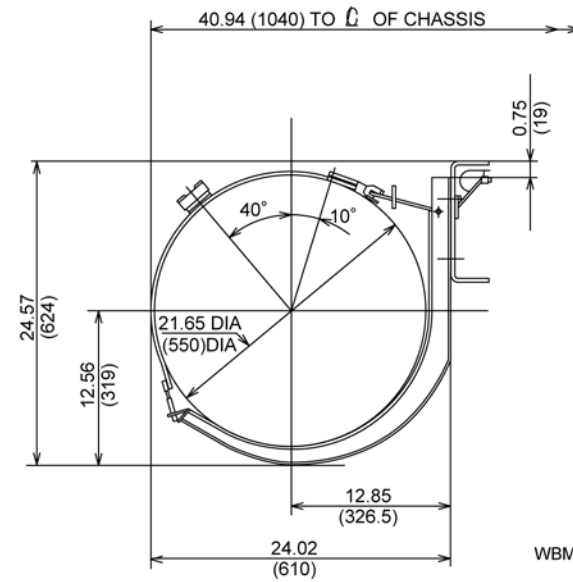
UD2600K, UD2600M, UD2600N, UD2600R, UD2600S, UD3300K, UD3300M, UD3300R

Unit : inch (mm)



FUEL TANK CAPACITY
50.0 U.S. gal (185 Liter)

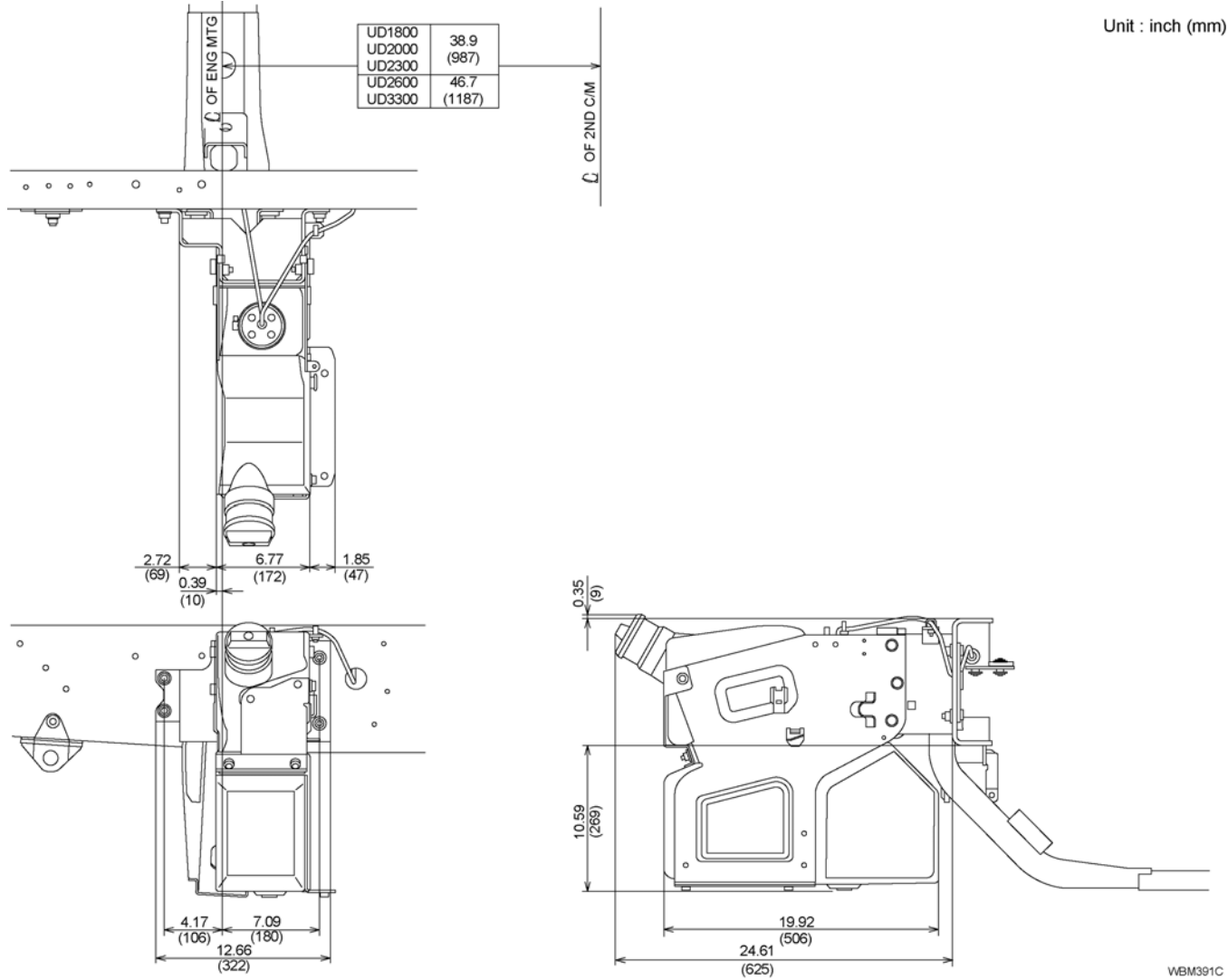
NOTE : MOST OF THE PIPING AND TUBING IS NOT INDICATED.



WBM356C

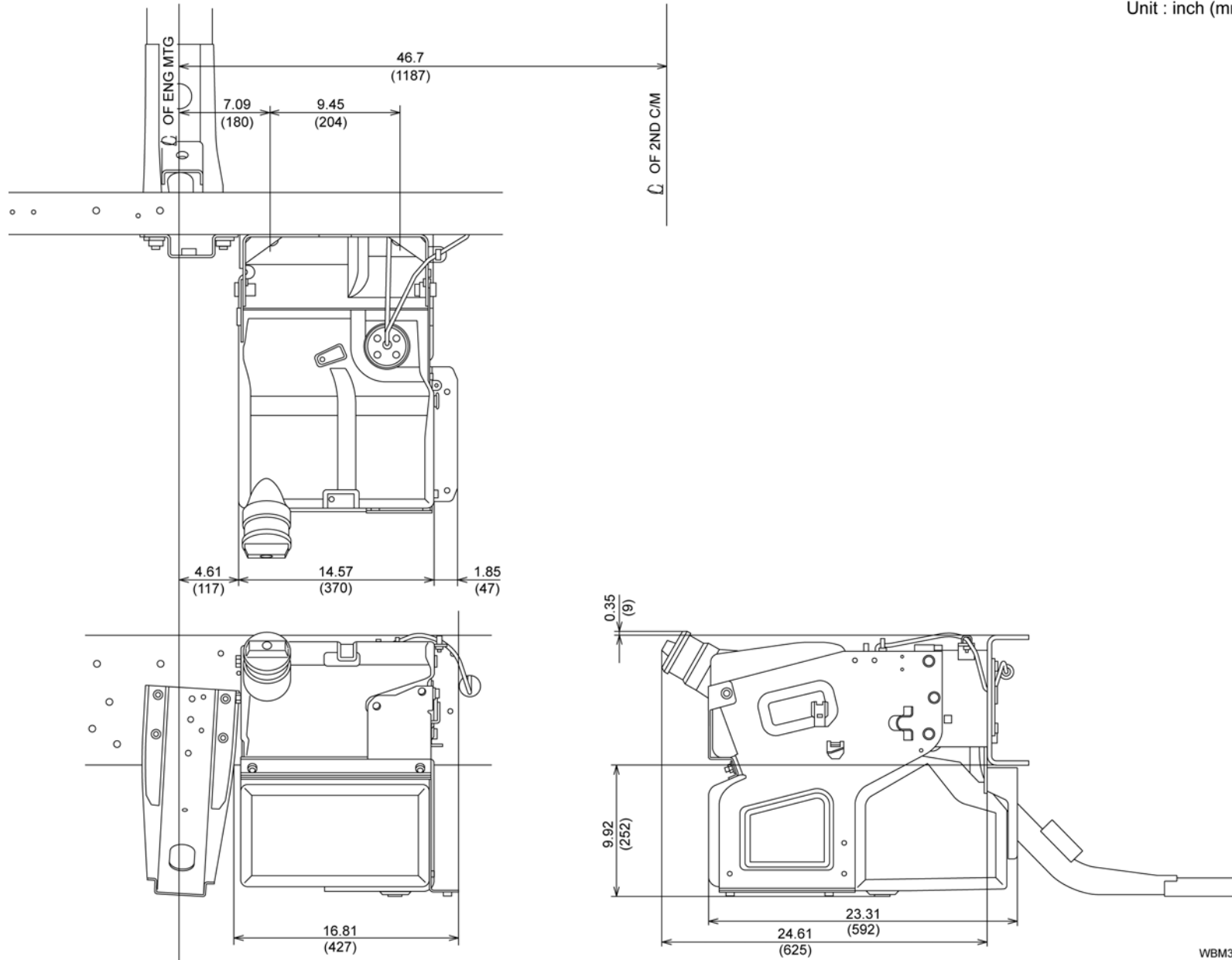
DEF TANK DATA

UD1800E, UD1800F, UD1800H, UD1800K, UD1800N, UD2000E, UD2000F, UD2000H, UD2000K, UD2000N
 UD2300D, UD2300F, UD2300H, UD2300K, UD2300M, UD2600E, UD2600H, UD3300E, UD3300H



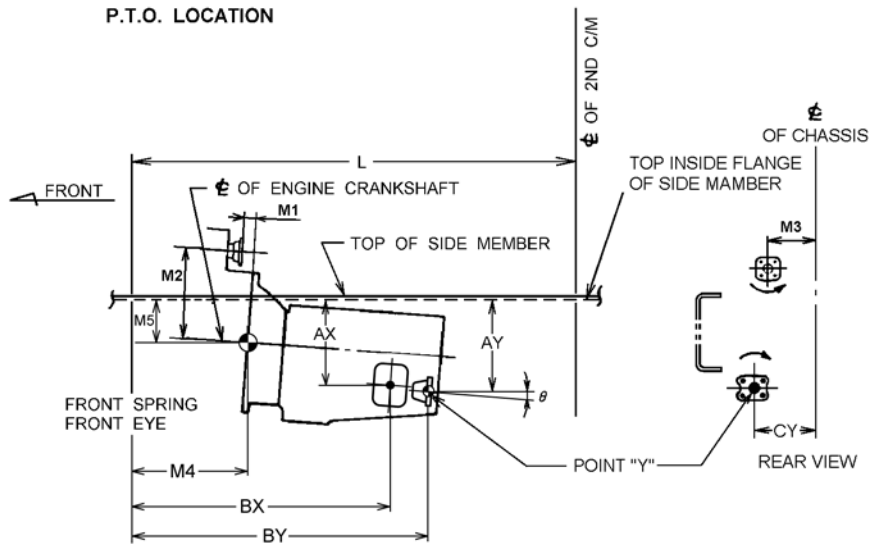
UD2600K, UD2600M, UD2600N, UD2600R, UD2600S, UD3300K, UD3300M, UD3300R

Unit : inch (mm)



WBM392C

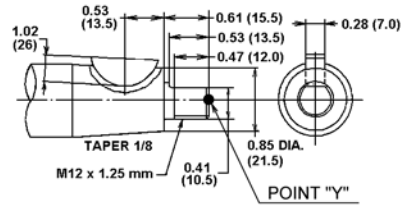
TRANSMISSION P.T.O. AND ENGINE REAR P.T.O. DATA



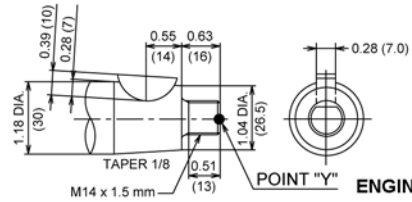
NOTE: DIMENSIONS. AX AND AY ARE TO THE TOP INSIDE FLANGE OF SIDE RAIL. (REINFORCEMENT IS NOT INCLUDED)

Unit : inch (mm)

P.T.O. SHAFT

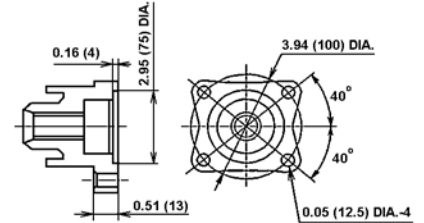


MLS63B



MPS63B

ENGINE REAR P.T.O. FLANGE



ENGINE REAR P.T.O. SPECIFICATION

REDUCTION RATIO	0.833
ALLOWABLE MAXIMUM TORQUE	253.2 ft-lbf (35 kgf·m)
DIRECTION OF ROTATION	COUNTER CLOCKWISE AS SEEN FROM REAR

TRANSMISSION P.T.O. SPECIFICATION

P.T.O. P/#	LOCATION	TRANSMISSION MODEL	REDUCTION RATIO	ROTATION SPEED	ALLOWABLE TORQUE	DIRECTION OF ROTATION
33300 Z5176	LEFT SIDE OF TRANSMISSION	MLS63B	1.642	ENGINE SPEED x 0.609	108.5 ft-lbf (15 kgf·m)	CLOCKWISE AS SEEN FROM REAR
33300 90873		MPS63B	1.141	ENGINE SPEED x 0.875	216.9 ft-lbf (30 kgf·m)	

TRANSMISSION P.T.O. LOCATION

MODEL USAGE	TRANSMISSION MODEL	P.T.O. P/#	L	AX	BX	AY	BY	CY	θ
UD1800 UD2000 UD2300	MLS63B	33300 Z5176	101.38 (2575)	14.26 (362.3)	81.52 (2070.6)	14.87 (377.6)	85.99 (2184.1)	6.54 (166.1)	3° 30'
83.69 (2125.6)					88.15 (2239.1)				
UD2600 UD3300	MPS63B	33300 90873	107.09 (2720)	14.62 (371.4)	74.50 (1892.2)	15.94 (404.9)	83.16 (2112.2)	9.05 (229.8)	

ENGINE REAR P.T.O. LOCATION

MODEL USAGE	M1	M2	M3	M4	M5
UD1800 UD2000 UD2300	0.09 (2.3)	13.11 (333.1)	0.71 (18)	60.67 (1541)	7.91 (201)
UD2600 UD3300				62.83 (1596)	

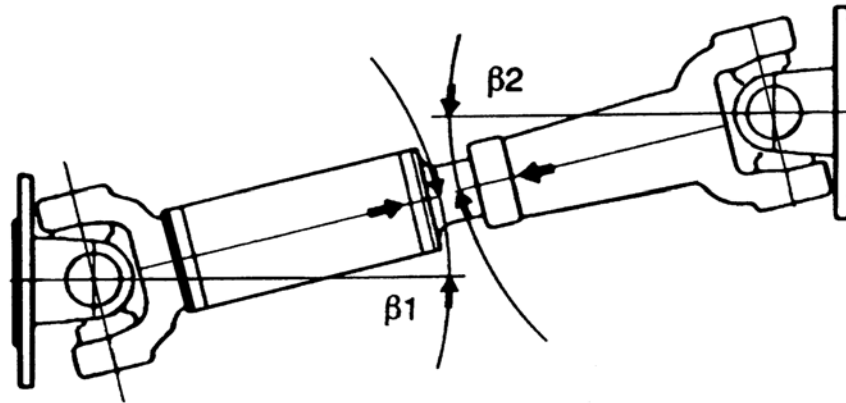
WBM560C

PROPELLER SHAFT INSTALLATION

When install a propeller shaft to the P.T.O., make sure to follow the below instruction.

The true joint angles, β_1 and β_2 should be kept between 0 – 8.5 degrees.

The angles β_1 and β_2 should be equal or almost equal.

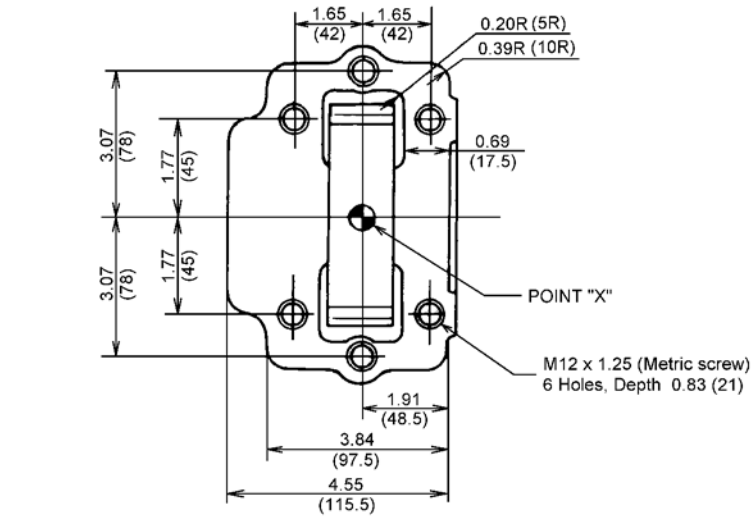


WBM393C

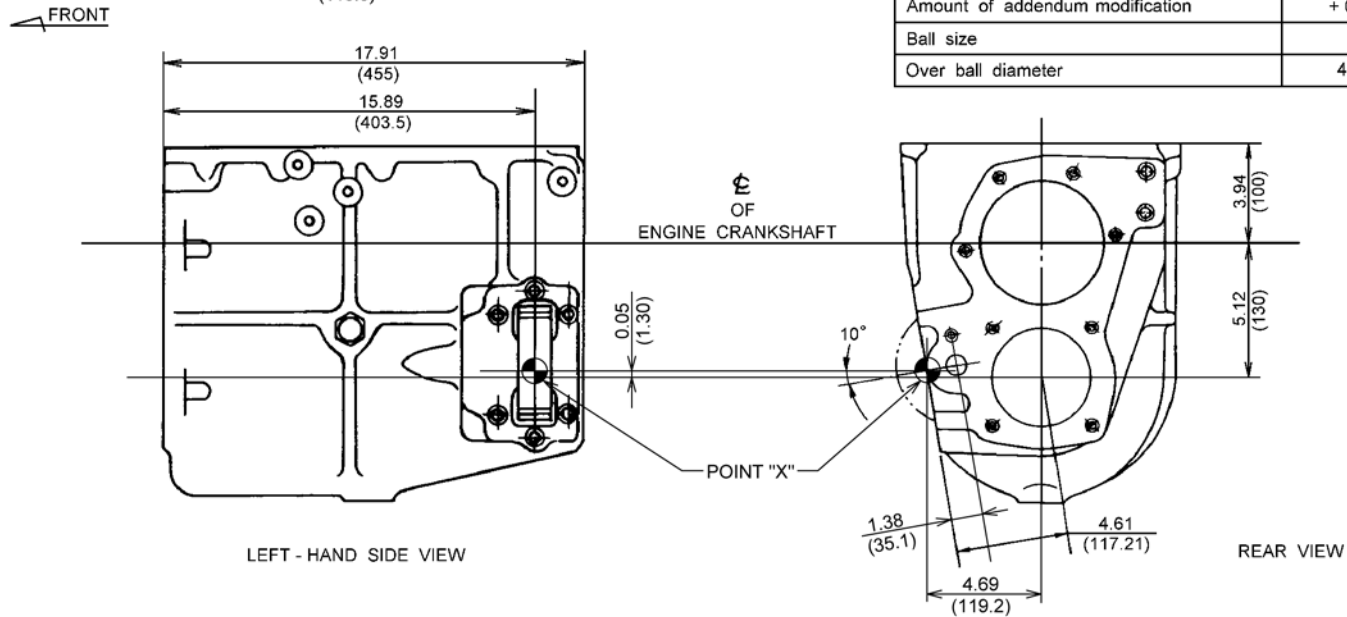
TRANSMISSION P.T.O. OPENING DATA

TRANSMISSION MODEL:MLS63B

Unit : inch (mm)



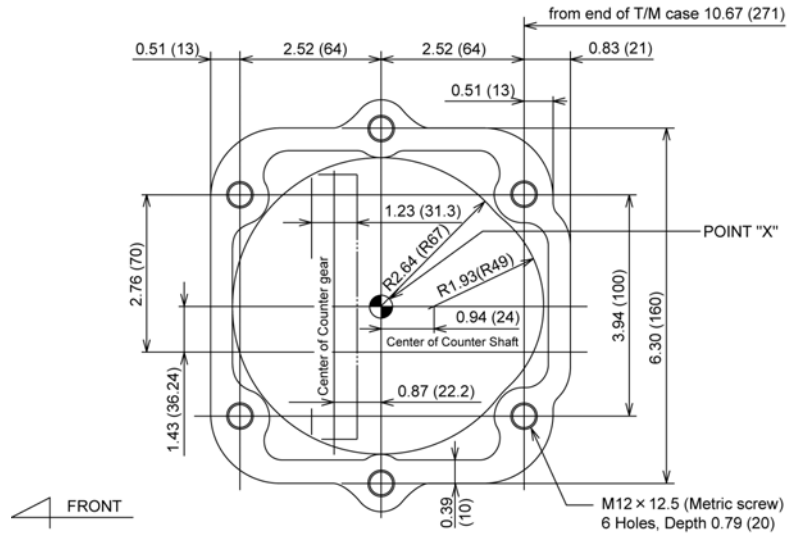
P.T.O. DRIVE GEAR DATA	
Teeth form	Involute
Number of teeth	25
Module	(4.5)
Helix angle	0°
Pressure angle	22.5°
Pitch circle diameter	4.4291 (112.500)
Tooth base circle diameter	4.0920 (103.936)
Tooth outside circle diameter	4.8661 (123.600)
Width of tooth	1.9449 (49.400)
Amount of addendum modification	+ 0.0339 (+ 0.861)
Ball size	0.3125 (7.937)
Over ball diameter	4.9172 (124.897)



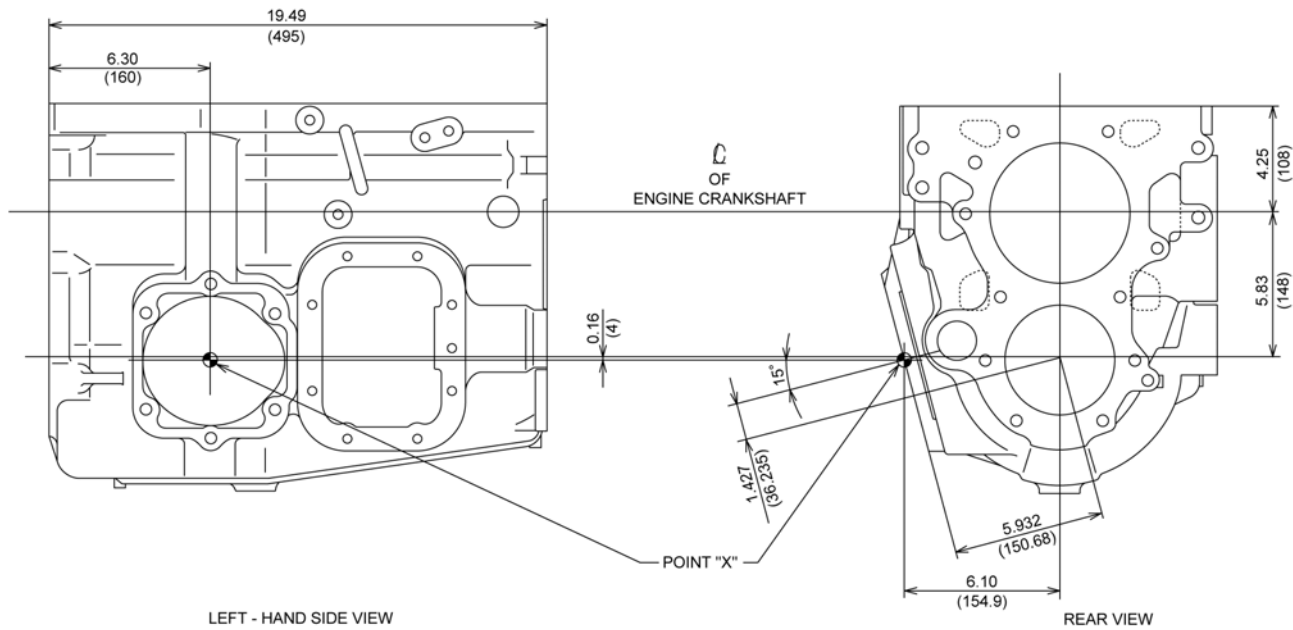
WBM358C

TRANSMISSION MODEL:MPS63B

Unit : inch (mm)



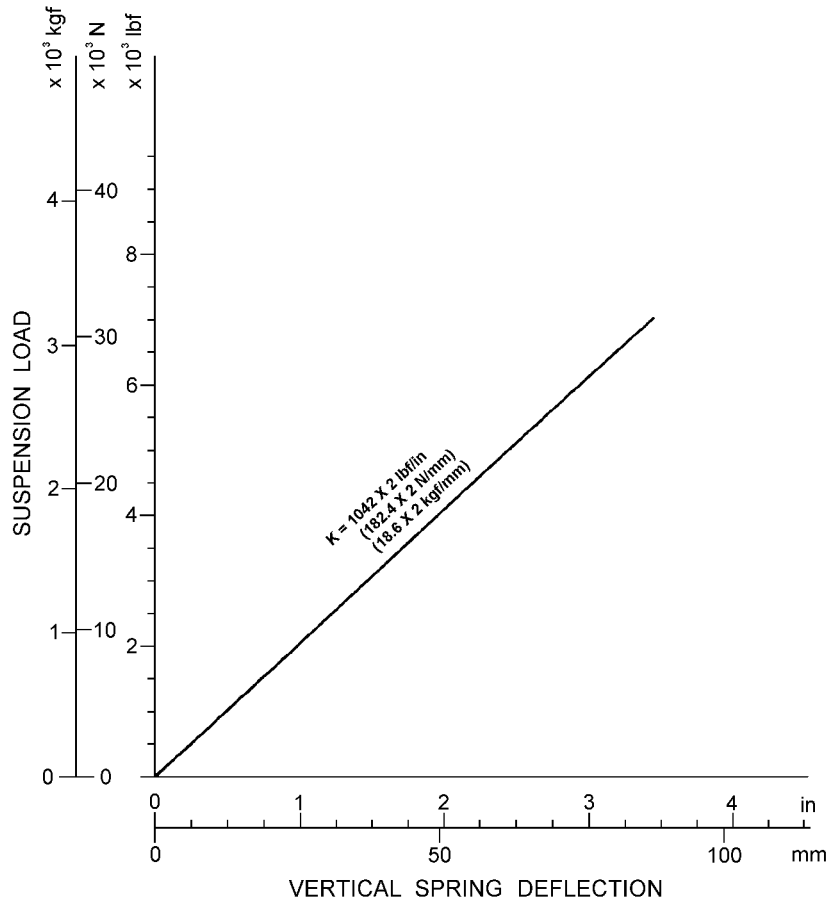
P.T.O. DRIVE GEAR DATA	
Teeth form	Involute
Number of teeth	47
Module	(4.0)
Helix angle	23° (Clockwise)
Pressure angle	22.5°
Pitch circle diameter	8.0408 (204.236)
Tooth base circle diameter	7.3326 (186.2482)
Tooth outside circle diameter	8.3819 (212.900)
Width of tooth	1.23 (31.3)
Amount of addendum modification	+0.0051 (+0.130)
Ball size	0.2813 (7.144)
Over ball diameter	8.450 (214.631)



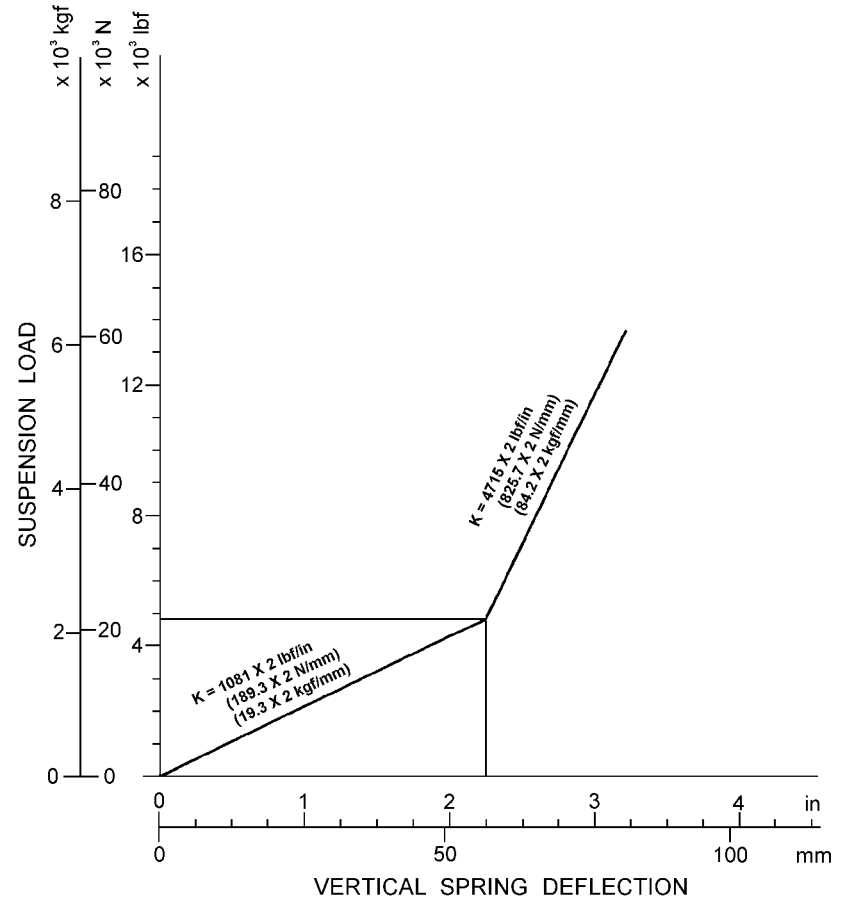
SPRING DATA

UD1800

FRONT LEAF SPRING LOAD VS
DEFLECTION CURVE
(PER AXLE)



REAR LEAF SPRING LOAD VS
DEFLECTION CURVE
(PER AXLE)

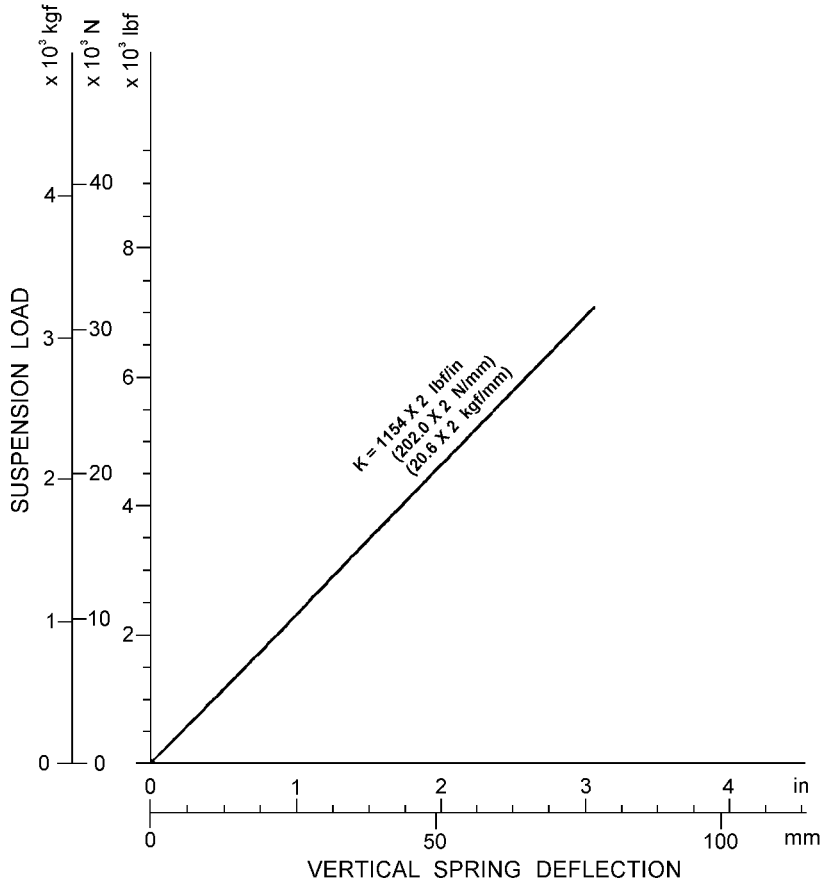


NOTE : SUSPENSION LOAD DOES NOT INCLUDE UNSPRUNG MASS
(UNSPRUNG MASS : MASS WHICH IS NOT SUPPORTED BY SPRINGS).
MAXIMUM LOADING OF SYSTEM MUST NOT EXCEED GAMR AND
MAXIMUM CAPACITY OF OTHER COMPONENTS.

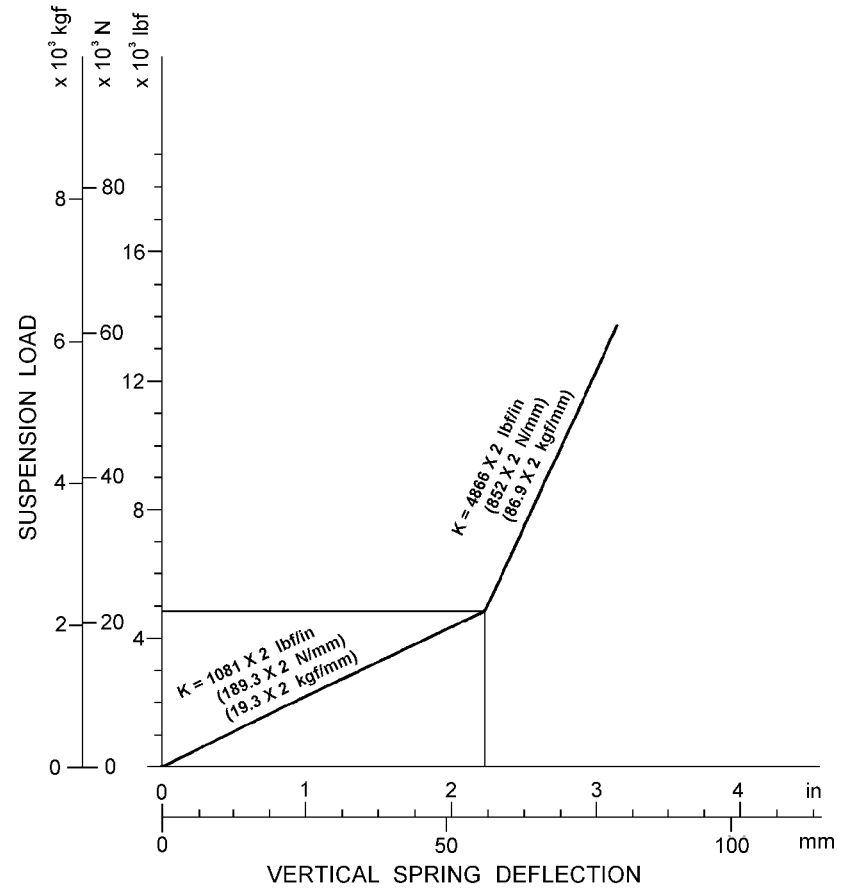
WBM223A

UD2000

FRONT LEAF SPRING LOAD VS DEFLECTION CURVE (PER AXLE)



REAR LEAF SPRING LOAD VS DEFLECTION CURVE (PER AXLE)

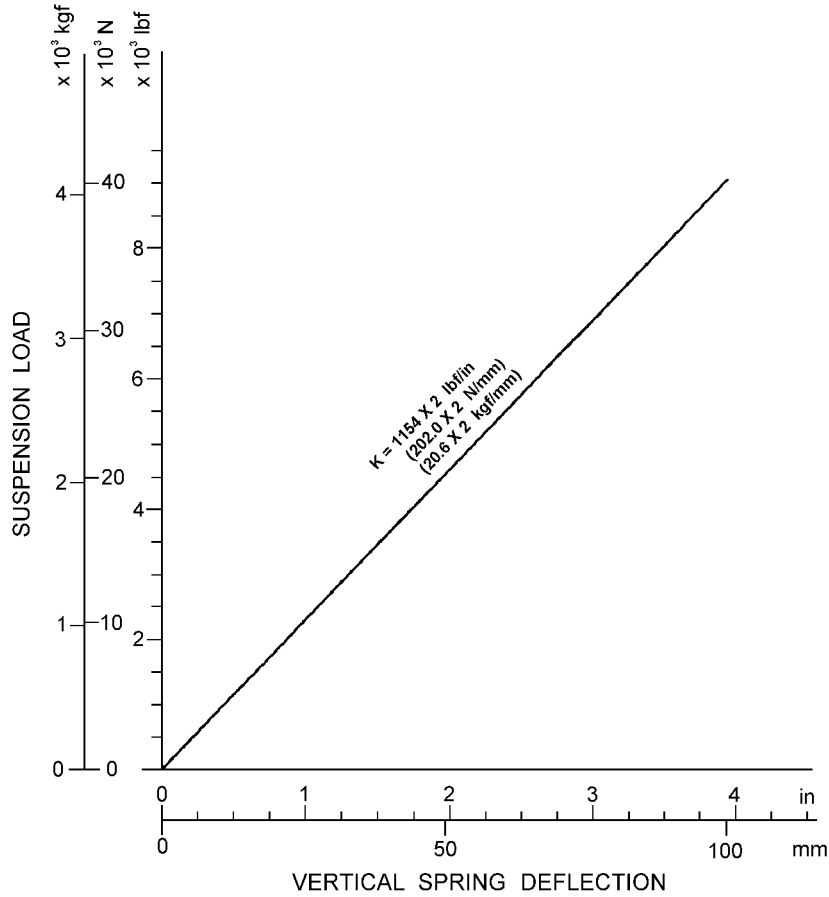


NOTE : SUSPENSION LOAD DOES NOT INCLUDE UNSPRUNG MASS
 (UNSPRUNG MASS : MASS WHICH IS NOT SUPPORTED BY SPRINGS).
 MAXIMUM LOADING OF SYSTEM MUST NOT EXCEED GAMR AND
 MAXIMUM CAPACITY OF OTHER COMPONENTS.

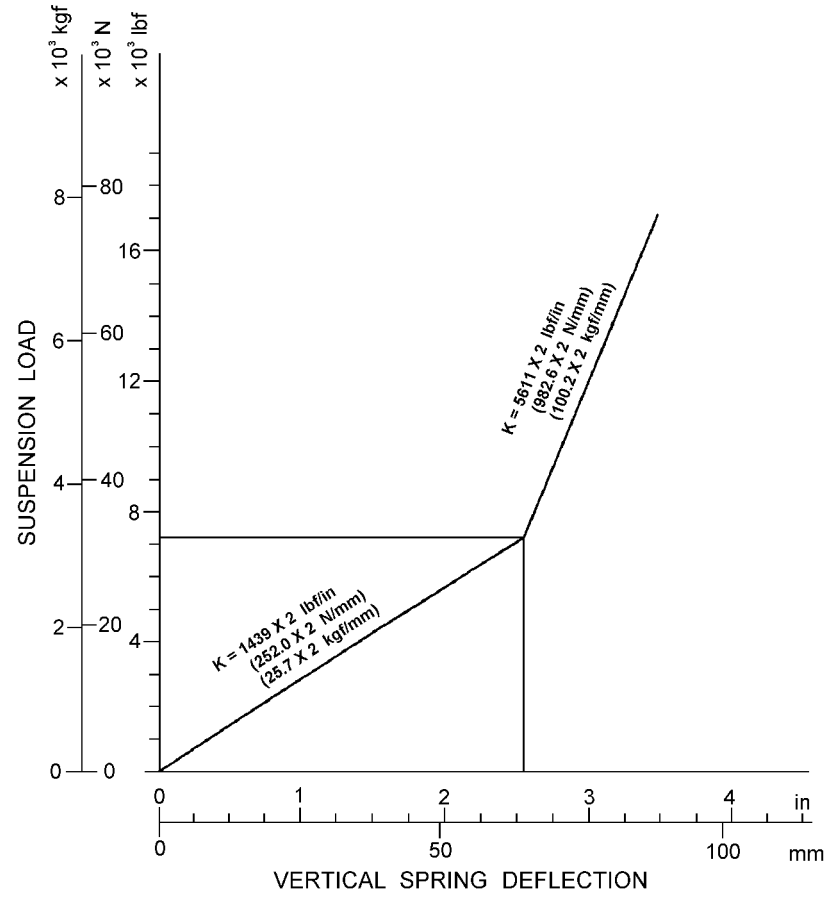
WBM811A

UD2300

FRONT LEAF SPRING LOAD VS DEFLECTION CURVE (PER AXLE)



REAR LEAF SPRING LOAD VS DEFLECTION CURVE (PER AXLE)

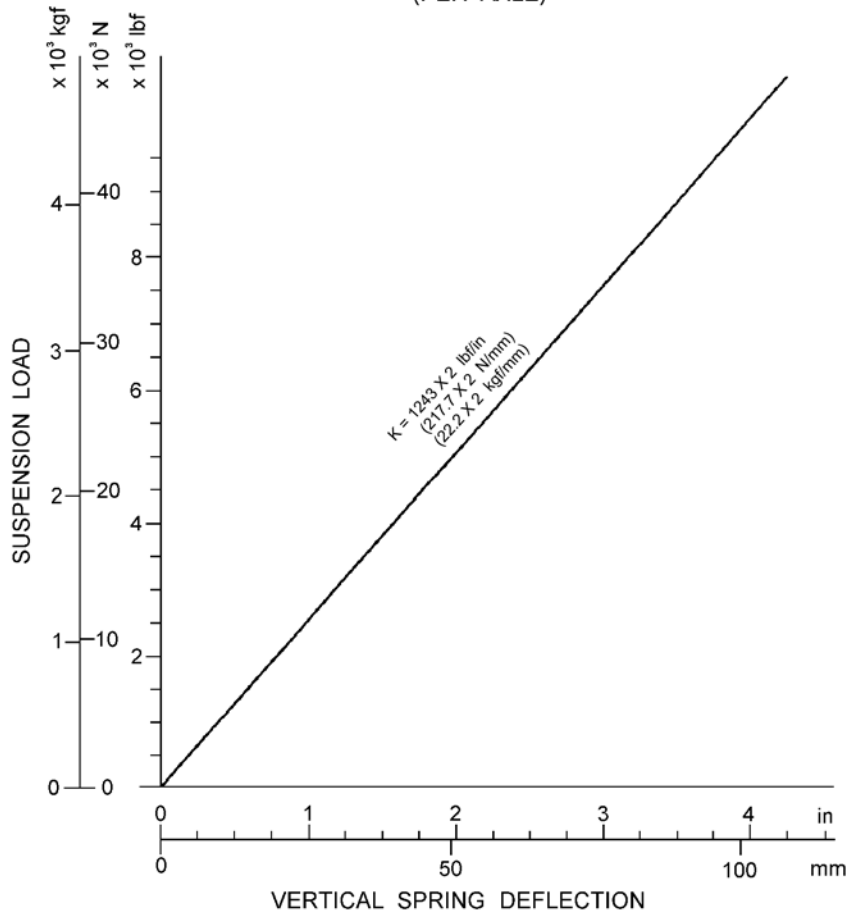


NOTE : SUSPENSION LOAD DOES NOT INCLUDE UNSPRUNG MASS
 (UNSPRUNG MASS : MASS WHICH IS NOT SUPPORTED BY SPRINGS).
 MAXIMUM LOADING OF SYSTEM MUST NOT EXCEED GAMR AND
 MAXIMUM CAPACITY OF OTHER COMPONENTS.

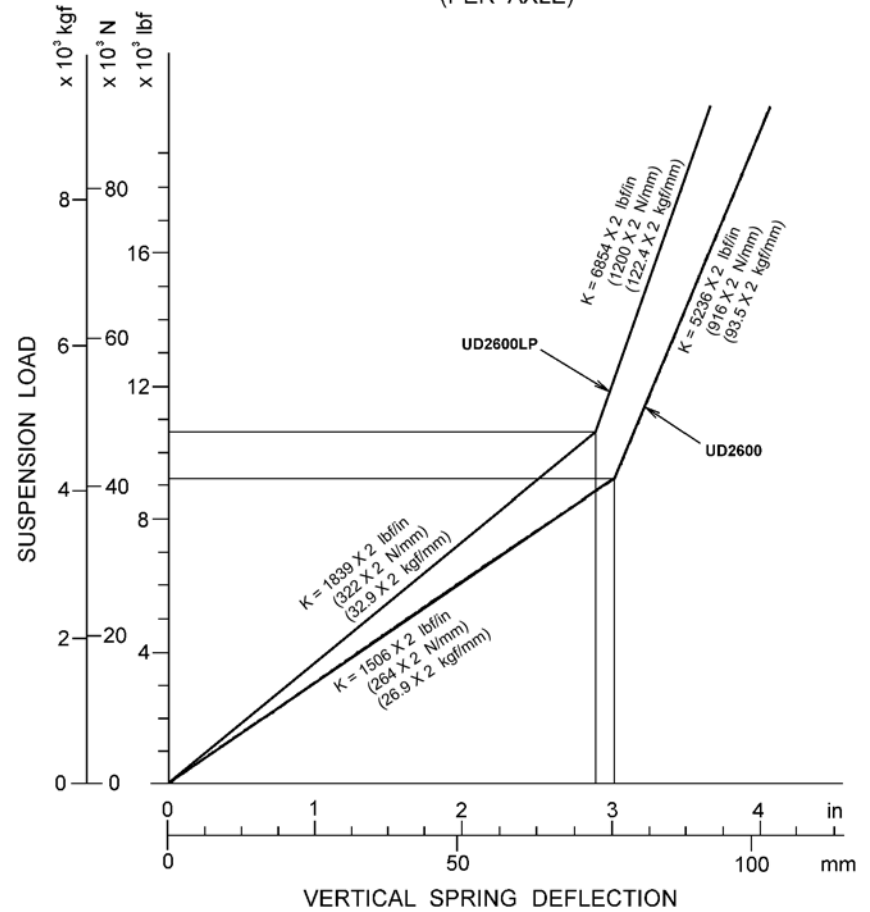
WBM822A

UD2600

FRONT LEAF SPRING LOAD VS DEFLECTION CURVE (PER AXLE)



REAR LEAF SPRING LOAD VS DEFLECTION CURVE (PER AXLE)

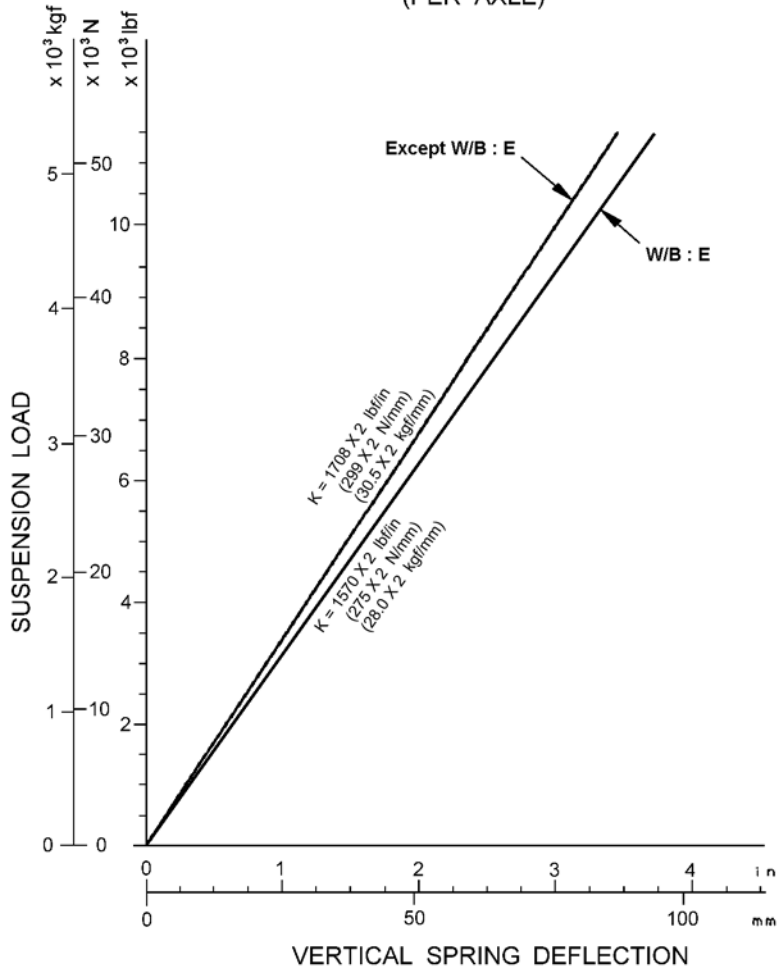


NOTE: SUSPENSION LOAD DOES NOT INCLUDE UNSPRUNG MASS
(UNSPRUNG MASS: MASS WHICH IS NOT SUPPORTED BY SPRINGS).
MAXIMUM LOADING OF SYSTEM MUST NOT EXCEED GAMR AND
MAXIMUM CAPACITY OF OTHER COMPONENTS.

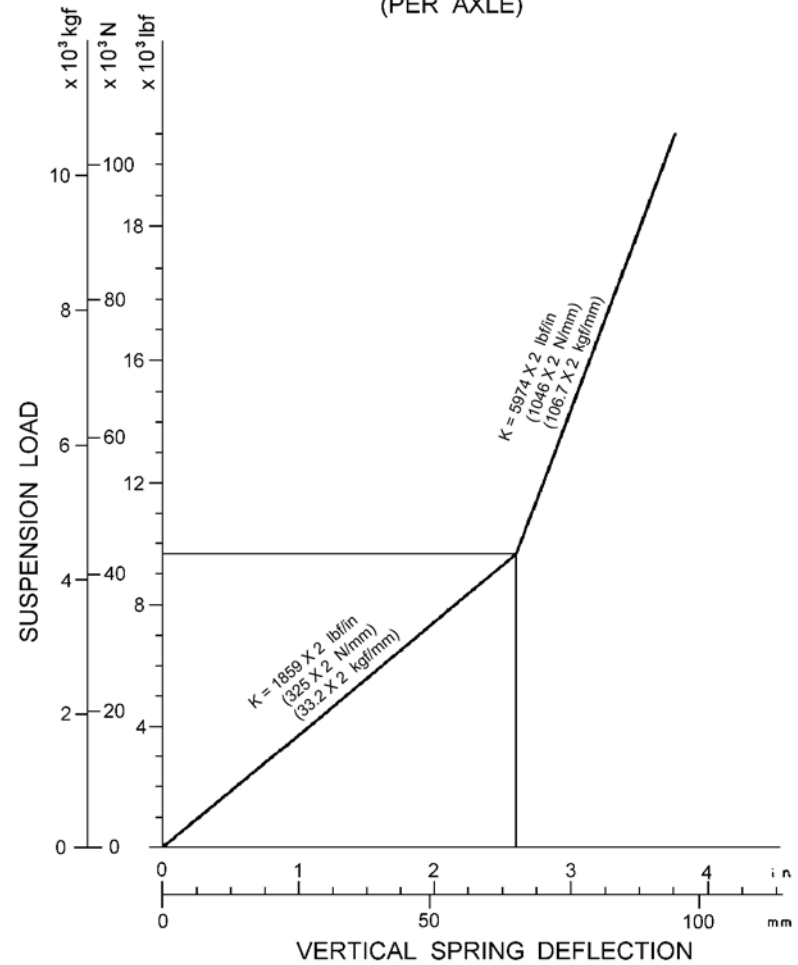
WBM360C

UD3300

FRONT LEAF SPRING LOAD VS DEFLECTION CURVE (PER AXLE)



REAR LEAF SPRING LOAD VS DEFLECTION CURVE (PER AXLE)

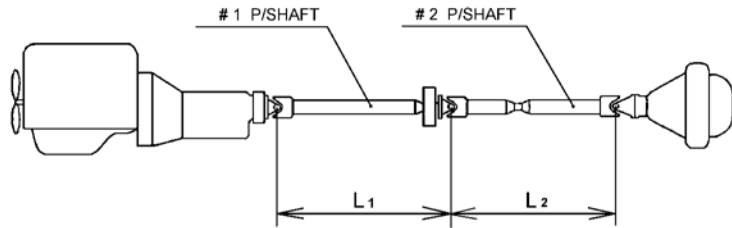


NOTE: SUSPENSION LOAD DOES NOT INCLUDE UNSPRUNG MASS (UNSPRUNG MASS: MASS WHICH IS NOT SUPPORTED BY SPRINGS).
 MAXIMUM LOADING OF SYSTEM MUST NOT EXCEED GAMR AND MAXIMUM CAPACITY OF OTHER COMPONENTS.

WBM361C

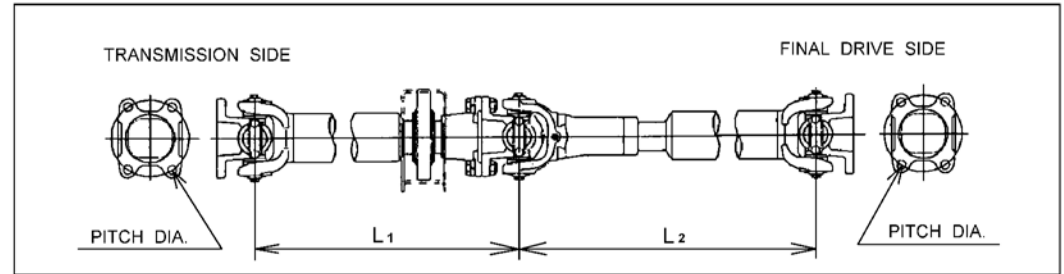
PROPELLER SHAFT DATA

UD1800E, UD1800F, UD1800H, UD1800K
UD2000E, UD2000F, UD2000H, UD2000K



TYPE : PS860

Unit : inch (mm)



NOTE : THE PROPELLER SHAFT SHOULD NOT BE SHORTEND TO A LENGTH SHORTER THAN THE SHORTEST OFFERED BY UD Trucks Corporation IN THE SAME MODEL.
LIKEWISE, THE PROPELLER SHAFT SHOULD NOT BE LENGTHENED TO A LENGTH LONGER THAN THE LONGEST OFFERED BY UD Trucks Corporation IN THE SAME MODEL.
IN CASE OF PROPELLER SHAFT MODIFICATION, THE PROPELLER SHAFT LAYOUT SHOULD CORRESPOND WITH A WHEELBASE OFFERED BY UD Trucks Corporation.

WBM537C

PROPELLER SHAFT DATA

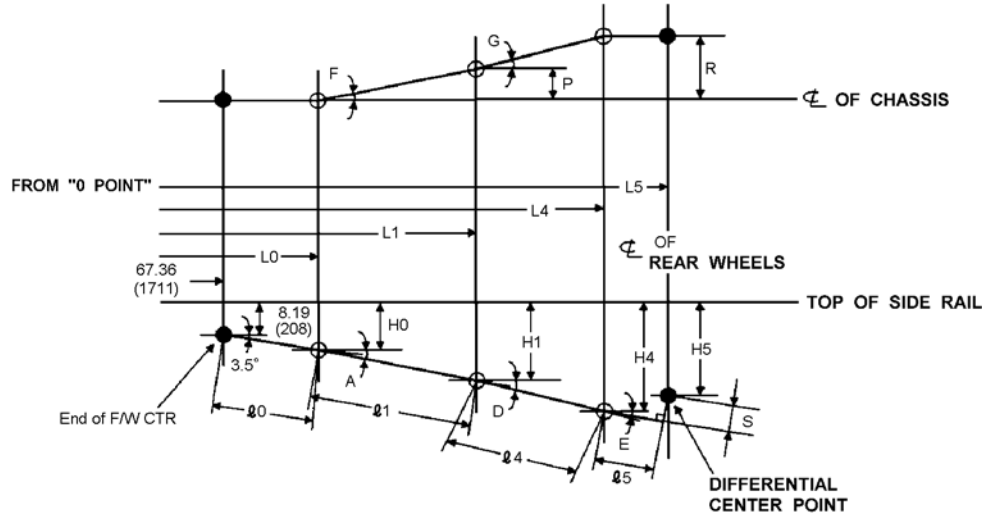
	TRANSMISSION	P/S MODEL	INSTALLING LENGTH		P/S DIMENSION OD × ID × T	PERMISSIBLE LENGTH		
			L ₁	L ₂		* L ₁	L ₂ MAX	L ₂ MIN
UD1800E UD2000E	MLS63B	PS860	31.02 (788)	34.08 (866)	3.54×3.29×0.13 (90×83.6×3.2)	31.02 (788)	34.27 (870)	33.81 (859)
	ATM 1000 SERIES	PS860	29.06 (738)	34.27 (870)	3.54×3.29×0.13 (90×83.6×3.2)	29.06 (738)	34.46 (875)	34 (863)
UD1800F UD2000F	MLS63B	PS860	43.62 (1108)	39.47 (1003)	3.54×3.29×0.13 (90×83.6×3.2)	43.62 (1108)	39.73 (1009)	39.13 (994)
	ATM 1000 SERIES	PS860	41.65 (1058)	39.66 (1007)	3.54×3.29×0.13 (90×83.6×3.2)	41.65 (1058)	39.91 (1014)	39.31 (998)
UD1800H UD2000H	MLS63B	PS860	43.62 (1108)	51.22 (1301)	3.54×3.29×0.13 (90×83.6×3.2)	43.62 (1108)	51.53 (1309)	50.8 (1290)
	ATM 1000 SERIES	PS860	41.65 (1058)	51.4 (1306)	3.54×3.29×0.13 (90×83.6×3.2)	41.65 (1058)	51.72 (1314)	50.98 (1295)
UD1800K UD2000K	MLS63B	PS860	50.31 (1278)	56.3 (1430)	3.54×3.29×0.13 (90×83.6×3.2)	50.31 (1278)	56.63 (1438)	55.86 (1419)
	ATM 1000 SERIES	PS860	48.35 (1228)	56.49 (1435)	3.54×3.29×0.13 (90×83.6×3.2)	48.35 (1228)	56.82 (1443)	56.05 (1424)

OD : OUTSIDE DIAMETER * "L₁" IS CONSTANT VALUE

ID : INSIDE DIAMETER

T : THICKNESS

**UD1800E, UD1800F, UD1800H, UD1800K
UD2000E, UD2000F, UD2000H, UD2000K**



NOTE: "0 (zero) POINT" is 12.60 in. (320 mm) distance from front edge of side rail.

Unit : inch (mm)

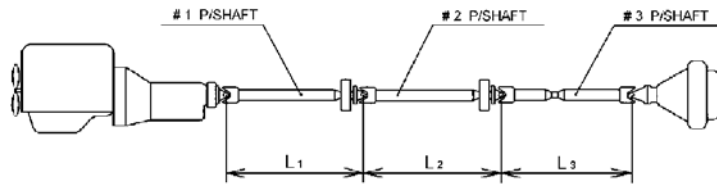
NOTE :
THE PROPELLER SHAFT SHOULD NOT BE SHORT-
END TO A LENGTH SHORTER THAN THE SHORT-
EST OFFERED BY UD Trucks Corporation
IN THE SAME MODEL.
LIKewise, THE PROPELLER SHAFT SHOULD NOT
BE LENGTHENED TO A LENGTH LONGER THAN
THE LONGEST OFFERED BY UD Trucks Corporation
IN THE SAME MODEL.
IN CASE OF PROPELLER SHAFT MODIFICATION,
THE PROPELLER SHAFT LAYOUT SHOULD COR-
RESPOND WITH A WHEELBASE OFFERED BY
UD Trucks Corporation.

MODEL	TRANSMISSION	L ₀	H ₀	ℓ ₀
UD1800/2000E UD1800/2000F UD1800/2000H UD1800/2000K	MLS63B	97.4 (2474)	10.04 (255)	29.88 (759)
	ATM 1000 SERIES	99.21 (2520)	10.12 (257)	31.89 (810)

WBM538C

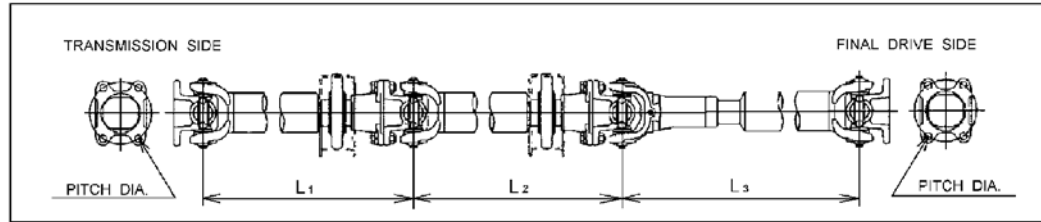
MODEL		TRANSMISSION	L ₁	H ₁	L ₄	H ₄	L ₅	H ₅	l ₁	l ₄	l ₅	A	D	E	F	G	P	R	S
CHASSIS-CAB	UD1800E UD2000E	MLS63B	128.35 (3260)	12.44 (316)	162.01 (4115)	17.4 (442)	176.26 (4477)	17.24 (438)	31.02 (788)	34.09 (866)	14.21 (361)	4.4°	8.4°	3.8°	0°	3°	0 (0)	1.77 (45)	1.06 (27)
		ATM 1000 SERIES	128.15 (3255)	12.44 (316)	162.01 (4115)	17.4 (442)	176.26 (4477)	17.24 (438)	29.06 (738)	34.25 (870)	14.21 (361)	4.6°	8.3°	3.8°	0°	3°	0 (0)	1.77 (45)	1.06 (27)
	UD1800F UD2000F	MLS63B	140.94 (3580)	12.8 (325)	180.12 (4575)	17.4 (442)	194.37 (4937)	17.24 (438)	43.62 (1108)	39.49 (1003)	14.21 (361)	3.6°	6.7°	3.8°	0.6°	1.9°	0.47 (12)	1.77 (45)	1.06 (27)
		ATM 1000 SERIES	140.75 (3575)	12.8 (325)	180.12 (4575)	17.4 (442)	194.37 (4937)	17.24 (438)	41.65 (1058)	39.65 (1007)	14.21 (361)	3.7°	6.7°	3.8°	0.7°	1.9°	0.47 (12)	1.77 (45)	1.06 (27)
	UD1800H UD2000H	MLS63B	140.94 (3580)	12.8 (325)	191.93 (4875)	17.4 (442)	206.18 (5237)	17.24 (438)	43.62 (1108)	51.22 (1301)	14.21 (361)	3.6°	5.2°	3.8°	0.6°	1.5°	0.47 (12)	1.77 (45)	1.06 (27)
		ATM 1000 SERIES	140.75 (3575)	12.8 (325)	191.93 (4875)	17.4 (442)	206.18 (5237)	17.24 (438)	41.65 (1058)	51.42 (1306)	14.21 (361)	3.7°	5.1°	3.8°	0.7°	1.5°	0.47 (12)	1.77 (45)	1.06 (27)
	UD1800K UD2000K	MLS63B	147.68 (3751)	12.76 (324)	203.74 (5175)	17.4 (442)	217.99 (5537)	17.24 (438)	50.31 (1278)	56.3 (1430)	14.21 (361)	3.1°	4.7°	3.8°	0.5°	1.4°	0.43 (11)	1.77 (45)	1.06 (27)
		ATM 1000 SERIES	147.48 (3746)	12.76 (324)	203.74 (5175)	17.4 (442)	217.99 (5537)	17.24 (438)	48.35 (1228)	56.5 (1435)	14.21 (361)	3.1°	4.7°	3.8°	0.5°	1.4°	0.43 (11)	1.77 (45)	1.06 (27)
LOADED (GVM)	UD1800E UD2000E	MLS63B	128.35 (3260)	12.44 (316)	162.4 (4125)	15.43 (392)	176.65 (4487)	15.28 (388)	31.02 (788)	34.25 (870)	14.21 (361)	4.4°	5°	3.6°	0°	3°	0 (0)	1.77 (45)	1.06 (27)
		ATM 1000 SERIES	128.15 (3255)	12.44 (316)	162.4 (4125)	15.43 (392)	176.65 (4487)	15.28 (388)	29.06 (738)	34.41 (874)	14.21 (361)	4.6°	5°	3.6°	0°	3°	0 (0)	1.77 (45)	1.06 (27)
	UD1800F UD2000F	MLS63B	140.94 (3580)	12.8 (325)	180.51 (4585)	15.43 (392)	194.76 (4947)	15.28 (388)	43.62 (1108)	39.69 (1008)	14.21 (361)	3.6°	3.8°	3.6°	0.6°	1.9°	0.47 (12)	1.77 (45)	1.06 (27)
		ATM 1000 SERIES	140.75 (3575)	12.8 (325)	180.51 (4585)	15.43 (392)	194.76 (4947)	15.28 (388)	41.65 (1058)	39.88 (1013)	14.21 (361)	3.7°	3.8°	3.6°	0.7°	1.9°	0.47 (12)	1.77 (45)	1.06 (27)
	UD1800H UD2000H	MLS63B	140.94 (3580)	12.8 (325)	192.32 (4885)	15.43 (392)	206.57 (5247)	15.28 (388)	43.62 (1108)	51.46 (1307)	14.21 (361)	3.6°	2.9°	3.6°	0.6°	1.4°	0.47 (12)	1.77 (45)	1.06 (27)
		ATM 1000 SERIES	140.75 (3575)	12.8 (325)	192.32 (4885)	15.43 (392)	206.57 (5247)	15.28 (388)	41.65 (1058)	51.65 (1312)	14.21 (361)	3.7°	2.9°	3.6°	0.7°	1.4°	0.47 (12)	1.77 (45)	1.06 (27)
	UD1800K UD2000K	MLS63B	147.68 (3751)	12.76 (324)	204.13 (5185)	15.43 (392)	218.39 (5547)	15.28 (388)	50.31 (1278)	56.57 (1437)	14.21 (361)	3.1°	2.7°	3.6°	0.5°	1.4°	0.43 (11)	1.77 (45)	1.06 (27)
		ATM 1000 SERIES	147.48 (3746)	12.76 (324)	204.13 (5185)	15.43 (392)	218.39 (5547)	15.28 (388)	48.35 (1228)	56.73 (1441)	14.21 (361)	3.1°	2.7°	3.6°	0.5°	1.4°	0.43 (11)	1.77 (45)	1.06 (27)

UD1800N, UD2000N, UD2300M



Unit : inch (mm)

TYPE : PS860



NOTE : THE PROPELLER SHAFT SHOULD NOT BE SHORTEND TO A LENGTH SHORTER THAN THE SHORTEST OFFERED BY UD Trucks Corporation IN THE SAME MODEL.
 LIKEWISE, THE PROPELLER SHAFT SHOULD NOT BE LENGTHENED TO A LENGTH LONGER THAN THE LONGEST OFFERED BY UD Trucks Corporation IN THE SAME MODEL.
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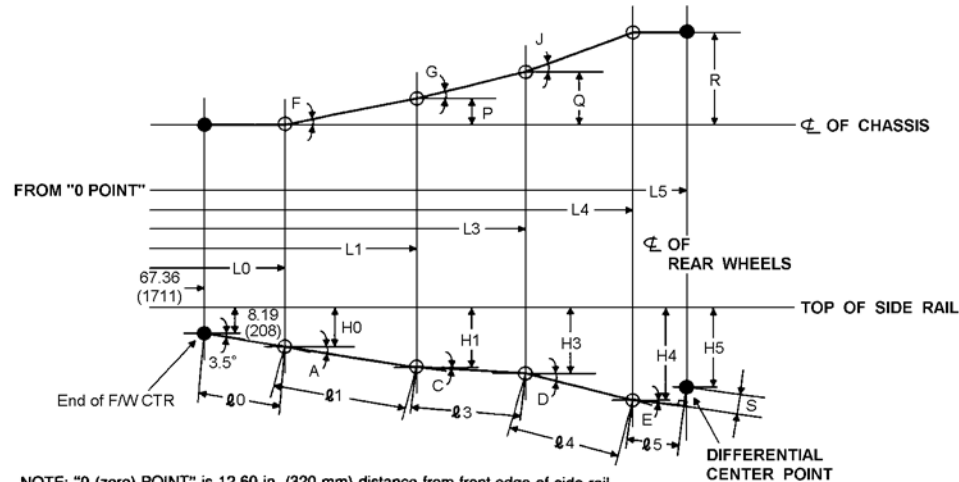
WBM539C

PROPELLER SHAFT DATA

	TRANS-MISSION	P/S MODEL	INSTALLING LENGTH			P/S DIMENSION OD × ID × T	PERMISSIBLE LENGTH						
			L ₁	L ₂	L ₃		* L ₁	* L ₂	L ₃ MAX		L ₃ MIN		
UD1800N UD2000N	MLS63B	PS860	43.62 (1108)	34.96 (888)	54.35 (1381)		3.54×3.29×0.13 (90×83.6×3.2)	43.62 (1108)	34.96 (888)	54.82 (1392)		53.86 (1368)	
	ATM 1000 SERIES	PS860	41.65 (1058)	34.96 (888)	54.54 (1385)		3.54×3.29×0.13 (90×83.6×3.2)	41.65 (1058)	34.96 (888)	55 (1397)		54.05 (1373)	
UD2300N	MLS63B	PS860	43.62 (1108)	34.96 (888)	UD2300LP	UD2300DH	3.54×3.29×0.13 (90×83.6×3.2)	43.62 (1108)	34.96 (888)	UD2300LP	UD2300DH	UD2300LP	UD2300DH
					54.35 (1380)	52.81 (1341)				54.78 (1391)	53.15 (1350)	53.88 (1369)	52.41 (1331)
	ATM 2200 SERIES	PS860	41.65 (1058)	34.96 (888)	54.53 (1385)	52.99 (1346)	3.54×3.29×0.13 (90×83.6×3.2)	41.65 (1058)	34.96 (888)	54.96 (1396)	53.33 (1355)	54.07 (1373)	52.59 (1336)

OD : OUTSIDE DIAMETER *"L₁" "L₂" IS CONSTANT VALUE
 ID : INSIDE DIAMETER
 T : THICKNESS

UD1800N, UD2000N, UD2300M



NOTE: "0 (zero) POINT" is 12.60 in. (320 mm) distance from front edge of side rail.

NOTE:
 THE PROPELLER SHAFT SHOULD NOT BE SHORT-
 END TO A LENGTH SHORTER THAN THE SHORT-
 EST OFFERED BY UD Trucks Corporation
 IN THE SAME MODEL.
 LIKEWISE, THE PROPELLER SHAFT SHOULD NOT
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 THE LONGEST OFFERED BY UD Trucks Corporation
 IN THE SAME MODEL.
 IN CASE OF PROPELLER SHAFT MODIFICATION,
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 UD Trucks Corporation.

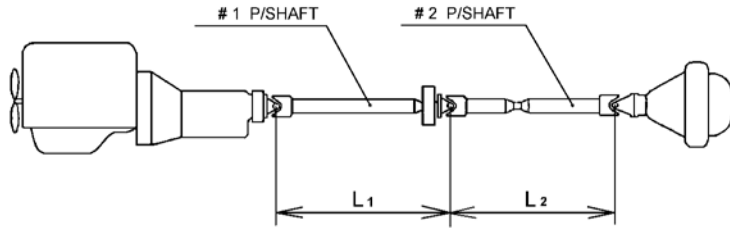
Unit : inch (mm)

MODEL	TRANSMISSION	L ₀	H ₀	ℓ ₀
UD1800N UD2000N UD2300M	MLS63B	97.4 (2474)	10.04 (255)	29.88 (759)
UD1800N UD2000N	ATM 1000 SERIES	99.21 (2520)	10.12 (257)	31.89 (810)
UD2300M	ATM 2200 SERIES			

MODEL	TRANSMISSION	L ₁	H ₁	L ₃	H ₃	L ₄	H ₄	L ₅	H ₅	I ₁	I ₃	I ₄	I ₅	A	C	D	E	F	G	J	P	Q	R	S	
CHASSIS- CAB	UD1800N	140.94 (3580)	12.8 (325)	175.87 (4467)	14.17 (360)	230.12 (5845)	17.4 (442)	244.37 (6207)	17.24 (438)	43.62 (1108)	34.96 (888)	54.37 (1381)	14.21 (361)	3.6°	2.3°	3.4°	3.8°	0.6°	0.6°	1°	0.47 (12)	0.87 (22)	1.77 (45)	1.06 (27)	
	UD2000N	140.75 (3575)	12.8 (325)	175.71 (4463)	14.13 (359)	230.12 (5845)	17.4 (442)	244.37 (6207)	17.24 (438)	41.65 (1058)	34.96 (888)	54.53 (1385)	14.21 (361)	3.7°	2.2°	3.4°	3.8°	0.7°	0.6°	1°	0.47 (12)	0.87 (22)	1.77 (45)	1.06 (27)	
	UD2300LP- M	MLS63B	140.94 (3580)	12.8 (325)	175.87 (4467)	14.17 (360)	230.08 (5844)	18.07 (459)	244.33 (6206)	17.91 (455)	43.62 (1108)	34.96 (888)	54.33 (1380)	14.21 (361)	3.6°	2.3°	4.1°	3.8°	0.6°	0.6°	1°	0.47 (12)	0.87 (22)	1.77 (45)	1.06 (27)
		ATM 2200 SERIES	140.75 (3575)	12.8 (325)	175.71 (4463)	14.13 (359)	230.08 (5844)	18.07 (459)	244.33 (6206)	17.91 (455)	41.65 (1058)	34.96 (888)	54.53 (1385)	14.21 (361)	3.7°	2.2°	4.1°	3.8°	0.7°	0.6°	1°	0.47 (12)	0.87 (22)	1.77 (45)	1.06 (27)
	UD2300DH -M	MLS63B	140.94 (3580)	12.8 (325)	175.87 (4467)	14.17 (360)	228.43 (5802)	19.33 (491)	242.68 (6164)	19.17 (487)	43.62 (1108)	34.96 (888)	52.8 (1341)	15.83 (402)	3.6°	2.3°	5.6°	3.8°	0.6°	0.6°	0.8°	0.47 (12)	0.87 (22)	1.57 (40)	1.26 (32)
		ATM 2200 SERIES	140.75 (3575)	12.8 (325)	175.71 (4463)	14.13 (359)	228.43 (5802)	19.33 (491)	242.68 (6164)	19.17 (487)	41.65 (1058)	34.96 (888)	52.99 (1346)	15.83 (402)	3.7°	2.2°	5.6°	3.8°	0.7°	0.6°	0.8°	0.47 (12)	0.87 (22)	1.57 (40)	1.26 (32)
LOADED (GVM)	UD1800N	140.94 (3580)	12.8 (325)	175.87 (4467)	14.17 (360)	230.51 (5855)	15.43 (392)	244.76 (6217)	15.28 (388)	43.62 (1108)	34.96 (888)	54.65 (1388)	14.21 (361)	3.6°	2.3°	1.3°	3.6°	0.6°	0.6°	0.9°	0.47 (12)	0.87 (22)	1.77 (45)	1.06 (27)	
	UD2000N	140.75 (3575)	12.8 (325)	175.71 (4463)	14.13 (359)	230.51 (5855)	15.43 (392)	244.76 (6217)	15.28 (388)	41.65 (1058)	34.96 (888)	54.84 (1393)	14.21 (361)	3.7°	2.2°	1.4°	3.6°	0.7°	0.6°	0.9°	0.47 (12)	0.87 (22)	1.77 (45)	1.06 (27)	
	UD2300LP- M	MLS63B	140.94 (3580)	12.8 (325)	175.87 (4467)	14.17 (360)	230.55 (5856)	15.79 (401)	244.8 (6218)	15.63 (397)	43.62 (1108)	34.96 (888)	54.89 (1389)	14.21 (361)	3.6°	2.3°	1.7°	3.6°	0.6°	0.6°	0.9°	0.47 (12)	0.87 (22)	1.77 (45)	1.06 (27)
		ATM 2200 SERIES	140.75 (3575)	12.8 (325)	175.71 (4463)	14.13 (359)	230.55 (5856)	15.79 (401)	244.8 (6218)	15.63 (397)	41.65 (1058)	34.96 (888)	54.88 (1394)	14.21 (361)	3.7°	2.2°	1.7°	3.6°	0.7°	0.6°	0.9°	0.47 (12)	0.87 (22)	1.77 (45)	1.06 (27)
	UD2300DH -M	MLS63B	140.94 (3580)	12.8 (325)	175.87 (4467)	14.17 (360)	228.9 (5814)	17.05 (433)	243.15 (6176)	16.89 (429)	43.62 (1108)	34.96 (888)	53.11 (1349)	15.83 (402)	3.6°	2.3°	3.1°	3.6°	0.6°	0.6°	0.8°	0.47 (12)	0.87 (22)	1.57 (40)	1.26 (32)
		ATM 2200 SERIES	140.75 (3575)	12.8 (325)	175.71 (4463)	14.13 (359)	228.9 (5814)	17.05 (433)	243.15 (6176)	16.89 (429)	41.65 (1058)	34.96 (888)	53.27 (1353)	15.83 (402)	3.7°	2.2°	3.1°	3.6°	0.7°	0.6°	0.8°	0.47 (12)	0.87 (22)	1.57 (40)	1.26 (32)

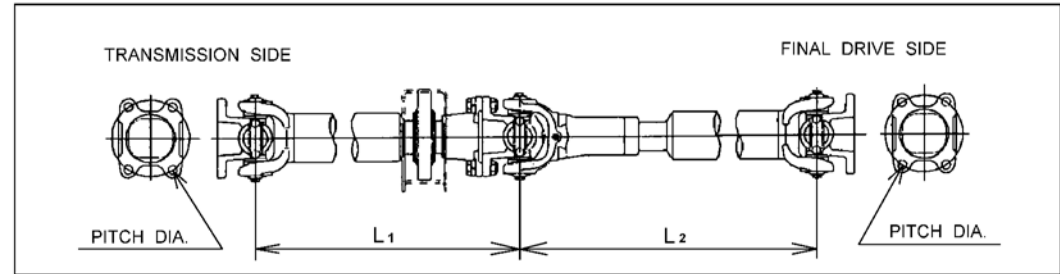
WBM540C

UD2300D, UD2300F, UD2300H, UD2300K



TYPE : PS860

Unit : inch (mm)



NOTE : THE PROPELLER SHAFT SHOULD NOT BE SHORTEND TO A LENGTH SHORTER THAN THE SHORTEST OFFERED BY UD Trucks Corporation IN THE SAME MODEL. LIKEWISE, THE PROPELLER SHAFT SHOULD NOT BE LENGTHENED TO A LENGTH LONGER THAN THE LONGEST OFFERED BY UD Trucks Corporation IN THE SAME MODEL. IN CASE OF PROPELLER SHAFT MODIFICATION, THE PROPELLER SHAFT LAYOUT SHOULD CORRESPOND WITH A WHEELBASE OFFERED BY UD Trucks Corporation.

WBM541C

PROPELLER SHAFT DATA

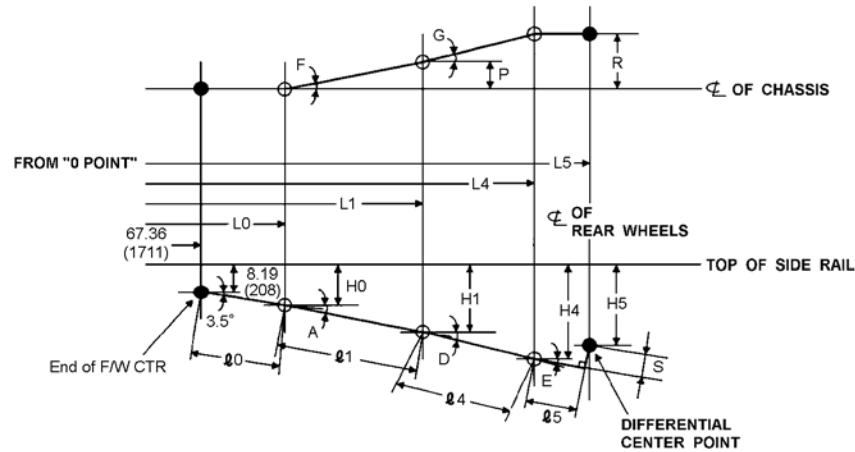
	TRANSMISSION	P/S MODEL	INSTALLING LENGTH			P/S DIMENSION OD × ID × T	PERMISSIBLE LENGTH				
			L ₁	L ₂			* L ₁	L ₂ MAX		L ₂ MIN	
				UD2300LP	UD2300DH			UD2300LP	UD2300DH	UD2300LP	UD2300DH
UD2300D	MLS63B	PS860	31.02 (788)	34.08 (866)	32.65 (829)	3.54×3.29×0.13 (90×83.6×3.2)	31.02 (788)	34.34 (872)	32.78 (833)	33.79 (858)	32.46 (825)
	ATM 2200 SERIES	PS860	29.06 (738)	34.27 (870)	32.83 (834)	3.54×3.29×0.13 (90×83.6×3.2)	29.06 (738)	34.53 (877)	32.97 (837)	33.97 (863)	32.64 (829)
UD2300F	MLS63B	PS860	43.62 (1108)	39.51 (1003)	38.06 (967)	3.54×3.29×0.13 (90×83.6×3.2)	43.62 (1108)	39.76 (1010)	38.21 (971)	39.19 (996)	37.84 (961)
	ATM 2200 SERIES	PS860	41.65 (1058)	39.69 (1008)	38.25 (971)	3.54×3.29×0.13 (90×83.6×3.2)	41.65 (1058)	39.94 (1015)	38.39 (975)	39.38 (1000)	38.03 (966)
UD2300H	MLS63B	PS860	43.62 (1108)	51.23 (1301)	49.74 (1263)	3.54×3.29×0.13 (90×83.6×3.2)	43.62 (1108)	51.55 (1309)	49.98 (1269)	50.84 (1291)	49.41 (1255)
	ATM 2200 SERIES	PS860	41.65 (1058)	51.41 (1306)	49.92 (1268)	3.54×3.29×0.13 (90×83.6×3.2)	41.65 (1058)	51.74 (1314)	50.16 (1274)	51.02 (1296)	49.59 (1260)
UD2300K	MLS63B	PS860	50.31 (1278)	56.31 (1430)	54.8 (1392)	3.54×3.29×0.13 (90×83.6×3.2)	50.31 (1278)	56.65 (1439)	55.07 (1399)	55.89 (1420)	54.45 (1383)
	ATM 2200 SERIES	PS860	48.35 (1228)	56.5 (1435)	54.99 (1397)	3.54×3.29×0.13 (90×83.6×3.2)	48.35 (1228)	56.84 (1444)	55.26 (1404)	56.08 (1424)	54.63 (1388)

OD: OUTSIDE DIAMETER *L₁ IS CONSTANT VALUE

ID : INSIDE DIAMETER

T : THICKNESS

UD2300D, UD2300F, UD2300H, UD2300K



Unit : inch (mm)

NOTE :
 THE PROPELLER SHAFT SHOULD NOT BE SHORT-
 END TO A LENGTH SHORTER THAN THE SHORT-
 EST OFFERED BY UD Trucks Corporation
 IN THE SAME MODEL.
 LIKEWISE, THE PROPELLER SHAFT SHOULD NOT
 BE LENGTHENED TO A LENGTH LONGER THAN
 THE LONGEST OFFERED BY UD Trucks Corporation
 IN THE SAME MODEL.
 IN CASE OF PROPELLER SHAFT MODIFICATION,
 THE PROPELLER SHAFT LAYOUT SHOULD COR-
 RESPOND WITH A WHEELBASE OFFERED BY
 UD Trucks Corporation.

MODEL	TRANSMISSION	L ₀	H ₀	ℓ ₀
UD2300D	MLS63B	97.4	10.04	29.88
UD2300F		(2474)	(255)	(759)
UD2300H	ATM 2200 SERIES	99.21	10.12	31.89
UD2300K		(2520)	(257)	(810)

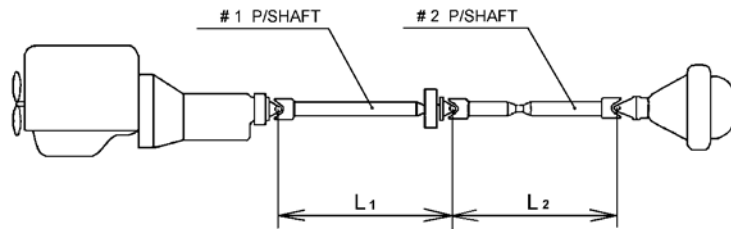
NOTE: "0 (zero) POINT" is 12.60 in. (320 mm) distance from front edge of side rail.

WBM542C

MODEL		TRANSMISSION	L ₁	H ₁	L ₄	H ₄	L ₅	H ₅	I ₁	I ₄	I ₅	A	D	E	F	G	P	R	S
CHASSIS- CAB	UD2300LP-D	MLS63B	128.27 (3258)	13.43 (341)	161.97 (4114)	18.07 (459)	176.22 (4476)	17.83 (453)	31.02 (788)	34.09 (866)	14.21 (361)	6.3°	7.8°	3.8°	0°	3°	0 (0)	1.77 (45)	1.06 (27)
		ATM 2200 SERIES	128.07 (3253)	13.43 (341)	161.97 (4114)	18.07 (459)	176.22 (4476)	17.83 (453)	29.06 (738)	34.25 (870)	14.21 (361)	6.5°	7.8°	3.8°	0°	3°	0 (0)	1.77 (45)	1.06 (27)
	UD2300LP-F	MLS63B	140.94 (3580)	12.8 (325)	180.08 (4574)	18.07 (459)	194.33 (4936)	17.83 (453)	43.62 (1108)	39.49 (1003)	14.21 (361)	3.6°	7.7°	3.8°	0.6°	1.9°	0.47 (12)	1.77 (45)	1.06 (27)
		ATM 2200 SERIES	140.75 (3575)	12.8 (325)	180.08 (4574)	18.07 (459)	194.33 (4936)	17.83 (453)	41.65 (1058)	39.65 (1007)	14.21 (361)	3.7°	7.6°	3.8°	0.7°	1.9°	0.47 (12)	1.77 (45)	1.06 (27)
	UD2300LP-H	MLS63B	140.94 (3580)	12.8 (325)	191.89 (4874)	18.07 (459)	206.14 (5236)	17.83 (453)	43.62 (1108)	51.22 (1301)	14.21 (361)	3.6°	5.9°	3.8°	0.6°	1.5°	0.47 (12)	1.77 (45)	1.06 (27)
		ATM 2200 SERIES	140.75 (3575)	12.8 (325)	191.89 (4874)	18.07 (459)	206.14 (5236)	17.83 (453)	41.65 (1058)	51.42 (1306)	14.21 (361)	3.7°	5.9°	3.8°	0.7°	1.5°	0.47 (12)	1.77 (45)	1.06 (27)
	UD2300LP-K	MLS63B	147.68 (3751)	12.76 (324)	203.7 (5174)	18.07 (459)	217.95 (5536)	17.83 (453)	50.31 (1278)	56.3 (1430)	14.21 (361)	3.1°	5.4°	3.8°	0.5°	1.4°	0.43 (11)	1.77 (45)	1.06 (27)
		ATM 2200 SERIES	147.48 (3746)	12.76 (324)	203.7 (5174)	18.07 (459)	217.95 (5536)	17.83 (453)	48.35 (1228)	56.5 (1435)	14.21 (361)	3.1°	5.4°	3.8°	0.5°	1.4°	0.43 (11)	1.77 (45)	1.06 (27)
LOADED (GVM)	UD2300LP-D	MLS63B	128.27 (3258)	13.43 (341)	162.44 (4126)	15.79 (401)	176.69 (4488)	15.63 (397)	31.02 (788)	34.29 (871)	14.21 (361)	6.3°	4°	3.6°	0°	3°	0 (0)	1.77 (45)	1.06 (27)
		ATM 2200 SERIES	128.07 (3253)	13.43 (341)	162.44 (4126)	15.79 (401)	176.69 (4488)	15.63 (397)	29.06 (738)	34.49 (876)	14.21 (361)	6.5°	3.9°	3.6°	0°	3°	0 (0)	1.77 (45)	1.06 (27)
	UD2300LP-F	MLS63B	140.94 (3580)	12.8 (325)	180.55 (4586)	15.79 (401)	194.8 (4948)	15.63 (397)	43.62 (1108)	39.72 (1009)	14.21 (361)	3.6°	4.3°	3.6°	0.6°	1.9°	0.47 (12)	1.77 (45)	1.06 (27)
		ATM 2200 SERIES	140.75 (3575)	12.8 (325)	180.55 (4586)	15.79 (401)	194.8 (4948)	15.63 (397)	41.65 (1058)	39.92 (1014)	14.21 (361)	3.7°	4.3°	3.6°	0.7°	1.9°	0.47 (12)	1.77 (45)	1.06 (27)
	UD2300LP-H	MLS63B	140.94 (3580)	12.8 (325)	192.36 (4886)	15.79 (401)	206.61 (5248)	15.63 (397)	43.62 (1108)	51.5 (1308)	14.21 (361)	3.6°	3.3°	3.6°	0.6°	1.4°	0.47 (12)	1.77 (45)	1.06 (27)
		ATM 2200 SERIES	140.75 (3575)	12.8 (325)	192.36 (4886)	15.79 (401)	206.61 (5248)	15.63 (397)	41.65 (1058)	51.69 (1313)	14.21 (361)	3.7°	3.3°	3.6°	0.7°	1.4°	0.47 (12)	1.77 (45)	1.06 (27)
	UD2300LP-K	MLS63B	147.68 (3751)	12.76 (324)	204.17 (5186)	15.79 (401)	218.43 (5548)	15.63 (397)	50.31 (1278)	56.61 (1438)	14.21 (361)	3.1°	3.1°	3.6°	0.5°	1.4°	0.43 (11)	1.77 (45)	1.06 (27)
		ATM 2200 SERIES	147.48 (3746)	12.76 (324)	204.17 (5186)	15.79 (401)	218.43 (5548)	15.63 (397)	48.35 (1228)	56.77 (1442)	14.21 (361)	3.1°	3.1°	3.6°	0.5°	1.4°	0.43 (11)	1.77 (45)	1.06 (27)

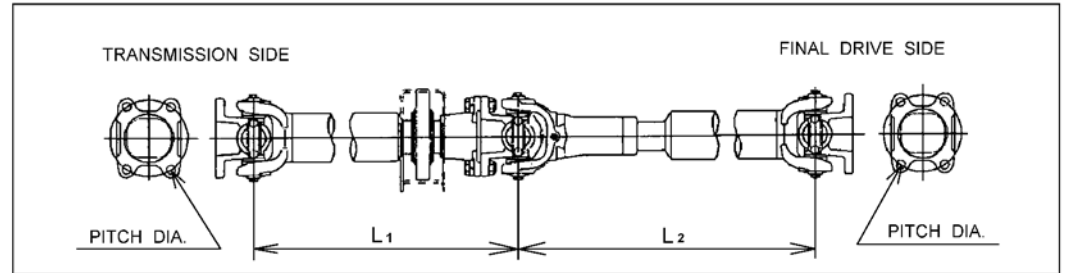
MODEL		TRANSMISSION	L ₁	H ₁	L ₄	H ₄	L ₅	H ₅	I ₁	I ₄	I ₅	A	D	E	F	G	P	R	S	
CHASSIS- CAB	UD2300DH-D	MLS63B	128.27 (3258)	13.43 (341)	160.31 (4072)	19.33 (491)	174.57 (4434)	19.17 (487)	31.02 (788)	32.64 (829)	15.83 (402)	6.3°	10.4°	3.8°	0°	2.8°	0 (0)	1.57 (40)	1.26 (32)	
		ATM 2200 SERIES	128.07 (3253)	13.43 (341)	160.31 (4072)	19.33 (491)	174.57 (4434)	19.17 (487)	29.06 (738)	32.83 (834)	15.83 (402)	6.5°	10.4°	3.8°	0°	2.8°	0 (0)	1.57 (40)	1.26 (32)	
	UD2300DH-F	MLS63B	140.94 (3580)	12.8 (325)	178.43 (4532)	19.33 (491)	192.68 (4894)	19.17 (487)	43.62 (1108)	38.07 (967)	15.83 (402)	3.6°	9.9°	3.8°	0.6°	1.7°	0.47 (12)	1.57 (40)	1.26 (32)	
		ATM 2200 SERIES	140.75 (3575)	12.8 (325)	178.43 (4532)	19.33 (491)	192.68 (4894)	19.17 (487)	41.65 (1058)	38.23 (971)	15.83 (402)	3.7°	9.8°	3.8°	0.7°	1.7°	0.47 (12)	1.57 (40)	1.26 (32)	
	UD2300DH-H	MLS63B	140.94 (3580)	12.8 (325)	190.24 (4832)	19.33 (491)	204.49 (5194)	19.17 (487)	43.62 (1108)	49.72 (1263)	15.83 (402)	3.6°	7.6°	3.8°	0.6°	1.3°	0.47 (12)	1.57 (40)	1.26 (32)	
		ATM 2200 SERIES	140.75 (3575)	12.8 (325)	190.24 (4832)	19.33 (491)	204.49 (5194)	19.17 (487)	41.65 (1058)	49.92 (1268)	15.83 (402)	3.7°	7.5°	3.8°	0.7°	1.3°	0.47 (12)	1.57 (40)	1.26 (32)	
	UD2300DH-K	MLS63B	147.68 (3751)	12.76 (324)	202.05 (5132)	19.33 (491)	216.3 (5494)	19.17 (487)	50.31 (1278)	54.8 (1392)	15.83 (402)	3.1°	6.9°	3.8°	0.5°	1.2°	0.43 (11)	1.57 (40)	1.26 (32)	
		ATM 2200 SERIES	147.48 (3746)	12.76 (324)	202.05 (5132)	19.33 (491)	216.3 (5494)	19.17 (487)	48.35 (1228)	55 (1397)	15.83 (402)	3.1°	6.9°	3.8°	0.5°	1.2°	0.43 (11)	1.57 (40)	1.26 (32)	
	LOADED (GVM)	UD2300DH-D	MLS63B	128.27 (3258)	13.43 (341)	160.79 (4084)	17.05 (433)	175.04 (4446)	16.89 (429)	31.02 (788)	32.76 (832)	15.83 (402)	6.3°	6.4°	3.6°	0°	2.8°	0 (0)	1.57 (40)	1.26 (32)
			ATM 2200 SERIES	128.07 (3253)	13.43 (341)	160.79 (4084)	17.05 (433)	175.04 (4446)	16.89 (429)	29.06 (738)	32.95 (837)	15.83 (402)	6.5°	6.3°	3.6°	0°	2.8°	0 (0)	1.57 (40)	1.26 (32)
UD2300DH-F		MLS63B	140.94 (3580)	12.8 (325)	178.9 (4544)	17.05 (433)	193.15 (4906)	16.89 (429)	43.62 (1108)	38.19 (970)	15.83 (402)	3.6°	6.4°	3.6°	0.6°	1.7°	0.47 (12)	1.57 (40)	1.26 (32)	
		ATM 2200 SERIES	140.75 (3575)	12.8 (325)	178.9 (4544)	17.05 (433)	193.15 (4906)	16.89 (429)	41.65 (1058)	38.39 (975)	15.83 (402)	3.7°	6.4°	3.6°	0.7°	1.7°	0.47 (12)	1.57 (40)	1.26 (32)	
UD2300DH-H		MLS63B	140.94 (3580)	12.8 (325)	190.71 (4844)	17.05 (433)	204.96 (5206)	16.89 (429)	43.62 (1108)	49.96 (1269)	15.83 (402)	3.6°	4.9°	3.6°	0.6°	1.3°	0.47 (12)	1.57 (40)	1.26 (32)	
		ATM 2200 SERIES	140.75 (3575)	12.8 (325)	190.71 (4844)	17.05 (433)	204.96 (5206)	16.89 (429)	41.65 (1058)	50.12 (1273)	15.83 (402)	3.7°	4.9°	3.6°	0.7°	1.3°	0.47 (12)	1.57 (40)	1.26 (32)	
UD2300DH-K		MLS63B	147.68 (3751)	12.76 (324)	202.52 (5144)	17.05 (433)	216.77 (5506)	16.89 (429)	50.31 (1278)	55.04 (1398)	15.83 (402)	3.1°	4.5°	3.6°	0.5°	1.2°	0.43 (11)	1.57 (40)	1.26 (32)	
		ATM 2200 SERIES	147.48 (3746)	12.76 (324)	202.52 (5144)	17.05 (433)	216.77 (5506)	16.89 (429)	48.35 (1228)	55.24 (1403)	15.83 (402)	3.1°	4.5°	3.6°	0.5°	1.2°	0.43 (11)	1.57 (40)	1.26 (32)	

UD2600E, UD2600H, UD2600K



TYPE : PS420

Unit : inch (mm)



NOTE : THE PROPELLER SHAFT SHOULD NOT BE SHORTEND TO A LENGTH SHORTER THAN THE SHORTEST OFFERED BY UD Trucks Corporation IN THE SAME MODEL.
 LIKEWISE, THE PROPELLER SHAFT SHOULD NOT BE LENGTHENED TO A LENGTH LONGER THAN THE LONGEST OFFERED BY UD Trucks Corporation IN THE SAME MODEL.
 IN CASE OF PROPELLER SHAFT MODIFICATION. THE PROPELLER SHAFT LAYOUT SHOULD CORRESPOND WITH A WHEELBASE OFFERED BY UD Trucks Corporation.

WBM362C

PROPELLER SHAFT DATA

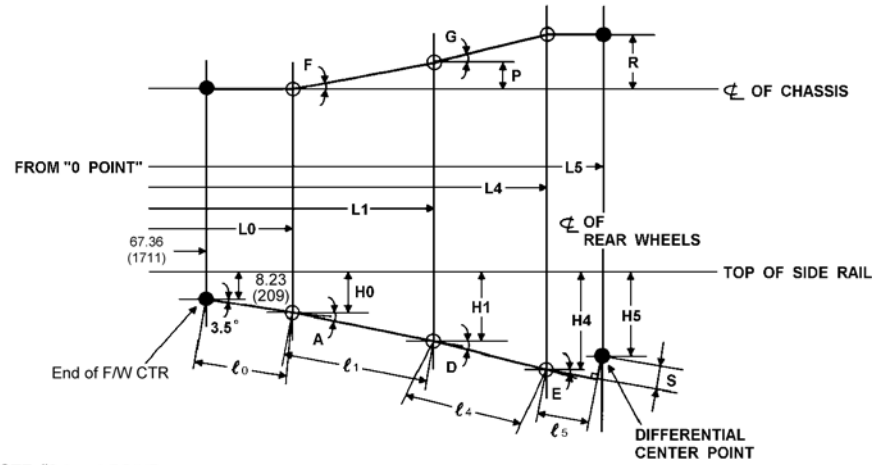
	TRANSMISSION	P/S MODEL	INSTALLING LENGTH		P/S DIMENSION OD×ID×T	PERMISSIBLE LENGTH		
			L ₁	L ₂		*L ₁	L ₂ MAX	L ₂ MIN
UD2600E (Leaf suspension)	MLS63B	PS420	31.02 (788)	32.31 (821)	3.54×3.23×0.16 (90×82.0×4.0)	31.02 (788)	32.31 (821)	32.05 (814)
	ATM 2200 SERIES	PS420	30.24 (768)	31.84 (809)	3.54×3.23×0.16 (90×82.0×4.0)	30.24 (768)	31.84 (809)	31.58 (802)
	MPS63B	PS420	29.06 (738)	32.27 (820)	3.54×3.23×0.16 (90×82.0×4.0)	29.06 (738)	32.27 (820)	32.01 (813)
	ATM 3000 SERIES	PS420	25.12 (638)	31.97 (812)	3.54×3.23×0.16 (90×82.0×4.0)	25.12 (638)	31.97 (812)	31.72 (806)
UD2600H (Leaf suspension)	MLS63B	PS420	41.65 (1058)	51.11 (1298)	3.54×3.23×0.16 (90×82.0×4.0)	41.65 (1058)	51.23 (1301)	50.84 (1291)
	ATM 2200 SERIES	PS420	40.87 (1038)	50.64 (1286)	3.54×3.23×0.16 (90×82.0×4.0)	40.87 (1038)	50.77 (1289)	50.37 (1279)
	MPS63B	PS420	36.69 (1008)	51.07 (1297)	3.54×3.23×0.16 (90×82.0×4.0)	36.69 (1008)	51.2 (1300)	50.8 (1290)
	ATM 3000 SERIES	PS420	35.75 (908)	50.78 (1290)	3.54×3.23×0.16 (90×82.0×4.0)	35.75 (908)	50.9 (1293)	50.5 (1283)
UD2600H (Air suspension)	MLS63B	PS420	41.65 (1058)	51.23 (1301)	3.54×3.23×0.16 (90×82.0×4.0)	41.65 (1058)	51.48 (1307)	50.71 (1288)
	ATM 2200 SERIES	PS420	40.87 (1038)	50.76 (1289)	3.54×3.23×0.16 (90×82.0×4.0)	40.87 (1038)	51.01 (1296)	50.24 (1276)
	MPS63B	PS420	36.69 (1008)	51.19 (1300)	3.54×3.23×0.16 (90×82.0×4.0)	36.69 (1008)	51.44 (1306)	50.67 (1287)
	ATM 3000 SERIES	PS420	35.75 (908)	51.17 (1300)	3.54×3.23×0.16 (90×82.0×4.0)	35.75 (908)	51.42 (1306)	50.65 (1286)
UD2600K (Leaf suspension)	MLS63B	PS420	57.4 (1458)	51.03 (1296)	3.54×3.23×0.16 (90×82.0×4.0)	57.4 (1458)	51.21 (1301)	50.71 (1288)
	ATM 2200 SERIES	PS420	56.61 (1438)	50.56 (1284)	3.54×3.23×0.16 (90×82.0×4.0)	56.61 (1438)	50.74 (1289)	50.24 (1276)
	MPS63B	PS420	55.43 (1408)	50.99 (1295)	3.54×3.23×0.16 (90×82.0×4.0)	55.43 (1408)	51.17 (1300)	50.67 (1287)
	ATM 3000 SERIES	PS420	51.5 (1308)	50.69 (1288)	3.54×3.23×0.16 (90×82.0×4.0)	51.5 (1308)	50.87 (1292)	50.37 (1280)
UD2600K (Air suspension)	MLS63B	PS420	57.4 (1458)	51.17 (1300)	3.54×3.23×0.16 (90×82.0×4.0)	57.4 (1458)	51.42 (1306)	50.64 (1286)
	ATM 2200 SERIES	PS420	56.61 (1438)	50.7 (1288)	3.54×3.23×0.16 (90×82.0×4.0)	56.61 (1438)	50.96 (1294)	50.17 (1274)
	MPS63B	PS420	55.43 (1408)	51.13 (1299)	3.54×3.23×0.16 (90×82.0×4.0)	55.43 (1408)	51.38 (1305)	50.6 (1285)
	ATM 3000 SERIES	PS420	51.5 (1308)	51.11 (1298)	3.54×3.23×0.16 (90×82.0×4.0)	51.5 (1308)	51.37 (1305)	50.58 (1285)

OD: OUTSIDE DIAMETER * "L₁" IS CONSTANT VALUE

ID : INSIDE DIAMETER

T : THICKNESS

UD2600E, UD2600H, UD2600K



NOTE: "0 (zero) POINT" is 12.60 in. (320 mm) distance from front edge of side rail.

Unit : inch (mm)

NOTE :
 THE PROPELLER SHAFT SHOULD NOT BE SHORT-
 END TO A LENGTH SHORTER THAN THE SHORT-
 EST OFFERED BY UD Trucks Corporation
 IN THE SAME MODEL.
 LIKEWISE, THE PROPELLER SHAFT SHOULD NOT
 BE LENGTHENED TO A LENGTH LONGER THAN
 THE LONGEST OFFERED BY UD Trucks Corporation
 IN THE SAME MODEL.
 IN CASE OF PROPELLER SHAFT MODIFICATION,
 THE PROPELLER SHAFT LAYOUT SHOULD COR-
 RESPOND WITH A WHEELBASE OFFERED BY
 UD Trucks Corporation.

MODEL	TRANSMISSION	Lo	Ho	l _o
UD2600E UD2600H UD2600K	MLS63B	98.66 (2506)	10.16 (258)	31.38 (797)
	ATM 2200 SERIES	99.65 (2531)	10.2 (259)	32.32 (821)
	MPS63B	100.67 (2557)	10.28 (261)	33.39 (848)
	ATM 3000 SERIES	104.61 (2657)	10.51 (267)	37.32 (948)

WBM363C

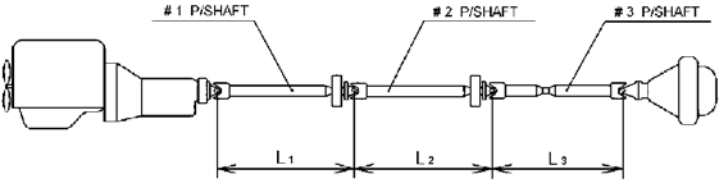
LEAF SUSPENSION

MODEL		TRANSMISSION	L ₁	H ₁	L ₄	H ₄	L ₅	H ₅	l ₁	l ₄	l ₅	A	D	E	F	G	P	R	S
CHASSIS-CAB	UD2600E	MLS63B	129.57 (3291)	12.91 (328)	161.26 (4096)	19.21 (488)	175.51 (4458)	19.06 (484)	31.02 (788)	32.32 (821)	18.03 (458)	5.1°	11.2°	6.1°	0°	1.6°	0 (0)	0.91 (23)	1.38 (35)
		ATM 2200 SERIES	129.76 (3296)	12.95 (329)	160.98 (4089)	19.17 (487)	175.24 (4451)	19.02 (483)	30.24 (768)	31.85 (809)	18.03 (458)	5.2°	11.3°	6.1°	0°	1.7°	0 (0)	0.91 (23)	1.38 (35)
		MPS63B	129.61 (3292)	12.95 (329)	161.26 (4096)	19.21 (488)	175.51 (4458)	19.06 (484)	29.06 (738)	32.28 (820)	18.03 (458)	5.3°	11.2°	6.1°	0°	1.6°	0 (0)	0.91 (23)	1.38 (35)
		ATM 3000 SERIES	129.61 (3292)	12.99 (330)	160.98 (4089)	19.17 (487)	175.24 (4451)	19.02 (483)	25.12 (638)	31.97 (812)	18.03 (458)	5.7°	11.1°	6.1°	0°	1.7°	0 (0)	0.91 (23)	1.38 (35)
	UD2600H	MLS63B	140.2 (3561)	13.62 (346)	190.91 (4849)	19.84 (504)	205.16 (5211)	19.69 (500)	41.65 (1058)	51.1 (1298)	18.03 (458)	4.8°	7°	4.1°	0°	1°	0 (0)	0.91 (23)	1.38 (35)
		ATM 2200 SERIES	140.35 (3565)	13.62 (346)	190.63 (4842)	19.84 (504)	204.88 (5204)	19.69 (500)	40.87 (1038)	50.63 (1286)	18.03 (458)	4.8°	7.1°	4.1°	0°	1°	0 (0)	0.91 (23)	1.38 (35)
		MPS63B	140.24 (3562)	13.62 (346)	190.91 (4849)	19.84 (504)	205.16 (5211)	19.69 (500)	39.69 (1008)	51.06 (1297)	18.03 (458)	4.8°	7°	4.1°	0°	1°	0 (0)	0.91 (23)	1.38 (35)
		ATM 3000 SERIES	140.24 (3562)	13.66 (347)	190.63 (4842)	19.84 (504)	204.88 (5204)	19.69 (500)	35.75 (908)	50.79 (1290)	18.03 (458)	5.1°	7°	4.1°	0°	1°	0 (0)	0.91 (23)	1.38 (35)
	UD2600K	MLS63B	155.91 (3960)	14.49 (368)	206.65 (5249)	19.84 (504)	220.91 (5611)	19.69 (500)	57.4 (1458)	51.02 (1296)	18.03 (458)	4.3°	6°	4.1°	0.4°	0.6°	0.35 (9)	0.91 (23)	1.38 (35)
		ATM 2200 SERIES	156.1 (3965)	14.49 (368)	206.38 (5242)	19.84 (504)	220.63 (5604)	19.69 (500)	56.61 (1438)	50.55 (1284)	18.03 (458)	4.3°	6.1°	4.1°	0.4°	0.6°	0.35 (9)	0.91 (23)	1.38 (35)
		MPS63B	155.94 (3961)	14.49 (368)	206.65 (5249)	19.84 (504)	220.91 (5611)	19.69 (500)	55.43 (1408)	50.98 (1295)	18.03 (458)	4.4°	6°	4.1°	0.4°	0.6°	0.35 (9)	0.91 (23)	1.38 (35)
		ATM 3000 SERIES	155.94 (3961)	14.49 (368)	206.38 (5242)	19.84 (504)	220.63 (5604)	19.69 (500)	51.5 (1308)	50.71 (1288)	18.03 (458)	4.4°	6.1°	4.1°	0.4°	0.6°	0.35 (9)	0.91 (23)	1.38 (35)
LOADED (GVM)	UD2600E	MLS63B	129.57 (3291)	12.91 (328)	161.65 (4106)	16.5 (419)	175.91 (4468)	16.34 (415)	31.02 (788)	32.28 (820)	18.03 (458)	5.1°	6.4°	5.9°	0°	1.6°	0 (0)	0.91 (23)	1.38 (35)
		ATM 2200 SERIES	129.76 (3296)	12.95 (329)	161.38 (4099)	16.46 (418)	175.63 (4461)	16.30 (414)	30.24 (768)	31.81 (808)	18.03 (458)	5.2°	6.3°	5.9°	0°	1.6°	0 (0)	0.91 (23)	1.38 (35)
		MPS63B	129.61 (3292)	12.95 (329)	161.65 (4106)	16.5 (419)	175.91 (4468)	16.34 (415)	29.06 (738)	32.24 (819)	18.03 (458)	5.3°	6.3°	5.9°	0°	1.6°	0 (0)	0.91 (23)	1.38 (35)
		ATM 3000 SERIES	129.61 (3292)	12.99 (330)	161.38 (4099)	16.46 (418)	175.63 (4461)	16.30 (414)	25.12 (638)	31.93 (811)	18.03 (458)	5.7°	6.2°	5.9°	0°	1.6°	0 (0)	0.91 (23)	1.38 (35)
	UD2600H	MLS63B	140.2 (3561)	13.62 (346)	191.3 (4859)	17.13 (435)	205.55 (5221)	16.97 (431)	41.65 (1058)	51.22 (1301)	18.03 (458)	4.8°	3.9°	3.9°	0°	1°	0 (0)	0.91 (23)	1.38 (35)
		ATM 2200 SERIES	140.35 (3565)	13.62 (346)	191.02 (4852)	17.09 (434)	205.28 (5214)	16.93 (430)	40.87 (1038)	50.75 (1289)	18.03 (458)	4.8°	3.9°	3.9°	0°	1°	0 (0)	0.91 (23)	1.38 (35)
		MPS63B	140.24 (3562)	13.62 (346)	191.3 (4859)	17.13 (435)	205.55 (5221)	16.97 (431)	39.69 (1008)	51.18 (1300)	18.03 (458)	4.8°	3.9°	3.9°	0°	1°	0 (0)	0.91 (23)	1.38 (35)
		ATM 3000 SERIES	140.24 (3562)	13.66 (347)	191.02 (4852)	17.09 (434)	205.28 (5214)	16.93 (430)	35.75 (908)	50.91 (1293)	18.03 (458)	5.1°	3.9°	3.9°	0°	1°	0 (0)	0.91 (23)	1.38 (35)
	UD2600K	MLS63B	155.91 (3960)	14.49 (368)	207.05 (5259)	17.13 (435)	221.30 (5621)	16.97 (431)	57.4 (1458)	51.18 (1300)	18.03 (458)	4.3°	3°	3.9°	0.4°	0.6°	0.35 (9)	0.91 (23)	1.38 (35)
		ATM 2200 SERIES	156.1 (3965)	14.49 (368)	206.77 (5252)	17.09 (434)	221.02 (5614)	16.93 (430)	56.61 (1438)	50.75 (1289)	18.03 (458)	4.3°	2.9°	3.9°	0.4°	0.6°	0.35 (9)	0.91 (23)	1.38 (35)
		MPS63B	155.94 (3961)	14.49 (368)	207.05 (5259)	17.13 (435)	221.30 (5621)	16.97 (431)	55.43 (1408)	51.14 (1299)	18.03 (458)	4.4°	3°	3.9°	0.4°	0.6°	0.35 (9)	0.91 (23)	1.38 (35)
		ATM 3000 SERIES	155.94 (3961)	14.49 (368)	206.77 (5252)	17.09 (434)	221.02 (5614)	16.93 (430)	51.5 (1308)	50.87 (1292)	18.03 (458)	4.4°	2.9°	3.9°	0.4°	0.6°	0.35 (9)	0.91 (23)	1.38 (35)

AIR SUSPENSION

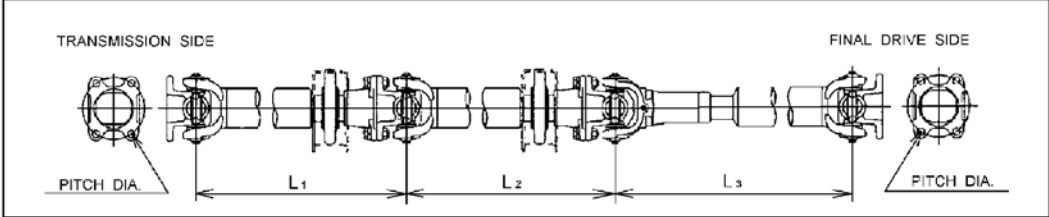
MODEL		TRANSMISSION	L ₁	H ₁	L ₄	H ₄	L ₅	H ₅	I ₁	I ₄	I ₅	A	D	E	F	G	P	R	S
CHASSIS-CAB	UD2600H	MLS63B	140.2 (3561)	13.62 (346)	191.18 (4856)	18.46 (469)	205.43 (5218)	18.31 (465)	41.65 (1058)	51.22 (1301)	18.03 (458)	4.8°	5.4°	4°	0°	1°	0 (0)	0.91 (23)	1.38 (35)
		ATM 2200 SERIES	140.35 (3565)	13.62 (346)	190.91 (4849)	18.43 (468)	205.16 (5211)	18.27 (464)	40.87 (1038)	50.75 (1289)	18.03 (458)	4.8°	5.4°	4°	0°	1°	0 (0)	0.91 (23)	1.38 (35)
		MPS63B	140.24 (3562)	13.62 (346)	191.18 (4856)	18.46 (469)	205.43 (5218)	18.31 (465)	39.69 (1008)	51.18 (1300)	18.03 (458)	4.8°	5.4°	4°	0°	1°	0 (0)	0.91 (23)	1.38 (35)
		ATM 3000 SERIES	140.24 (3562)	13.66 (347)	191.18 (4856)	18.46 (469)	205.43 (5218)	18.31 (465)	35.75 (908)	51.18 (1300)	18.03 (458)	5.1°	5.4°	4°	0°	1°	0 (0)	0.91 (23)	1.38 (35)
	UD2600K	MLS63B	155.91 (3960)	14.49 (368)	206.93 (5256)	18.46 (469)	221.18 (5618)	18.31 (465)	57.4 (1458)	51.18 (1300)	18.03 (458)	4.3°	5.4°	4°	0.4°	0.6°	0.35 (9)	0.91 (23)	1.38 (35)
		ATM 2200 SERIES	156.1 (3965)	14.49 (368)	206.65 (5249)	18.43 (468)	220.91 (5611)	18.27 (464)	56.61 (1438)	50.71 (1288)	18.03 (458)	4.3°	5.4°	4°	0.4°	0.6°	0.35 (9)	0.91 (23)	1.38 (35)
		MPS63B	155.94 (3961)	14.49 (368)	206.93 (5256)	18.46 (469)	221.18 (5618)	18.31 (465)	55.43 (1408)	51.14 (1299)	18.03 (458)	4.4°	5.4°	4°	0.4°	0.6°	0.35 (9)	0.91 (23)	1.38 (35)
		ATM 3000 SERIES	155.94 (3961)	14.49 (368)	206.93 (5256)	18.46 (469)	221.18 (5618)	18.31 (465)	51.5 (1308)	51.1 (1298)	18.03 (458)	4.4°	5.4°	4°	0.4°	0.6°	0.35 (9)	0.91 (23)	1.38 (35)
LOADED (GVM)	UD2600H	MLS63B	140.2 (3561)	13.62 (346)	191.18 (4856)	18.46 (469)	205.43 (5218)	18.31 (465)	41.65 (1058)	51.22 (1301)	18.03 (458)	4.8°	5.4°	4°	0°	1°	0 (0)	0.91 (23)	1.38 (35)
		ATM 2200 SERIES	140.35 (3565)	13.62 (346)	190.91 (4849)	18.43 (468)	205.16 (5211)	18.27 (464)	40.87 (1038)	50.75 (1289)	18.03 (458)	4.8°	5.4°	4°	0°	1°	0 (0)	0.91 (23)	1.38 (35)
		MPS63B	140.24 (3562)	13.62 (346)	191.18 (4856)	18.46 (469)	205.43 (5218)	18.31 (465)	39.69 (1008)	51.18 (1300)	18.03 (458)	4.8°	5.4°	4°	0°	1°	0 (0)	0.91 (23)	1.38 (35)
		ATM 3000 SERIES	140.24 (3562)	13.66 (347)	191.18 (4856)	18.46 (469)	205.43 (5218)	18.31 (465)	35.75 (908)	51.18 (1300)	18.03 (458)	5.1°	5.4°	4°	0°	1°	0 (0)	0.91 (23)	1.38 (35)
	UD2600K	MLS63B	155.91 (3960)	14.49 (368)	206.93 (5256)	18.46 (469)	221.18 (5618)	18.31 (465)	57.4 (1458)	51.18 (1300)	18.03 (458)	4.3°	4.5°	4°	0.4°	0.6°	0.35 (9)	0.91 (23)	1.38 (35)
		ATM 2200 SERIES	156.1 (3965)	14.49 (368)	206.65 (5249)	18.43 (468)	220.91 (5611)	18.27 (464)	56.61 (1438)	50.71 (1288)	18.03 (458)	4.3°	4.5°	4°	0.4°	0.6°	0.35 (9)	0.91 (23)	1.38 (35)
		MPS63B	155.94 (3961)	14.49 (368)	206.93 (5256)	18.46 (469)	221.18 (5618)	18.31 (465)	55.43 (1408)	51.14 (1299)	18.03 (458)	4.4°	4.5°	4°	0.4°	0.6°	0.35 (9)	0.91 (23)	1.38 (35)
		ATM 3000 SERIES	155.94 (3961)	14.49 (368)	206.93 (5256)	18.46 (469)	221.18 (5618)	18.31 (465)	51.5 (1308)	51.1 (1298)	18.03 (458)	4.4°	4.5°	4°	0.4°	0.6°	0.35 (9)	0.91 (23)	1.38 (35)

UD2600M, UD2600N, UD2600R



Unit : inch (mm)

TYPE : PS420



NOTE : THE PROPELLER SHAFT SHOULD NOT BE SHORTEND TO A LENGTH SHORTER THAN THE SHORTEST OFFERED BY UD Trucks Corporation IN THE SAME MODEL. LIKEWISE, THE PROPELLER SHAFT SHOULD NOT BE LENGTHENED TO A LENGTH LONGER THAN THE LONGEST OFFERED BY UD Trucks Corporation IN THE SAME MODEL. IN CASE OF PROPELLER SHAFT MODIFICATION, THE PROPELLER SHAFT LAYOUT SHOULD CORRESPOND WITH A WHEELBASE OFFERED BY UD Trucks Corporation.

WBM364C

PROPELLER SHAFT DATA

	TRANSMISSION	P/S MODEL	INSTALLING LENGTH			P/S DIMENSION OD×ID×T	PERMISSIBLE LENGTH			
			L ₁	L ₂	L ₃		*L ₁	*L ₂	L ₃ MAX	L ₃ MIN
UD2600M (Leaf suspension)	MLS63B	PS420	42.05 (1068)	35.35 (898)	46.78 (1188)	3.54×3.23×0.16 (90×82.0×4.0)	42.05 (1068)	35.35 (898)	46.92 (1192)	46.51 (1181)
	ATM 2200 SERIES	PS420	40.87 (1038)	35.35 (898)	46.71 (1186)	3.54×3.23×0.16 (90×82.0×4.0)	40.87 (1038)	35.35 (898)	46.85 (1190)	46.43 (1179)
	MPS63B	PS420	40.08 (1018)	34.96 (888)	47.14 (1197)	3.54×3.23×0.16 (90×82.0×4.0)	40.08 (1018)	34.96 (888)	47.27 (1201)	46.86 (1190)
	ATM 3000 SERIES	PS420	36.14 (918)	34.96 (888)	46.84 (1190)	3.54×3.23×0.16 (90×82.0×4.0)	36.14 (918)	34.96 (888)	46.98 (1193)	46.57 (1183)
UD2600M (Air suspension)	MLS63B	PS420	42.05 (1068)	35.35 (898)	46.91 (1191)	3.54×3.23×0.16 (90×82.0×4.0)	42.05 (1068)	35.35 (898)	47.16 (1198)	46.38 (1178)
	ATM 2200 SERIES	PS420	40.87 (1038)	35.35 (898)	46.83 (1189)	3.54×3.23×0.16 (90×82.0×4.0)	40.87 (1038)	35.35 (898)	47.08 (1196)	46.31 (1176)
	MPS63B	PS420	40.08 (1018)	34.96 (888)	47.26 (1200)	3.54×3.23×0.16 (90×82.0×4.0)	40.08 (1018)	34.96 (888)	47.51 (1207)	46.73 (1187)
	ATM 3000 SERIES	PS420	36.14 (918)	34.96 (888)	47.24 (1200)	3.54×3.23×0.16 (90×82.0×4.0)	36.14 (918)	34.96 (888)	47.49 (1206)	46.72 (1187)
UD2600N (Leaf suspension)	MLS63B	PS420	57.4 (1458)	31.81 (808)	44.8 (1138)	3.54×3.23×0.16 (90×82.0×4.0)	57.4 (1458)	31.81 (808)	44.93 (1141)	44.54 (1131)
	ATM 2200 SERIES	PS420	56.61 (1438)	31.81 (808)	44.33 (1126)	3.54×3.23×0.16 (90×82.0×4.0)	56.61 (1438)	31.81 (808)	44.46 (1129)	44.07 (1119)
	MPS63B	PS420	55.43 (1408)	31.81 (808)	44.76 (1137)	3.54×3.23×0.16 (90×82.0×4.0)	55.43 (1408)	31.81 (808)	44.89 (1140)	44.5 (1130)
	ATM 3000 SERIES	PS420	51.5 (1308)	31.81 (808)	44.47 (1129)	3.54×3.23×0.16 (90×82.0×4.0)	51.5 (1308)	31.81 (808)	44.6 (1133)	44.21 (1123)
UD2600N (Air suspension)	MLS63B	PS420	57.4 (1458)	31.81 (808)	44.91 (1141)	3.54×3.23×0.16 (90×82.0×4.0)	57.4 (1458)	31.81 (808)	45.17 (1147)	44.37 (1127)
	ATM 2200 SERIES	PS420	56.61 (1438)	31.42 (798)	44.84 (1139)	3.54×3.23×0.16 (90×82.0×4.0)	56.61 (1438)	31.42 (798)	45.1 (1145)	44.3 (1125)
	MPS63B	PS420	55.43 (1408)	31.81 (808)	44.87 (1140)	3.54×3.23×0.16 (90×82.0×4.0)	55.43 (1408)	31.81 (808)	45.13 (1146)	44.33 (1126)
	ATM 3000 SERIES	PS420	51.5 (1308)	31.81 (808)	44.85 (1139)	3.54×3.23×0.16 (90×82.0×4.0)	51.5 (1308)	31.81 (808)	45.11 (1146)	44.32 (1126)
UD2600R (Leaf suspension)	MLS63B	PS420	57.4 (1458)	41.65 (1058)	54.53 (1385)	3.54×3.23×0.16 (90×82.0×4.0)	57.4 (1458)	41.65 (1058)	54.78 (1391)	54.16 (1376)
	ATM 2200 SERIES	PS420	56.61 (1438)	41.65 (1058)	54.06 (1373)	3.54×3.23×0.16 (90×82.0×4.0)	56.61 (1438)	41.65 (1058)	54.32 (1380)	53.69 (1364)
	MPS63B	PS420	55.43 (1408)	41.65 (1058)	54.49 (1384)	3.54×3.23×0.16 (90×82.0×4.0)	55.43 (1408)	41.65 (1058)	54.74 (1390)	54.12 (1375)
	ATM 3000 SERIES	PS420	51.5 (1308)	41.65 (1058)	54.2 (1377)	3.54×3.23×0.16 (90×82.0×4.0)	51.5 (1308)	41.65 (1058)	54.45 (1383)	53.82 (1367)
UD2600R (Air suspension)	MLS63B	PS420	57.4 (1458)	41.65 (1058)	54.7 (1389)	3.54×3.23×0.16 (90×82.0×4.0)	57.4 (1458)	41.65 (1058)	54.97 (1396)	54.16 (1376)
	ATM 2200 SERIES	PS420	56.61 (1438)	41.65 (1058)	54.23 (1378)	3.54×3.23×0.16 (90×82.0×4.0)	56.61 (1438)	41.65 (1058)	54.5 (1384)	53.7 (1364)
	MPS63B	PS420	55.43 (1408)	41.65 (1058)	54.66 (1388)	3.54×3.23×0.16 (90×82.0×4.0)	55.43 (1408)	41.65 (1058)	54.93 (1395)	54.12 (1375)
	ATM 3000 SERIES	PS420	51.5 (1308)	41.65 (1058)	54.64 (1388)	3.54×3.23×0.16 (90×82.0×4.0)	51.5 (1308)	41.65 (1058)	54.91 (1395)	54.1 (1374)

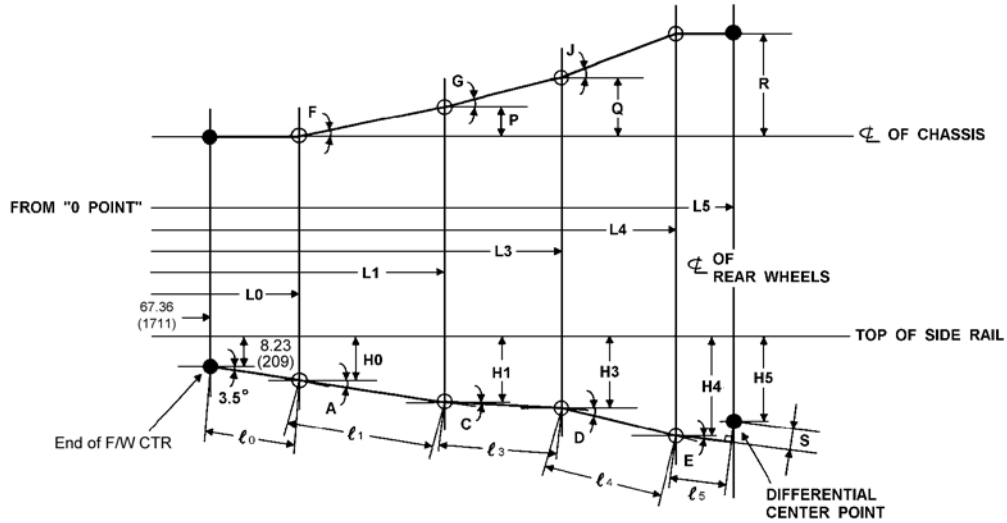
OD: OUTSIDE DIAMETER * "L₁" "L₂" IS CONSTANT VALUE

ID : INSIDE DIAMETER

T : THICKNESS

UD2600M, UD2600N, UD2600R

Unit : inch (mm)



NOTE: "0 (zero) POINT" is 12.60 in. (320 mm) distance from front edge of side rail.

NOTE :
 THE PROPELLER SHAFT SHOULD NOT BE SHORT-
 END TO A LENGTH SHORTER THAN THE SHORT-
 EST OFFERED BY UD Trucks Corporation
 IN THE SAME MODEL.
 LIKEWISE, THE PROPELLER SHAFT SHOULD NOT
 BE LENGTHENED TO A LENGTH LONGER THAN
 THE LONGEST OFFERED BY UD Trucks Corporation
 IN THE SAME MODEL.
 IN CASE OF PROPELLER SHAFT MODIFICATION,
 THE PROPELLER SHAFT LAYOUT SHOULD COR-
 RESPOND WITH A WHEELBASE OFFERED BY
 UD Trucks Corporation.

MODEL	TRANSMISSION	Lo	Ho	ℓo
UD2600M	MLS63B	98.66 (2506)	10.16 (258)	31.38 (797)
UD2600N	ATM 2200 SERIES	99.65 (2531)	10.2 (259)	32.32 (821)
UD2600R	MPS63B	100.67 (2557)	10.28 (261)	33.39 (848)
	ATM 3000 SERIES	104.61 (2657)	10.51 (267)	37.32 (948)

WBM365C

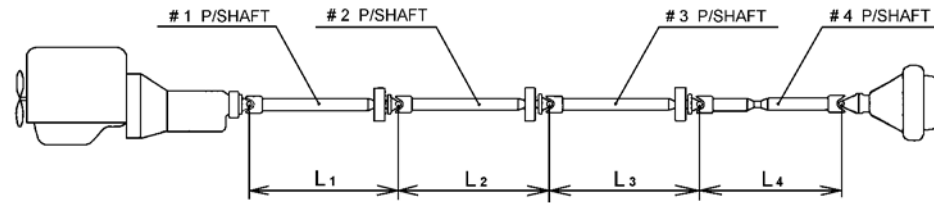
LEAF SUSPENSION

MODEL		TRANSMISSION	L ₁	H ₁	L ₃	H ₃	L ₄	H ₄	L ₅	H ₅	I ₁	I ₃	I ₄	I ₅	A	C	D	E	F	G	J	P	Q	R	S
CHASSIS-CAB	UD2600M	MLS63B	140.63 (3572)	12.91 (328)	175.94 (4469)	14.25 (362)	222.4 (5649)	19.84 (504)	240.47 (6108)	19.76 (502)	42.05 (1068)	35.35 (898)	46.77 (1188)	18.03 (458)	3.8°	2.2°	6.9°	4.1°	0°	0.6°	0.6°	0 (0)	0.39 (10)	0.91 (23)	1.38 (35)
		ATM 2200 SERIES	140.43 (3567)	12.91 (328)	175.75 (4464)	14.25 (362)	222.13 (5642)	19.84 (504)	240.2 (6101)	19.76 (502)	40.87 (1038)	35.35 (898)	46.69 (1186)	18.03 (458)	3.8°	2.2°	6.9°	4.1°	0°	0.6°	0.6°	0 (0)	0.39 (10)	0.91 (23)	1.38 (35)
		MPS63B	140.67 (3573)	12.95 (329)	175.59 (4460)	14.21 (361)	222.4 (5649)	19.84 (504)	240.47 (6108)	19.76 (502)	40.08 (1018)	34.96 (888)	47.13 (1197)	18.03 (458)	3.8°	2.1°	6.9°	4.1°	0°	0.6°	0.6°	0 (0)	0.39 (10)	0.91 (23)	1.38 (35)
		ATM 3000 SERIES	140.67 (3573)	12.95 (329)	175.63 (4461)	14.21 (361)	222.13 (5642)	19.84 (504)	240.2 (6101)	19.76 (502)	36.14 (918)	34.96 (888)	46.85 (1190)	18.03 (458)	3.9°	2.1°	6.9°	4.1°	0°	0.6°	0.6°	0 (0)	0.39 (10)	0.91 (23)	1.38 (35)
	UD2600N	MLS63B	156.02 (3963)	12.72 (323)	187.8 (4770)	14.33 (364)	232.24 (5899)	19.84 (504)	250.31 (6358)	19.76 (502)	57.4 (1458)	31.81 (808)	44.8 (1138)	18.03 (458)	2.6°	2.9°	7.1°	4.1°	0°	0.7°	0.7°	0 (0)	0.39 (10)	0.91 (23)	1.38 (35)
		ATM 2200 SERIES	156.22 (3968)	12.72 (323)	187.99 (4775)	14.33 (364)	231.97 (5892)	19.84 (504)	250.04 (6351)	19.76 (502)	56.61 (1438)	31.81 (808)	44.33 (1126)	18.03 (458)	2.6°	2.9°	7.1°	4.1°	0°	0.7°	0.7°	0 (0)	0.39 (10)	0.91 (23)	1.38 (35)
		MPS63B	156.06 (3964)	12.72 (323)	187.83 (4771)	14.33 (364)	232.24 (5899)	19.84 (504)	250.31 (6358)	19.76 (502)	55.43 (1408)	31.81 (808)	44.76 (1137)	18.03 (458)	2.5°	2.9°	7.1°	4.1°	0°	0.7°	0.7°	0 (0)	0.39 (10)	0.91 (23)	1.38 (35)
		ATM 3000 SERIES	156.06 (3964)	12.68 (322)	187.83 (4771)	14.33 (364)	231.97 (5892)	19.84 (504)	250.04 (6351)	19.76 (502)	51.5 (1308)	31.81 (808)	44.45 (1129)	18.03 (458)	2.4°	3°	7.1°	4.1°	0°	0.7°	0.7°	0 (0)	0.39 (10)	0.91 (23)	1.38 (35)
	UD2600R	MLS63B	156.02 (3963)	12.72 (323)	197.6 (5019)	15.24 (387)	251.93 (6399)	19.84 (504)	270.0 (6858)	19.76 (502)	57.4 (1458)	41.65 (1058)	54.53 (1385)	18.03 (458)	2.6°	3.5°	4.8°	4.1°	0°	0.9°	0.2°	0 (0)	0.67 (17)	0.91 (23)	1.38 (35)
		ATM 2200 SERIES	156.22 (3968)	12.72 (323)	197.8 (5024)	15.28 (388)	251.65 (6392)	19.84 (504)	269.72 (6851)	19.76 (502)	56.61 (1438)	41.65 (1058)	54.06 (1373)	18.03 (458)	2.6°	3.5°	4.8°	4.1°	0°	0.9°	0.3°	0 (0)	0.67 (17)	0.91 (23)	1.38 (35)
		MPS63B	156.06 (3964)	12.72 (323)	197.64 (5020)	15.24 (387)	251.93 (6399)	19.84 (504)	270.0 (6858)	19.76 (502)	55.43 (1408)	41.65 (1058)	54.49 (1384)	18.03 (458)	2.5°	3.5°	4.8°	4.1°	0°	0.9°	0.2°	0 (0)	0.67 (17)	0.91 (23)	1.38 (35)
		ATM 3000 SERIES	156.06 (3964)	12.68 (322)	197.64 (5020)	15.28 (388)	251.65 (6392)	19.84 (504)	269.72 (6851)	19.76 (502)	51.5 (1308)	41.65 (1058)	54.21 (1377)	18.03 (458)	2.4°	3.6°	4.8°	4.1°	0°	0.9°	0.3°	0 (0)	0.67 (17)	0.91 (23)	1.38 (35)
LOADED (GVM)	UD2600M	MLS63B	140.63 (3572)	12.91 (328)	175.94 (4469)	14.25 (362)	222.8 (5659)	17.13 (435)	240.87 (6118)	17.05 (433)	42.05 (1068)	35.35 (898)	46.93 (1192)	18.03 (458)	3.8°	2.2°	3.5°	3.9°	0°	0.6°	0.6°	0 (0)	0.39 (10)	0.91 (23)	1.38 (35)
		ATM 2200 SERIES	140.43 (3567)	12.91 (328)	175.75 (4464)	14.25 (362)	222.52 (5652)	17.09 (434)	240.59 (6111)	17.01 (432)	40.87 (1038)	35.35 (898)	46.85 (1190)	18.03 (458)	3.8°	2.2°	3.5°	3.9°	0°	0.6°	0.6°	0 (0)	0.39 (10)	0.91 (23)	1.38 (35)
		MPS63B	140.67 (3573)	12.95 (329)	175.59 (4460)	14.21 (361)	222.8 (5659)	17.13 (435)	240.87 (6118)	17.05 (433)	40.08 (1018)	34.96 (888)	47.28 (1201)	18.03 (458)	3.8°	2.1°	3.5°	3.9°	0°	0.6°	0.6°	0 (0)	0.39 (10)	0.91 (23)	1.38 (35)
		ATM 3000 SERIES	140.67 (3573)	12.95 (329)	175.63 (4461)	14.21 (361)	222.52 (5652)	17.09 (434)	240.59 (6111)	17.01 (432)	36.14 (918)	34.96 (888)	46.97 (1193)	18.03 (458)	3.9°	2.1°	3.5°	3.9°	0°	0.6°	0.6°	0 (0)	0.39 (10)	0.91 (23)	1.38 (35)
	UD2600N	MLS63B	156.02 (3963)	12.72 (323)	187.8 (4770)	14.33 (364)	232.64 (5909)	17.13 (435)	250.71 (6368)	17.05 (433)	57.4 (1458)	31.81 (808)	44.92 (1141)	18.03 (458)	2.6°	2.9°	3.6°	3.9°	0°	0.7°	0.7°	0 (0)	0.39 (10)	0.91 (23)	1.38 (35)
		ATM 2200 SERIES	156.22 (3968)	12.72 (323)	187.99 (4775)	14.33 (364)	232.36 (5902)	17.09 (434)	250.43 (6361)	17.01 (432)	56.61 (1438)	31.81 (808)	44.45 (1129)	18.03 (458)	2.6°	2.9°	3.6°	3.9°	0°	0.7°	0.7°	0 (0)	0.39 (10)	0.91 (23)	1.38 (35)
		MPS63B	156.06 (3964)	12.72 (323)	187.83 (4771)	14.33 (364)	232.64 (5909)	17.13 (435)	250.71 (6368)	17.05 (433)	55.43 (1408)	31.81 (808)	44.88 (1140)	18.03 (458)	2.5°	2.9°	3.6°	3.9°	0°	0.7°	0.7°	0 (0)	0.39 (10)	0.91 (23)	1.38 (35)
		ATM 3000 SERIES	156.06 (3964)	12.68 (322)	187.83 (4771)	14.33 (364)	232.36 (5902)	17.09 (434)	250.43 (6361)	17.01 (432)	51.5 (1308)	31.81 (808)	44.61 (1133)	18.03 (458)	2.4°	3°	3.5°	3.9°	0°	0.7°	0.7°	0 (0)	0.39 (10)	0.91 (23)	1.38 (35)
	UD2600R	MLS63B	156.02 (3963)	12.72 (323)	197.6 (5019)	15.24 (387)	252.32 (6409)	17.13 (435)	270.39 (6868)	17.05 (433)	57.4 (1458)	41.65 (1058)	54.76 (1391)	18.03 (458)	2.6°	3.5°	2°	3.9°	0°	0.9°	0.2°	0 (0)	0.67 (17)	0.91 (23)	1.38 (35)
		ATM 2200 SERIES	156.22 (3968)	12.72 (323)	197.8 (5024)	15.28 (388)	252.05 (6402)	17.09 (434)	270.12 (6861)	17.01 (432)	56.61 (1438)	41.65 (1058)	54.29 (1379)	18.03 (458)	2.6°	3.5°	1.9°	3.9°	0°	0.9°	0.2°	0 (0)	0.67 (17)	0.91 (23)	1.38 (35)
		MPS63B	156.06 (3964)	12.72 (323)	197.64 (5020)	15.24 (387)	252.32 (6409)	17.13 (435)	270.39 (6868)	17.05 (433)	55.43 (1408)	41.65 (1058)	54.72 (1390)	18.03 (458)	2.5°	3.5°	2°	3.9°	0°	0.9°	0.2°	0 (0)	0.67 (17)	0.91 (23)	1.38 (35)
		ATM 3000 SERIES	156.06 (3964)	12.68 (322)	197.64 (5020)	15.28 (388)	252.05 (6402)	17.09 (434)	270.12 (6861)	17.01 (432)	51.5 (1308)	41.65 (1058)	54.41 (1382)	18.03 (458)	2.4°	3.6°	1.9°	3.9°	0°	0.9°	0.2°	0 (0)	0.67 (17)	0.91 (23)	1.38 (35)

AIR SUSPENSION

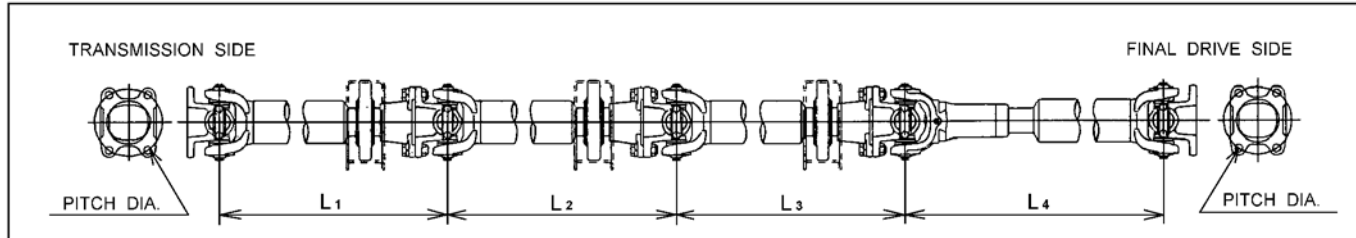
MODEL		TRANSMISSION	L ₁	H ₁	L ₃	H ₃	L ₄	H ₄	L ₅	H ₅	I ₁	I ₃	I ₄	I ₅	A	C	D	E	F	G	J	P	Q	R	S
CHASSIS-CAB	UD2600M	MLS63B	140.63 (3572)	12.91 (328)	175.94 (4469)	14.25 (362)	222.68 (5656)	18.46 (469)	240.75 (6115)	18.39 (467)	42.05 (1068)	35.35 (898)	46.89 (1191)	18.03 (458)	3.8°	2.2°	5.2°	4°	0°	0.6°	0.6°	0 (0)	0.39 (10)	0.91 (23)	1.38 (35)
		ATM 2200 SERIES	140.43 (3567)	12.91 (328)	175.75 (4464)	14.25 (362)	222.4 (5649)	18.43 (468)	240.47 (6108)	18.35 (466)	40.87 (1038)	35.35 (898)	46.81 (1189)	18.03 (458)	3.8°	2.2°	5.1°	4°	0°	0.6°	0.6°	0 (0)	0.39 (10)	0.91 (23)	1.38 (35)
		MPS63B	140.67 (3573)	12.95 (329)	175.59 (4460)	14.21 (361)	222.68 (5656)	18.46 (469)	240.75 (6115)	18.39 (467)	40.08 (1018)	34.96 (888)	47.24 (1200)	18.03 (458)	3.8°	2.1°	5.2°	4°	0°	0.6°	0.6°	0 (0)	0.39 (10)	0.91 (23)	1.38 (35)
		ATM 3000 SERIES	140.67 (3573)	12.95 (329)	175.63 (4461)	14.21 (361)	222.68 (5656)	18.46 (469)	240.75 (6115)	18.39 (467)	36.14 (918)	34.96 (888)	47.24 (1200)	18.03 (458)	3.9°	2.1°	5.2°	4°	0°	0.6°	0.6°	0 (0)	0.39 (10)	0.91 (23)	1.38 (35)
	UD2600N	MLS63B	156.02 (3963)	12.72 (323)	187.72 (4768)	15.43 (392)	232.52 (5906)	18.46 (469)	250.59 (6265)	18.39 (467)	57.4 (1458)	31.81 (808)	44.92 (1141)	18.03 (458)	2.6°	4.9°	3.9°	4°	0°	0°	1.2°	0 (0)	0 (0)	0.91 (23)	1.38 (35)
		ATM 2200 SERIES	156.22 (3968)	12.72 (323)	187.52 (4763)	15.43 (392)	232.24 (5899)	18.43 (468)	250.31 (6358)	18.35 (466)	56.61 (1438)	31.42 (798)	44.84 (1139)	18.03 (458)	2.6°	5°	3.8°	4°	0°	0°	1.2°	0 (0)	0 (0)	0.91 (23)	1.38 (35)
		MPS63B	156.06 (3964)	12.72 (323)	187.76 (4769)	15.43 (392)	232.52 (5906)	18.46 (469)	250.59 (6265)	18.39 (467)	55.43 (1408)	31.81 (808)	44.88 (1140)	18.03 (458)	2.5°	4.9°	3.9°	4°	0°	0°	1.2°	0 (0)	0 (0)	0.91 (23)	1.38 (35)
		ATM 3000 SERIES	156.06 (3964)	12.68 (322)	187.76 (4769)	15.43 (392)	232.52 (5906)	18.46 (469)	250.59 (6265)	18.39 (467)	51.5 (1308)	31.81 (808)	44.84 (1139)	18.03 (458)	2.4°	5°	3.9°	4°	0°	0°	1.2°	0 (0)	0 (0)	0.91 (23)	1.38 (35)
	UD2600R	MLS63B	156.02 (3963)	12.72 (323)	197.6 (5019)	15.24 (387)	252.2 (6406)	18.46 (469)	270.28 (6865)	18.39 (467)	57.4 (1458)	41.65 (1058)	54.69 (1389)	18.03 (458)	2.6°	3.5°	3.4°	4°	0°	0.9°	0.2°	0 (0)	0.67 (17)	0.91 (23)	1.38 (35)
		ATM 2200 SERIES	156.22 (3968)	12.72 (323)	197.8 (5024)	15.28 (388)	251.93 (6399)	18.43 (468)	270.0 (6858)	18.35 (466)	56.61 (1438)	41.65 (1058)	54.25 (1378)	18.03 (458)	2.6°	3.5°	3.3°	4°	0°	0.9°	0.3°	0 (0)	0.67 (17)	0.91 (23)	1.38 (35)
		MPS63B	156.06 (3964)	12.72 (323)	197.64 (5020)	15.24 (387)	252.2 (6406)	18.46 (469)	270.28 (6865)	18.39 (467)	55.43 (1408)	41.65 (1058)	54.65 (1388)	18.03 (458)	2.5°	3.5°	3.4°	4°	0°	0.9°	0.2°	0 (0)	0.67 (17)	0.91 (23)	1.38 (35)
		ATM 3000 SERIES	156.06 (3964)	12.68 (322)	197.64 (5020)	15.28 (388)	252.2 (6406)	18.46 (469)	270.28 (6865)	18.39 (467)	51.5 (1308)	41.65 (1058)	54.65 (1388)	18.03 (458)	2.4°	3.6°	3.3°	4°	0°	0.9°	0.2°	0 (0)	0.67 (17)	0.91 (23)	1.38 (35)
LOADED (GVM)	UD2600M	MLS63B	140.63 (3572)	12.91 (328)	175.94 (4469)	14.25 (362)	222.68 (5656)	18.46 (469)	240.75 (6115)	18.39 (467)	42.05 (1068)	35.35 (898)	46.89 (1191)	18.03 (458)	3.8°	2.2°	5.2°	4°	0°	0.6°	0.6°	0 (0)	0.39 (10)	0.91 (23)	1.38 (35)
		ATM 2200 SERIES	140.43 (3567)	12.91 (328)	175.75 (4464)	14.25 (362)	222.4 (5649)	18.43 (468)	240.47 (6108)	18.35 (466)	40.87 (1038)	35.35 (898)	46.81 (1189)	18.03 (458)	3.8°	2.2°	5.1°	4°	0°	0.6°	0.6°	0 (0)	0.39 (10)	0.91 (23)	1.38 (35)
		MPS63B	140.67 (3573)	12.95 (329)	175.59 (4460)	14.21 (361)	222.68 (5656)	18.46 (469)	240.75 (6115)	18.39 (467)	40.08 (1018)	34.96 (888)	47.24 (1200)	18.03 (458)	3.8°	2.1°	5.2°	4°	0°	0.6°	0.6°	0 (0)	0.39 (10)	0.91 (23)	1.38 (35)
		ATM 3000 SERIES	140.67 (3573)	12.95 (329)	175.63 (4461)	14.21 (361)	222.68 (5656)	18.46 (469)	240.75 (6115)	18.39 (467)	36.14 (918)	34.96 (888)	47.24 (1200)	18.03 (458)	3.9°	2.1°	5.2°	4°	0°	0.6°	0.6°	0 (0)	0.39 (10)	0.91 (23)	1.38 (35)
	UD2600N	MLS63B	156.02 (3963)	12.72 (323)	187.72 (4768)	15.43 (392)	232.52 (5906)	18.46 (469)	250.59 (6265)	18.39 (467)	57.4 (1458)	31.81 (808)	44.92 (1141)	18.03 (458)	2.6°	4.9°	3.9°	4°	0°	0°	1.2°	0 (0)	0 (0)	0.91 (23)	1.38 (35)
		ATM 2200 SERIES	156.22 (3968)	12.72 (323)	187.52 (4763)	15.43 (392)	232.24 (5899)	18.43 (468)	250.31 (6358)	18.35 (466)	56.61 (1438)	31.42 (798)	44.84 (1139)	18.03 (458)	2.6°	5°	3.8°	4°	0°	0°	1.2°	0 (0)	0 (0)	0.91 (23)	1.38 (35)
		MPS63B	156.06 (3964)	12.72 (323)	187.76 (4769)	15.43 (392)	232.52 (5906)	18.46 (469)	250.59 (6265)	18.39 (467)	55.43 (1408)	31.81 (808)	44.88 (1140)	18.03 (458)	2.5°	4.9°	3.9°	4°	0°	0°	1.2°	0 (0)	0 (0)	0.91 (23)	1.38 (35)
		ATM 3000 SERIES	156.06 (3964)	12.68 (322)	187.76 (4769)	15.43 (392)	232.52 (5906)	18.46 (469)	250.59 (6265)	18.39 (467)	51.5 (1308)	31.81 (808)	44.84 (1139)	18.03 (458)	2.4°	5°	3.9°	4°	0°	0°	1.2°	0 (0)	0 (0)	0.91 (23)	1.38 (35)
	UD2600R	MLS63B	156.02 (3963)	12.72 (323)	197.6 (5019)	15.24 (387)	252.2 (6406)	18.46 (469)	270.28 (6865)	18.39 (467)	57.4 (1458)	41.65 (1058)	54.69 (1389)	18.03 (458)	2.6°	3.5°	3.4°	4°	0°	0.9°	0.2°	0 (0)	0.67 (17)	0.91 (23)	1.38 (35)
		ATM 2200 SERIES	156.22 (3968)	12.72 (323)	197.8 (5024)	15.28 (388)	251.93 (6399)	18.43 (468)	270.0 (6858)	18.35 (466)	56.61 (1438)	41.65 (1058)	54.25 (1378)	18.03 (458)	2.6°	3.5°	3.3°	4°	0°	0.9°	0.3°	0 (0)	0.67 (17)	0.91 (23)	1.38 (35)
		MPS63B	156.06 (3964)	12.72 (323)	197.64 (5020)	15.24 (387)	252.2 (6406)	18.46 (469)	270.28 (6865)	18.39 (467)	55.43 (1408)	41.65 (1058)	54.65 (1388)	18.03 (458)	2.5°	3.5°	3.4°	4°	0°	0.9°	0.2°	0 (0)	0.67 (17)	0.91 (23)	1.38 (35)
		ATM 3000 SERIES	156.06 (3964)	12.68 (322)	197.64 (5020)	15.28 (388)	252.2 (6406)	18.46 (469)	270.28 (6865)	18.39 (467)	51.5 (1308)	41.65 (1058)	54.65 (1388)	18.03 (458)	2.4°	3.6°	3.3°	4°	0°	0.9°	0.2°	0 (0)	0.67 (17)	0.91 (23)	1.38 (35)

UD2600S



Unit : inch (mm)

TYPE : PS420



NOTE : THE PROPELLER SHAFT SHOULD NOT BE SHORTEND TO A LENGTH SHORTER THAN THE SHORTEST OFFERED BY UD Trucks Corporation IN THE SAME MODEL.
LIKEWISE, THE PROPELLER SHAFT SHOULD NOT BE LENGTHENED TO A LENGTH LONGER THAN THE LONGEST OFFERED BY UD Trucks Corporation IN THE SAME MODEL.
IN CASE OF PROPELLER SHAFT MODIFICATION, THE PROPELLER SHAFT LAYOUT SHOULD CORRESPOND WITH A WHEELBASE OFFERED BY UD Trucks Corporation.

WBM366C

PROPELLER SHAFT DATA

	TRANSMISSION	P/S MODEL	INSTALLING LENGTH				P/S DIMENSION OD×ID×T	PERMISSIBLE LENGTH				
			L ₁	L ₂	L ₃	L ₄		*L ₁	*L ₂	*L ₃	L ₄ MAX	L ₄ MIN
UD2600S (Leaf suspension)	MLS63B	PS420	57.4 (1458)	30.24 (768)	32.2 (818)	49.46 (1256)	3.54×3.23×0.16 (90×82.0×4.0)	57.4 (1458)	30.24 (768)	32.2 (818)	49.74 (1263)	49.08 (1247)
	ATM 2200 SERIES	PS420	56.61 (1438)	30.24 (768)	31.81 (808)	49.38 (1254)	3.54×3.23×0.16 (90×82.0×4.0)	56.61 (1438)	30.24 (768)	31.81 (808)	49.67 (1262)	49 (1245)
	MPS63B	PS420	55.43 (1408)	30.24 (768)	32.2 (818)	49.42 (1255)	3.54×3.23×0.16 (90×82.0×4.0)	55.43 (1408)	30.24 (768)	32.2 (818)	49.7 (1262)	49.04 (1246)
	ATM 3000 SERIES	PS420	51.5 (1308)	30.24 (768)	32.2 (818)	49.12 (1248)	3.54×3.23×0.16 (90×82.0×4.0)	51.5 (1308)	30.24 (768)	32.2 (818)	49.41 (1255)	48.74 (1238)
UD2600S (Air suspension)	MLS63B	PS420	57.4 (1458)	30.24 (768)	32.2 (818)	49.64 (1261)	3.54×3.23×0.16 (90×82.0×4.0)	57.4 (1458)	30.24 (768)	32.2 (818)	49.91 (1268)	49.09 (1247)
	ATM 2200 SERIES	PS420	56.61 (1438)	30.24 (768)	31.81 (808)	49.56 (1259)	3.54×3.23×0.16 (90×82.0×4.0)	56.61 (1438)	30.24 (768)	31.81 (808)	49.83 (1266)	49.02 (1245)
	MPS63B	PS420	55.43 (1408)	30.24 (768)	32.2 (818)	49.6 (1260)	3.54×3.23×0.16 (90×82.0×4.0)	55.43 (1408)	30.24 (768)	32.2 (818)	49.87 (1267)	49.05 (1246)
	ATM 3000 SERIES	PS420	51.5 (1308)	30.24 (768)	32.2 (818)	49.58 (1259)	3.54×3.23×0.16 (90×82.0×4.0)	51.5 (1308)	30.24 (768)	32.2 (818)	49.85 (1266)	49.03 (1245)

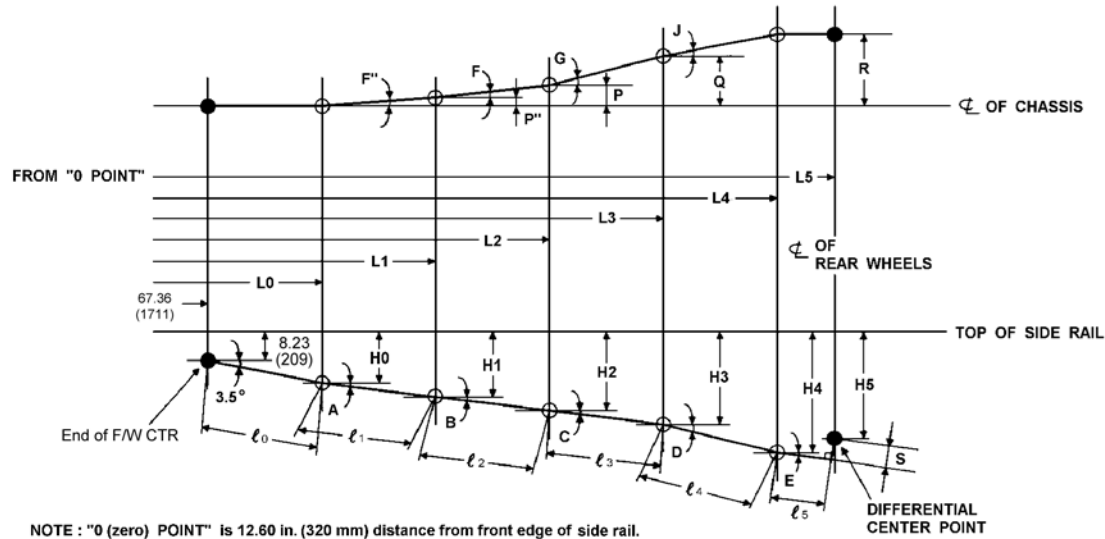
OD: OUTSIDE DIAMETER * "L₁" "L₂" "L₃" IS CONSTANT VALUE

ID : INSIDE DIAMETER

T : THICKNESS

UD2600S

Unit : inch (mm)



NOTE : "0 (zero) POINT" is 12.60 in. (320 mm) distance from front edge of side rail.

NOTE :
 THE PROPELLER SHAFT SHOULD NOT BE SHORT-
 END TO A LENGTH SHORTER THAN THE SHORT-
 EST OFFERED BY UD Trucks Corporation
 IN THE SAME MODEL.
 LIKEWISE, THE PROPELLER SHAFT SHOULD NOT
 BE LENGTHENED TO A LENGTH LONGER THAN
 THE LONGEST OFFERED BY UD Trucks Corporation
 IN THE SAME MODEL.
 IN CASE OF PROPELLER SHAFT MODIFICATION,
 THE PROPELLER SHAFT LAYOUT SHOULD COR-
 RESPOND WITH A WHEELBASE OFFERED BY
 UD Trucks Corporation.

MODEL	TRANSMISSION	Lo	Ho	ℓo
UD2600S	MLS63B	98.66 (2506)	10.16 (258)	31.38 (797)
	ATM 2200 SERIES	99.65 (2531)	10.2 (259)	32.32 (821)
	MPS63B	100.67 (2557)	10.28 (261)	33.39 (848)
	ATM 3000 SERIES	104.61 (2657)	10.51 (267)	37.32 (948)

WBM367C

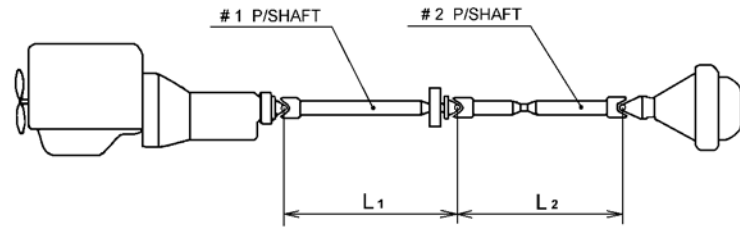
LEAF SUSPENSION

MODEL	TRANSMISSION	L ₁	H ₁	L ₂	H ₂	L ₃	H ₃	L ₄	H ₄	L ₅	H ₅	I ₁	I ₂	I ₃	I ₄	I ₅	A	B	C	D	E	F"	F	G	J	P"	P	Q	R	S	
CHASSIS-CAB	UD2600S	MLS63B	156.02 (3963)	12.72 (323)	186.22 (4730)	14.37 (365)	218.39 (5547)	15.91 (404)	267.68 (6799)	19.84 (504)	285.75 (7258)	19.76 (502)	57.4 (1458)	30.24 (768)	32.2 (818)	49.45 (1256)	18.03 (458)	2.6°	3.1°	2.7°	4.6°	4.1°	0°	0.7°	0.4°	0.4°	0(0)	0.39 (10)	0.59 (15)	0.91 (23)	1.38 (35)
		ATM 2200 SERIES	156.22 (3968)	12.72 (323)	186.38 (4734)	14.37 (365)	218.15 (5541)	15.91 (404)	267.4 (6792)	19.84 (504)	285.47 (7251)	19.76 (502)	56.61 (1438)	30.24 (768)	31.81 (808)	49.37 (1254)	18.03 (458)	2.6°	3.1°	2.8°	4.6°	4.1°	0°	0.7°	0.4°	0.4°	0(0)	0.39 (10)	0.59 (15)	0.91 (23)	1.38 (35)
		MPS63B	156.06 (3964)	12.72 (323)	186.26 (4731)	14.37 (365)	218.43 (5548)	15.91 (404)	267.68 (6799)	19.84 (504)	285.75 (7258)	19.76 (502)	55.43 (1408)	30.24 (768)	32.2 (818)	49.41 (1255)	18.03 (458)	2.5°	3.1°	2.7°	4.6°	4.1°	0°	0.7°	0.4°	0.4°	0(0)	0.39 (10)	0.59 (15)	0.91 (23)	1.38 (35)
		ATM 3000 SERIES	156.06 (3964)	12.68 (322)	186.26 (4731)	14.37 (365)	218.43 (5548)	15.91 (404)	267.4 (6792)	19.84 (504)	285.47 (7251)	19.76 (502)	51.5 (1308)	30.24 (768)	32.2 (818)	49.13 (1248)	18.03 (458)	2.4°	3.2°	2.7°	4.6°	4.1°	0°	0.7°	0.4°	0.4°	0(0)	0.39 (10)	0.59 (15)	0.91 (23)	1.38 (35)
LOADED (GVM)	UD2600S	MLS63B	156.02 (3963)	12.72 (323)	186.22 (4730)	14.37 (365)	218.39 (5547)	15.91 (404)	268.07 (6809)	17.13 (435)	286.14 (7268)	17.05 (433)	57.4 (1458)	30.24 (768)	32.2 (818)	49.69 (1262)	18.03 (458)	2.6°	3.1°	2.7°	1.4°	3.9°	0°	0.7°	0.4°	0.4°	0(0)	0.39 (10)	0.59 (15)	0.91 (23)	1.38 (35)
		ATM 2200 SERIES	156.22 (3968)	12.72 (323)	186.38 (4734)	14.37 (365)	218.15 (5541)	15.91 (404)	267.8 (6802)	17.09 (434)	285.87 (7261)	17.01 (432)	56.61 (1438)	30.24 (768)	31.81 (808)	49.65 (1261)	18.03 (458)	2.6°	3.1°	2.8°	1.4°	3.9°	0°	0.7°	0.4°	0.4°	0(0)	0.39 (10)	0.59 (15)	0.91 (23)	1.38 (35)
		MPS63B	156.06 (3964)	12.72 (323)	186.26 (4731)	14.37 (365)	218.43 (5548)	15.91 (404)	268.07 (6809)	17.13 (435)	286.14 (7268)	17.05 (433)	55.43 (1408)	30.24 (768)	32.2 (818)	49.65 (1261)	18.03 (458)	2.5°	3.1°	2.7°	1.4°	3.9°	0°	0.7°	0.4°	0.4°	0(0)	0.39 (10)	0.59 (15)	0.91 (23)	1.38 (35)
		ATM 3000 SERIES	156.06 (3964)	12.68 (322)	186.26 (4731)	14.37 (365)	218.43 (5548)	15.91 (404)	267.8 (6802)	17.09 (434)	285.87 (7261)	17.01 (432)	51.5 (1308)	30.24 (768)	32.2 (818)	49.37 (1254)	18.03 (458)	2.4°	3.2°	2.7°	1.4°	3.9°	0°	0.7°	0.4°	0.4°	0(0)	0.39 (10)	0.59 (15)	0.91 (23)	1.38 (35)

AIR SUSPENSION

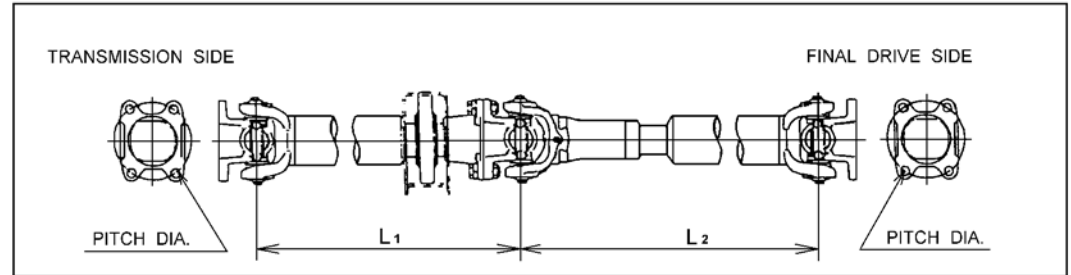
MODEL	TRANSMISSION	L ₁	H ₁	L ₂	H ₂	L ₃	H ₃	L ₄	H ₄	L ₅	H ₅	I ₁	I ₂	I ₃	I ₄	I ₅	A	B	C	D	E	F"	F	G	J	P"	P	Q	R	S	
CHASSIS-CAB	UD2600S	MLS63B	156.02 (3963)	12.72 (323)	186.22 (4730)	14.37 (365)	218.39 (5547)	15.91 (404)	267.95 (6806)	18.46 (469)	286.02 (7265)	18.39 (467)	57.4 (1458)	30.24 (768)	32.2 (818)	49.65 (1261)	18.03 (458)	2.6°	3.1°	2.7°	3°	4°	0°	0.7°	0.4°	0.4°	0(0)	0.39 (10)	0.59 (15)	0.91 (23)	1.38 (35)
		ATM 2200 SERIES	156.22 (3968)	12.72 (323)	186.38 (4734)	14.37 (365)	218.15 (5541)	15.91 (404)	267.68 (6799)	18.43 (468)	285.75 (7258)	18.35 (466)	56.61 (1438)	30.24 (768)	31.81 (808)	49.57 (1259)	18.03 (458)	2.6°	3.1°	2.8°	2.9°	4°	0°	0.7°	0.4°	0.4°	0(0)	0.39 (10)	0.59 (15)	0.91 (23)	1.38 (35)
		MPS63B	156.06 (3964)	12.72 (323)	186.26 (4731)	14.37 (365)	218.43 (5548)	15.91 (404)	267.95 (6806)	18.46 (469)	286.02 (7265)	18.39 (467)	55.43 (1408)	30.24 (768)	32.2 (818)	49.61 (1260)	18.03 (458)	2.5°	3.1°	2.7°	3°	4°	0°	0.7°	0.4°	0.4°	0(0)	0.39 (10)	0.59 (15)	0.91 (23)	1.38 (35)
		ATM 3000 SERIES	156.06 (3964)	12.68 (322)	186.26 (4731)	14.37 (365)	218.43 (5548)	15.91 (404)	267.95 (6806)	18.46 (469)	286.02 (7265)	18.39 (467)	51.5 (1308)	30.24 (768)	32.2 (818)	49.57 (1259)	18.03 (458)	2.4°	3.2°	2.7°	3°	4°	0°	0.7°	0.4°	0.4°	0(0)	0.39 (10)	0.59 (15)	0.91 (23)	1.38 (35)
LOADED (GVM)	UD2600S	MLS63B	156.02 (3963)	12.72 (323)	186.22 (4730)	14.37 (365)	218.39 (5547)	15.91 (404)	267.95 (6806)	18.46 (469)	286.02 (7265)	18.39 (467)	57.4 (1458)	30.24 (768)	32.2 (818)	49.65 (1261)	18.03 (458)	2.6°	3.1°	2.7°	3°	4°	0°	0.7°	0.4°	0.4°	0(0)	0.39 (10)	0.59 (15)	0.91 (23)	1.38 (35)
		ATM 2200 SERIES	156.22 (3968)	12.72 (323)	186.38 (4734)	14.37 (365)	218.15 (5541)	15.91 (404)	267.68 (6799)	18.43 (468)	285.75 (7258)	18.35 (466)	56.61 (1438)	30.24 (768)	31.81 (808)	49.57 (1259)	18.03 (458)	2.6°	3.1°	2.8°	2.9°	4°	0°	0.7°	0.4°	0.4°	0(0)	0.39 (10)	0.59 (15)	0.91 (23)	1.38 (35)
		MPS63B	156.06 (3964)	12.72 (323)	186.26 (4731)	14.37 (365)	218.43 (5548)	15.91 (404)	267.95 (6806)	18.46 (469)	286.02 (7265)	18.39 (467)	55.43 (1408)	30.24 (768)	32.2 (818)	49.61 (1260)	18.03 (458)	2.5°	3.1°	2.7°	3°	4°	0°	0.7°	0.4°	0.4°	0(0)	0.39 (10)	0.59 (15)	0.91 (23)	1.38 (35)
		ATM 3000 SERIES	156.06 (3964)	12.68 (322)	186.26 (4731)	14.37 (365)	218.43 (5548)	15.91 (404)	267.95 (6806)	18.46 (469)	286.02 (7265)	18.39 (467)	51.5 (1308)	30.24 (768)	32.2 (818)	49.57 (1259)	18.03 (458)	2.4°	3.2°	2.7°	3°	4°	0°	0.7°	0.4°	0.4°	0(0)	0.39 (10)	0.59 (15)	0.91 (23)	1.38 (35)

UD3300E, UD3300H, UD3300K



TYPE : PS420

Unit : inch (mm)



NOTE : THE PROPELLER SHAFT SHOULD NOT BE SHORTEND TO A LENGTH SHORTER THAN THE SHORTEST OFFERED BY UD Trucks Corporation IN THE SAME MODEL.
LIKEWISE, THE PROPELLER SHAFT SHOULD NOT BE LENGTHENED TO A LENGTH LONGER THAN THE LONGEST OFFERED BY UD Trucks Corporation IN THE SAME MODEL.
IN CASE OF PROPELLER SHAFT MODIFICATION, THE PROPELLER SHAFT LAYOUT SHOULD CORRESPOND WITH A WHEELBASE OFFERED BY UD Trucks Corporation.

WBM368C

PROPELLER SHAFT DATA

	TRANSMISSION	P/S MODEL	INSTALLING LENGTH		P/S DIMENSION OD×ID×T	PERMISSIBLE LENGTH		
			L ₁	L ₂		*L ₁	L ₂ MAX	L ₂ MIN
UD3300E (Leaf suspension)	MLS63B	PS420	31.02 (788)	32.42 (823)	3.54×3.23×0.16 (90×82.0×4.0)	31.02 (788)	32.42 (823)	31.98 (812)
	ATM 2500 SERIES	PS420	30.24 (768)	32.23 (819)	3.54×3.23×0.16 (90×82.0×4.0)	30.24 (768)	32.23 (819)	31.78 (807)
	MPS63B	PS420	29.06 (738)	32.38 (822)	3.54×3.23×0.16 (90×82.0×4.0)	29.06 (738)	32.38 (822)	31.94 (811)
	ATM 3000 SERIES	PS420	25.12 (638)	32.08 (815)	3.54×3.23×0.16 (90×82.0×4.0)	25.12 (638)	32.08 (815)	31.65 (804)
UD3300E (Air suspension)	MLS63B	PS420	31.02 (788)	32.43 (824)	3.54×3.23×0.16 (90×82.0×4.0)	31.02 (788)	32.55 (827)	32.09 (815)
	ATM 2500 SERIES	PS420	30.24 (768)	32.24 (819)	3.54×3.23×0.16 (90×82.0×4.0)	30.24 (768)	32.36 (822)	31.9 (810)
	MPS63B	PS420	29.06 (738)	32.39 (823)	3.54×3.23×0.16 (90×82.0×4.0)	29.06 (738)	32.52 (826)	32.05 (814)
	ATM 3000 SERIES	PS420	25.12 (638)	32.37 (822)	3.54×3.23×0.16 (90×82.0×4.0)	25.12 (638)	32.5 (825)	32.03 (814)
UD3300H (Leaf suspension)	MLS63B	PS420	41.65 (1058)	51.18 (1300)	3.54×3.23×0.16 (90×82.0×4.0)	41.65 (1058)	51.27 (1302)	50.94 (1294)
	ATM 2500 SERIES	PS420	40.87 (1038)	50.98 (1295)	3.54×3.23×0.16 (90×82.0×4.0)	40.87 (1038)	51.08 (1297)	50.75 (1289)
	MPS63B	PS420	39.69 (1008)	51.14 (1299)	3.54×3.23×0.16 (90×82.0×4.0)	39.69 (1008)	51.23 (1301)	50.9 (1293)
	ATM 3000 SERIES	PS420	35.75 (908)	50.84 (1291)	3.54×3.23×0.16 (90×82.0×4.0)	35.75 (908)	50.94 (1294)	50.6 (1285)
UD3300H (Air suspension)	MLS63B	PS420	41.65 (1058)	51.23 (1301)	3.54×3.23×0.16 (90×82.0×4.0)	41.65 (1058)	51.48 (1307)	50.71 (1288)
	ATM 2500 SERIES	PS420	40.87 (1038)	51.04 (1296)	3.54×3.23×0.16 (90×82.0×4.0)	40.87 (1038)	51.28 (1303)	50.51 (1283)
	MPS63B	PS420	39.69 (1008)	51.19 (1300)	3.54×3.23×0.16 (90×82.0×4.0)	39.69 (1008)	51.44 (1306)	50.67 (1287)
	ATM 3000 SERIES	PS420	35.75 (908)	51.17 (1300)	3.54×3.23×0.16 (90×82.0×4.0)	35.75 (908)	51.42 (1306)	50.65 (1286)
UD3300K (Leaf suspension)	MLS63B	PS420	57.4 (1458)	51.08 (1298)	3.54×3.23×0.16 (90×82.0×4.0)	57.4 (1458)	51.23 (1301)	50.8 (1290)
	ATM 2500 SERIES	PS420	56.61 (1438)	50.89 (1293)	3.54×3.23×0.16 (90×82.0×4.0)	56.61 (1438)	51.04 (1296)	50.61 (1286)
	MPS63B	PS420	55.43 (1408)	51.04 (1297)	3.54×3.23×0.16 (90×82.0×4.0)	55.43 (1408)	51.19 (1300)	50.76 (1289)
	ATM 3000 SERIES	PS420	51.5 (1308)	50.75 (1289)	3.54×3.23×0.16 (90×82.0×4.0)	51.5 (1308)	50.89 (1293)	50.47 (1282)
UD3300K (Air suspension)	MLS63B	PS420	57.4 (1458)	51.17 (1300)	3.54×3.23×0.16 (90×82.0×4.0)	57.4 (1458)	51.42 (1306)	50.64 (1286)
	ATM 2500 SERIES	PS420	56.61 (1438)	50.98 (1295)	3.54×3.23×0.16 (90×82.0×4.0)	56.61 (1438)	51.23 (1301)	50.44 (1281)
	MPS63B	PS420	55.43 (1408)	51.13 (1299)	3.54×3.23×0.16 (90×82.0×4.0)	55.43 (1408)	51.38 (1305)	50.6 (1285)
	ATM 3000 SERIES	PS420	51.5 (1308)	51.11 (1298)	3.54×3.23×0.16 (90×82.0×4.0)	51.5 (1308)	51.37 (1305)	50.58 (1285)

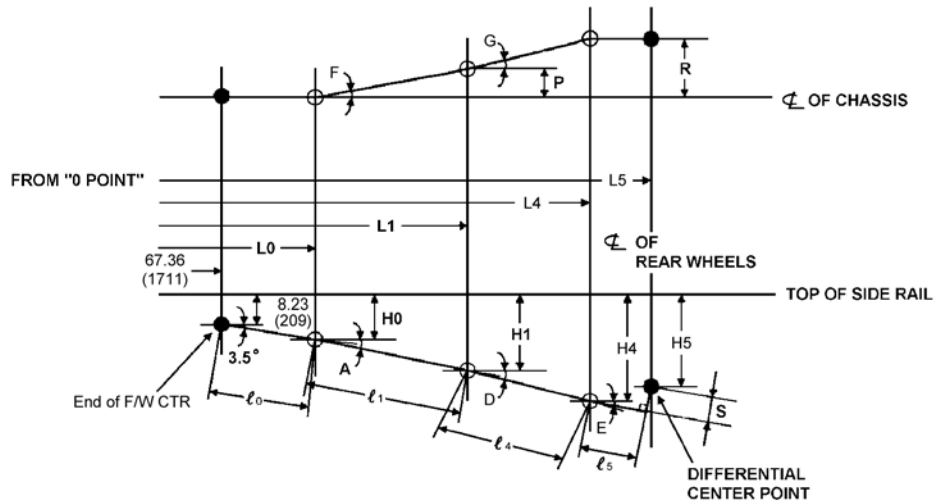
OD: OUTSIDE DIAMETER * "L₁" IS CONSTANT VALUE

ID : INSIDE DIAMETER

T : THICKNESS

UD3300E, UD3300H, UD3300K

Unit : inch (mm)



NOTE : "0 (zero) POINT" is 12.60 in. (320 mm) distance from front edge of side rail.

NOTE :
 THE PROPELLER SHAFT SHOULD NOT BE SHORT-
 END TO A LENGTH SHORTER THAN THE SHORT-
 EST OFFERED BY UD Trucks Corporation
 IN THE SAME MODEL.
 LIKEWISE, THE PROPELLER SHAFT SHOULD NOT
 BE LENGTHENED TO A LENGTH LONGER THAN
 THE LONGEST OFFERED BY UD Trucks Corporation
 IN THE SAME MODEL.
 IN CASE OF PROPELLER SHAFT MODIFICATION,
 THE PROPELLER SHAFT LAYOUT SHOULD COR-
 RESPOND WITH A WHEELBASE OFFERED BY
 UD Trucks Corporation.

MODEL	TRANSMISSION	Lo	Ho	ℓo
UD3300E	MLS63B	98.66 (2506)	10.16 (258)	31.38 (797)
UD3300H	ATM 2500 SERIES	99.65 (2531)	10.2 (259)	32.32 (821)
UD3300K	MPS63B	100.67 (2557)	10.28 (261)	33.39 (848)
	ATM 3000 SERIES	104.61 (2657)	10.51 (267)	37.32 (948)

WBM369C

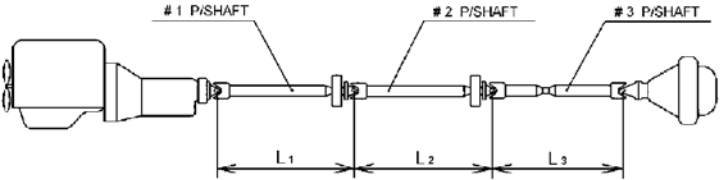
LEAF SUSPENSION

MODEL		TRANSMISSION	L ₁	H ₁	L ₄	H ₄	L ₅	H ₅	I ₁	I ₄	I ₅	A	D	E	F	G	P	R	S
CHASSIS-CAB	UD3300E	MLS63B	129.57 (3291)	12.91 (328)	161.26 (4096)	19.76 (502)	175.51 (4458)	19.61 (498)	31.02 (788)	32.4 (823)	18.03 (458)	5.1°	12.2°	6.1°	0°	1.6°	0 (0)	0.91 (23)	1.38 (35)
		ATM 2500 SERIES	129.76 (3296)	12.95 (329)	161.26 (4096)	19.76 (502)	175.51 (4458)	19.61 (498)	30.24 (768)	32.24 (819)	18.03 (458)	5.2°	12.2°	6.1°	0°	1.6°	0 (0)	0.91 (23)	1.38 (35)
		MPS63B	129.61 (3292)	12.95 (329)	161.26 (4096)	19.76 (502)	175.51 (4458)	19.61 (498)	29.06 (738)	32.36 (822)	18.03 (458)	5.3°	12.1°	6.1°	0°	1.6°	0 (0)	0.91 (23)	1.38 (35)
		ATM 3000 SERIES	129.61 (3292)	12.99 (330)	160.98 (4089)	19.72 (501)	175.24 (4451)	19.57 (497)	25.12 (638)	32.09 (815)	18.03 (458)	5.7°	12.1°	6.1°	0°	1.7°	0 (0)	0.91 (23)	1.38 (35)
	UD3300H	MLS63B	140.2 (3561)	13.62 (346)	190.91 (4849)	20.39 (518)	205.16 (5211)	20.24 (514)	41.65 (1058)	51.18 (1300)	18.03 (458)	4.8°	7.6°	4.1°	0°	1°	0 (0)	0.91 (23)	1.38 (35)
		ATM 2500 SERIES	140.35 (3565)	13.62 (346)	190.91 (4849)	20.39 (518)	205.16 (5211)	20.24 (514)	40.87 (1038)	50.98 (1295)	18.03 (458)	4.8°	7.6°	4.1°	0°	1°	0 (0)	0.91 (23)	1.38 (35)
		MPS63B	140.24 (3562)	13.62 (346)	190.91 (4849)	20.39 (518)	205.16 (5211)	20.24 (514)	39.69 (1008)	51.14 (1299)	18.03 (458)	4.8°	7.6°	4.1°	0°	1°	0 (0)	0.91 (23)	1.38 (35)
		ATM 3000 SERIES	140.24 (3562)	13.66 (347)	190.63 (4842)	20.39 (518)	204.88 (5204)	20.24 (514)	35.75 (908)	50.83 (1291)	18.03 (458)	5.1°	7.6°	4.1°	0°	1°	0 (0)	0.91 (23)	1.38 (35)
	UD3300K	MLS63B	155.91 (3960)	14.49 (368)	206.65 (5249)	20.39 (518)	220.91 (5611)	20.24 (514)	57.4 (1458)	51.1 (1298)	18.03 (458)	4.3°	6.6°	4.1°	0.4°	0.6°	0.35 (9)	0.91 (23)	1.38 (35)
		ATM 2500 SERIES	156.1 (3965)	14.49 (368)	206.65 (5249)	20.39 (518)	220.91 (5611)	20.24 (514)	56.61 (1438)	50.91 (1293)	18.03 (458)	4.3°	6.7°	4.1°	0.4°	0.6°	0.35 (9)	0.91 (23)	1.38 (35)
		MPS63B	155.94 (3961)	14.49 (368)	206.65 (5249)	20.39 (518)	220.91 (5611)	20.24 (514)	55.43 (1408)	51.06 (1297)	18.03 (458)	4.4°	6.6°	4.1°	0.4°	0.6°	0.35 (9)	0.91 (23)	1.38 (35)
		ATM 3000 SERIES	155.94 (3961)	14.49 (368)	206.38 (5242)	20.39 (518)	220.63 (5604)	20.24 (514)	51.5 (1308)	50.75 (1289)	18.03 (458)	4.4°	6.7°	4.1°	0.4°	0.6°	0.35 (9)	0.91 (23)	1.38 (35)
LOADED (GVM)	UD3300E	MLS63B	129.57 (3291)	12.91 (328)	161.61 (4105)	17.44 (443)	175.87 (4467)	17.28 (439)	31.02 (788)	32.36 (822)	18.03 (458)	5.1°	8°	6°	0°	1.6°	0 (0)	0.91 (23)	1.38 (35)
		ATM 2500 SERIES	129.76 (3296)	12.95 (329)	161.61 (4105)	17.44 (443)	175.87 (4467)	17.28 (439)	30.24 (768)	32.17 (817)	18.03 (458)	5.2°	8°	6°	0°	1.6°	0 (0)	0.91 (23)	1.38 (35)
		MPS63B	129.61 (3292)	12.95 (329)	161.61 (4105)	17.44 (443)	175.87 (4467)	17.28 (439)	29.06 (738)	32.32 (821)	18.03 (458)	5.3°	8°	6°	0°	1.6°	0 (0)	0.91 (23)	1.38 (35)
		ATM 3000 SERIES	129.61 (3292)	12.99 (330)	161.34 (4098)	17.44 (443)	175.59 (4460)	17.28 (439)	25.12 (638)	32.01 (813)	18.03 (458)	5.7°	8°	6°	0°	1.6°	0 (0)	0.91 (23)	1.38 (35)
	UD3300H	MLS63B	140.2 (3561)	13.62 (346)	191.26 (4858)	18.11 (460)	205.51 (5220)	17.95 (456)	41.65 (1058)	51.26 (1302)	18.03 (458)	4.8°	5°	4°	0°	1°	0 (0)	0.91 (23)	1.38 (35)
		ATM 2500 SERIES	140.35 (3565)	13.62 (346)	191.26 (4858)	18.11 (460)	205.51 (5220)	17.95 (456)	40.87 (1038)	51.06 (1297)	18.03 (458)	4.8°	5°	4°	0°	1°	0 (0)	0.91 (23)	1.38 (35)
		MPS63B	140.24 (3562)	13.62 (346)	191.26 (4858)	18.11 (460)	205.51 (5220)	17.95 (456)	39.69 (1008)	51.22 (1301)	18.03 (458)	4.8°	5°	4°	0°	1°	0 (0)	0.91 (23)	1.38 (35)
		ATM 3000 SERIES	140.24 (3562)	13.66 (347)	190.98 (4851)	18.07 (459)	205.24 (5213)	17.91 (455)	35.75 (908)	50.94 (1294)	18.03 (458)	5.1°	5°	4°	0°	1°	0 (0)	0.91 (23)	1.38 (35)
	UD3300K	MLS63B	155.91 (3960)	14.49 (368)	207.01 (5258)	18.11 (460)	221.26 (5620)	17.95 (456)	57.4 (1458)	51.22 (1301)	18.03 (458)	4.3°	4.1°	4°	0.4°	0.6°	0.35 (9)	0.91 (23)	1.38 (35)
		ATM 2500 SERIES	156.1 (3965)	14.49 (368)	207.01 (5258)	18.11 (460)	221.26 (5620)	17.95 (456)	56.61 (1438)	51.02 (1296)	18.03 (458)	4.3°	4.1°	4°	0.4°	0.6°	0.35 (9)	0.91 (23)	1.38 (35)
		MPS63B	155.94 (3961)	14.49 (368)	207.01 (5258)	18.11 (460)	221.26 (5620)	17.95 (456)	55.43 (1408)	51.18 (1300)	18.03 (458)	4.4°	4.1°	4°	0.4°	0.6°	0.35 (9)	0.91 (23)	1.38 (35)
		ATM 3000 SERIES	155.94 (3961)	14.49 (368)	206.73 (5251)	18.07 (459)	220.98 (5613)	17.91 (455)	51.5 (1308)	50.87 (1292)	18.03 (458)	4.4°	4°	4°	0.4°	0.6°	0.35 (9)	0.91 (23)	1.38 (35)

AIR SUSPENSION

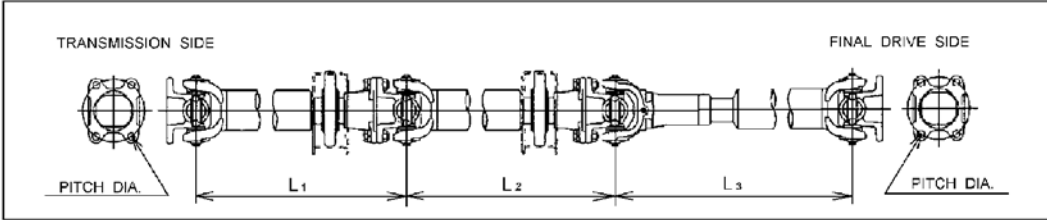
MODEL	TRANSMISSION	L ₁	H ₁	L ₄	H ₄	L ₅	H ₅	l ₁	l ₄	l ₅	A	D	E	F	G	P	R	S	
CHASSIS-CAB	UD3300E	MLS63B	129.57 (3291)	12.91 (328)	161.65 (4106)	17.52 (445)	175.91 (4468)	17.36 (441)	31.02 (788)	32.44 (824)	18.03 (458)	5.1°	8.2°	7°	0°	1.6°	0 (0)	0.91 (23)	1.38 (35)
		ATM 2500 SERIES	129.76 (3296)	12.95 (329)	161.65 (4106)	17.52 (445)	175.91 (4468)	17.36 (441)	30.24 (768)	32.24 (819)	18.03 (458)	5.2°	8.1°	7°	0°	1.6°	0 (0)	0.91 (23)	1.38 (35)
		MPS63B	129.61 (3292)	12.95 (329)	161.65 (4106)	17.52 (445)	175.91 (4468)	17.36 (441)	29.06 (738)	32.4 (823)	18.03 (458)	5.3°	8.1°	7°	0°	1.6°	0 (0)	0.91 (23)	1.38 (35)
		ATM 3000 SERIES	129.61 (3292)	12.99 (330)	161.65 (4106)	17.52 (445)	175.91 (4468)	17.36 (441)	25.12 (638)	32.36 (822)	18.03 (458)	5.7°	8°	7°	0°	1.6°	0 (0)	0.91 (23)	1.38 (35)
	UD3300H	MLS63B	140.2 (3561)	13.62 (346)	191.18 (4856)	18.46 (469)	205.43 (5218)	18.31 (465)	41.65 (1058)	51.22 (1301)	18.03 (458)	4.8°	5.4°	4°	0°	1°	0 (0)	0.91 (23)	1.38 (35)
		ATM 2500 SERIES	140.35 (3565)	13.62 (346)	191.18 (4856)	18.46 (469)	205.43 (5218)	18.31 (465)	40.87 (1038)	51.02 (1296)	18.03 (458)	4.8°	5.4°	4°	0°	1°	0 (0)	0.91 (23)	1.38 (35)
		MPS63B	140.24 (3562)	13.62 (346)	191.18 (4856)	18.46 (469)	205.43 (5218)	18.31 (465)	39.69 (1008)	51.18 (1300)	18.03 (458)	4.8°	5.4°	4°	0°	1°	0 (0)	0.91 (23)	1.38 (35)
		ATM 3000 SERIES	140.24 (3562)	13.66 (347)	191.18 (4856)	18.46 (469)	205.43 (5218)	18.31 (465)	35.75 (908)	51.18 (1300)	18.03 (458)	5.1°	5.4°	4°	0°	1°	0 (0)	0.91 (23)	1.38 (35)
	UD3300K	MLS63B	155.91 (3960)	14.49 (368)	206.93 (5256)	18.46 (469)	221.18 (5618)	18.31 (465)	57.4 (1458)	51.18 (1300)	18.03 (458)	4.3°	4.5°	4°	0.4°	0.6°	0.35 (9)	0.91 (23)	1.38 (35)
		ATM 2500 SERIES	156.1 (3965)	14.49 (368)	206.93 (5256)	18.46 (469)	221.18 (5618)	18.31 (465)	56.61 (1438)	50.98 (1295)	18.03 (458)	4.3°	4.5°	4°	0.4°	0.6°	0.35 (9)	0.91 (23)	1.38 (35)
		MPS63B	155.94 (3961)	14.49 (368)	206.93 (5256)	18.46 (469)	221.18 (5618)	18.31 (465)	55.43 (1408)	51.14 (1299)	18.03 (458)	4.4°	4.5°	4°	0.4°	0.6°	0.35 (9)	0.91 (23)	1.38 (35)
		ATM 3000 SERIES	155.94 (3961)	14.49 (368)	206.93 (5256)	18.46 (469)	221.18 (5618)	18.31 (465)	51.5 (1308)	51.1 (1298)	18.03 (458)	4.4°	4.5°	4°	0.4°	0.6°	0.35 (9)	0.91 (23)	1.38 (35)
LOADED (GVM)	UD3300E	MLS63B	129.57 (3291)	12.91 (328)	161.65 (4106)	17.52 (445)	175.91 (4468)	17.36 (441)	31.02 (788)	32.44 (824)	18.03 (458)	5.1°	8.2°	7°	0°	1.6°	0 (0)	0.91 (23)	1.38 (35)
		ATM 2500 SERIES	129.76 (3296)	12.95 (329)	161.65 (4106)	17.52 (445)	175.91 (4468)	17.36 (441)	30.24 (768)	32.24 (819)	18.03 (458)	5.2°	8.1°	7°	0°	1.6°	0 (0)	0.91 (23)	1.38 (35)
		MPS63B	129.61 (3292)	12.95 (329)	161.65 (4106)	17.52 (445)	175.91 (4468)	17.36 (441)	29.06 (738)	32.4 (823)	18.03 (458)	5.3°	8.1°	7°	0°	1.6°	0 (0)	0.91 (23)	1.38 (35)
		ATM 3000 SERIES	129.61 (3292)	12.99 (330)	161.65 (4106)	17.52 (445)	175.91 (4468)	17.36 (441)	25.12 (638)	32.36 (822)	18.03 (458)	5.7°	8°	7°	0°	1.6°	0 (0)	0.91 (23)	1.38 (35)
	UD3300H	MLS63B	140.2 (3561)	13.62 (346)	191.18 (4856)	18.46 (469)	205.43 (5218)	18.31 (465)	41.65 (1058)	51.22 (1301)	18.03 (458)	4.8°	5.4°	4°	0°	1°	0 (0)	0.91 (23)	1.38 (35)
		ATM 2500 SERIES	140.35 (3565)	13.62 (346)	191.18 (4856)	18.46 (469)	205.43 (5218)	18.31 (465)	40.87 (1038)	51.02 (1296)	18.03 (458)	4.8°	5.4°	4°	0°	1°	0 (0)	0.91 (23)	1.38 (35)
		MPS63B	140.24 (3562)	13.62 (346)	191.18 (4856)	18.46 (469)	205.43 (5218)	18.31 (465)	39.69 (1008)	51.18 (1300)	18.03 (458)	4.8°	5.4°	4°	0°	1°	0 (0)	0.91 (23)	1.38 (35)
		ATM 3000 SERIES	140.24 (3562)	13.66 (347)	191.18 (4856)	18.46 (469)	205.43 (5218)	18.31 (465)	35.75 (908)	51.18 (1300)	18.03 (458)	5.1°	5.4°	4°	0°	1°	0 (0)	0.91 (23)	1.38 (35)
	UD3300K	MLS63B	155.91 (3960)	14.49 (368)	206.93 (5256)	18.46 (469)	221.18 (5618)	18.31 (465)	57.4 (1458)	51.18 (1300)	18.03 (458)	4.3°	4.5°	4°	0.4°	0.6°	0.35 (9)	0.91 (23)	1.38 (35)
		ATM 2500 SERIES	156.1 (3965)	14.49 (368)	206.93 (5256)	18.46 (469)	221.18 (5618)	18.31 (465)	56.61 (1438)	50.98 (1295)	18.03 (458)	4.3°	4.5°	4°	0.4°	0.6°	0.35 (9)	0.91 (23)	1.38 (35)
		MPS63B	155.94 (3961)	14.49 (368)	206.93 (5256)	18.46 (469)	221.18 (5618)	18.31 (465)	55.43 (1408)	51.14 (1299)	18.03 (458)	4.4°	4.5°	4°	0.4°	0.6°	0.35 (9)	0.91 (23)	1.38 (35)
		ATM 3000 SERIES	155.94 (3961)	14.49 (368)	206.93 (5256)	18.46 (469)	221.18 (5618)	18.31 (465)	51.5 (1308)	51.1 (1298)	18.03 (458)	4.4°	4.5°	4°	0.4°	0.6°	0.35 (9)	0.91 (23)	1.38 (35)

UD3300M, UD3300R



Unit : inch (mm)

TYPE : PS420



NOTE : THE PROPELLER SHAFT SHOULD NOT BE SHORTEND TO A LENGTH SHORTER THAN THE SHORTEST OFFERED BY UD Trucks Corporation IN THE SAME MODEL. LIKEWISE, THE PROPELLER SHAFT SHOULD NOT BE LENGTHENED TO A LENGTH LONGER THAN THE LONGEST OFFERED BY UD Trucks Corporation IN THE SAME MODEL. IN CASE OF PROPELLER SHAFT MODIFICATION, THE PROPELLER SHAFT LAYOUT SHOULD CORRESPOND WITH A WHEELBASE OFFERED BY UD Trucks Corporation.

WBM370C

PROPELLER SHAFT DATA

	TRANSMISSION	P/S MODEL	INSTALLING LENGTH			P/S DIMENSION OD×ID×T	PERMISSIBLE LENGTH			
			L ₁	L ₂	L ₃		*L ₁	*L ₂	L ₃ MAX	L ₃ MIN
UD3300M (Leaf suspension)	MLS63B	PS420	42.05 (1068)	35.35 (898)	46.85 (1190)	3.54×3.23×0.16 (90×82.0×4.0)	42.05 (1068)	35.35 (898)	46.95 (1193)	46.61 (1184)
	ATM 2500 SERIES	PS420	40.87 (1038)	35.35 (898)	47.05 (1195)	3.54×3.23×0.16 (90×82.0×4.0)	40.87 (1038)	35.35 (898)	47.15 (1198)	46.81 (1189)
	MPS63B	PS420	40.08 (1018)	34.96 (888)	47.2 (1199)	3.54×3.23×0.16 (90×82.0×4.0)	40.08 (1018)	34.96 (888)	47.3 (1202)	46.96 (1193)
	ATM 3000 SERIES	PS420	36.14 (918)	34.96 (888)	46.91 (1191)	3.54×3.23×0.16 (90×82.0×4.0)	36.14 (918)	34.96 (888)	47.01 (1194)	46.67 (1185)
UD3300M (Air suspension)	MLS63B	PS420	42.05 (1068)	35.35 (898)	46.91 (1191)	3.54×3.23×0.16 (90×82.0×4.0)	42.05 (1068)	35.35 (898)	47.16 (1198)	46.38 (1178)
	ATM 2500 SERIES	PS420	40.87 (1038)	35.35 (898)	47.11 (1196)	3.54×3.23×0.16 (90×82.0×4.0)	40.87 (1038)	35.35 (898)	47.36 (1203)	46.58 (1183)
	MPS63B	PS420	40.08 (1018)	34.96 (888)	47.26 (1200)	3.54×3.23×0.16 (90×82.0×4.0)	40.08 (1018)	34.96 (888)	47.51 (1207)	46.73 (1187)
	ATM 3000 SERIES	PS420	36.14 (918)	34.96 (888)	47.24 (1200)	3.54×3.23×0.16 (90×82.0×4.0)	36.14 (918)	34.96 (888)	47.49 (1206)	46.72 (1187)
UD3300R (Leaf suspension)	MLS63B	PS420	57.4 (1458)	41.65 (1058)	54.58 (1386)	3.54×3.23×0.16 (90×82.0×4.0)	57.4 (1458)	41.65 (1058)	54.79 (1392)	54.24 (1378)
	ATM 2500 SERIES	PS420	56.61 (1438)	41.65 (1058)	54.39 (1381)	3.54×3.23×0.16 (90×82.0×4.0)	56.61 (1438)	41.65 (1058)	54.59 (1387)	54.05 (1373)
	MPS63B	PS420	55.43 (1408)	41.65 (1058)	54.54 (1385)	3.54×3.23×0.16 (90×82.0×4.0)	55.43 (1408)	41.65 (1058)	54.75 (1391)	54.2 (1377)
	ATM 3000 SERIES	PS420	51.5 (1308)	41.65 (1058)	54.24 (1378)	3.54×3.23×0.16 (90×82.0×4.0)	51.5 (1308)	41.65 (1058)	54.45 (1383)	53.91 (1369)
UD3300R (Air suspension)	MLS63B	PS420	57.4 (1458)	41.65 (1058)	54.7 (1389)	3.54×3.23×0.16 (90×82.0×4.0)	57.4 (1458)	41.65 (1058)	54.97 (1396)	54.16 (1376)
	ATM 2500 SERIES	PS420	56.61 (1438)	41.65 (1058)	54.51 (1385)	3.54×3.23×0.16 (90×82.0×4.0)	56.61 (1438)	41.65 (1058)	54.77 (1391)	53.97 (1371)
	MPS63B	PS420	55.43 (1408)	41.65 (1058)	54.66 (1388)	3.54×3.23×0.16 (90×82.0×4.0)	55.43 (1408)	41.65 (1058)	54.93 (1395)	54.12 (1375)
	ATM 3000 SERIES	PS420	51.5 (1308)	41.65 (1058)	54.64 (1388)	3.54×3.23×0.16 (90×82.0×4.0)	51.5 (1308)	41.65 (1058)	54.91 (1395)	54.1 (1374)

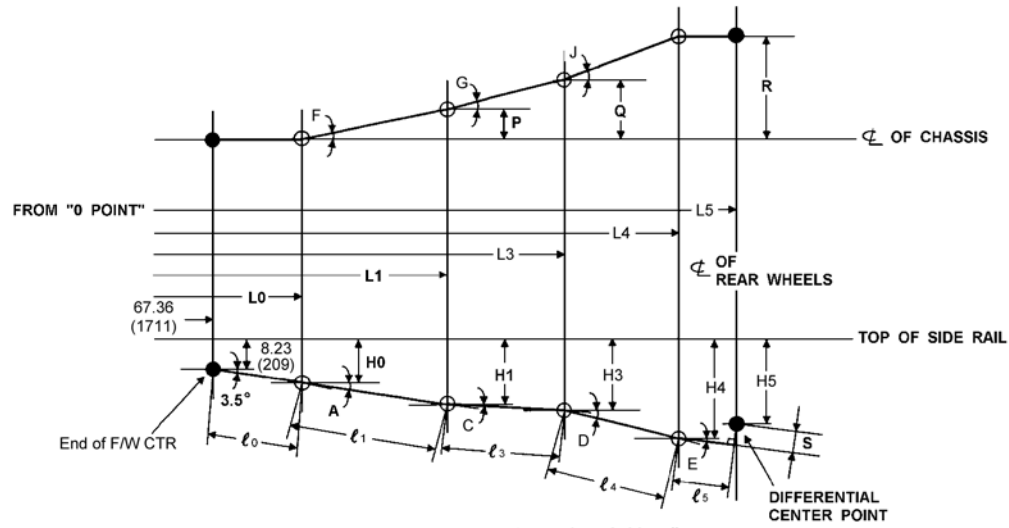
OD: OUTSIDE DIAMETER * "L₁" "L₂" IS CONSTANT VALUE

ID : INSIDE DIAMETER

T : THICKNESS

UD3300M, UD3300R

Unit : inch (mm)



NOTE: "0 (zero) POINT" is 12.60 in. (320 mm) distance from front edge of side rail.

NOTE :
 THE PROPELLER SHAFT SHOULD NOT BE SHORT-
 END TO A LENGTH SHORTER THAN THE SHORT-
 EST OFFERED BY UD Trucks Corporation
 IN THE SAME MODEL.
 LIKEWISE, THE PROPELLER SHAFT SHOULD NOT
 BE LENGTHENED TO A LENGTH LONGER THAN
 THE LONGEST OFFERED BY UD Trucks Corporation
 IN THE SAME MODEL.
 IN CASE OF PROPELLER SHAFT MODIFICATION,
 THE PROPELLER SHAFT LAYOUT SHOULD COR-
 RESPOND WITH A WHEELBASE OFFERED BY
 UD Trucks Corporation.

MODEL	TRANSMISSION	Lo	Ho	lo
UD3300M UD3300R	MLS63B	98.66 (2506)	10.16 (258)	31.38 (797)
	ATM 2500 SERIES	99.65 (2531)	10.2 (259)	32.32 (821)
	MPS63B	100.67 (2557)	10.28 (261)	33.39 (848)
	ATM 3000 SERIES	104.61 (2657)	10.51 (267)	37.32 (948)

WBM371C

LEAF SUSPENSION

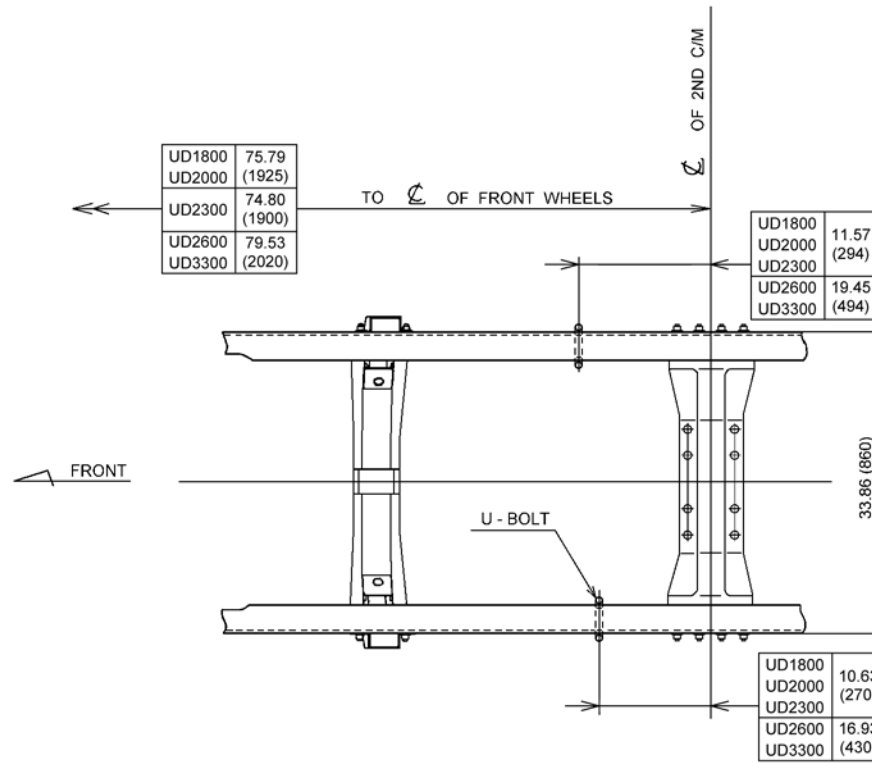
MODEL		TRANSMISSION	L ₁	H ₁	L ₃	H ₃	L ₄	H ₄	L ₅	H ₅	I ₁	I ₃	I ₄	I ₅	A	C	D	E	F	G	J	P	Q	R	S
CHASSIS- CAB	UD3300M	MLS63B	140.63 (3572)	12.91 (328)	175.94 (4469)	14.25 (362)	222.4 (5649)	20.39 (518)	240.47 (6108)	20.31 (516)	42.05 (1068)	35.35 (898)	46.85 (1190)	18.03 (458)	3.8°	2.2°	7.5°	4.1°	0°	0.6°	0.6°	0 (0)	0.39 (10)	0.91 (23)	1.38 (35)
		ATM 2500 SERIES	140.43 (3567)	12.91 (328)	175.75 (4464)	14.25 (362)	222.4 (5649)	20.39 (518)	240.47 (6108)	20.31 (516)	40.87 (1038)	35.35 (898)	47.05 (1195)	18.03 (458)	3.8°	2.2°	7.5°	4.1°	0°	0.6°	0.6°	0 (0)	0.39 (10)	0.91 (23)	1.38 (35)
		MPS63B	140.67 (3573)	12.95 (329)	175.59 (4460)	14.21 (361)	222.4 (5649)	20.39 (518)	240.47 (6108)	20.31 (516)	40.08 (1018)	34.96 (888)	47.2 (1199)	18.03 (458)	3.8°	2.1°	7.5°	4.1°	0°	0.6°	0.6°	0 (0)	0.39 (10)	0.91 (23)	1.38 (35)
		ATM 3000 SERIES	140.67 (3573)	12.95 (329)	175.63 (4461)	14.21 (361)	222.13 (5642)	20.39 (518)	240.2 (6101)	20.31 (516)	36.14 (918)	34.96 (888)	46.89 (1191)	18.03 (458)	3.9°	2.1°	7.6°	4.1°	0°	0.6°	0.6°	0 (0)	0.39 (10)	0.91 (23)	1.38 (35)
	UD3300R	MLS63B	156.02 (3963)	12.72 (323)	197.6 (5019)	15.24 (387)	251.93 (6399)	20.39 (518)	270.0 (6858)	20.31 (516)	57.4 (1458)	41.65 (1058)	54.57 (1386)	18.03 (458)	2.6°	3.5°	5.4°	4.1°	0°	0.9°	0.2°	0 (0)	0.67 (17)	0.91 (23)	1.38 (35)
		ATM 2500 SERIES	156.22 (3968)	12.72 (323)	197.8 (5024)	15.28 (388)	251.93 (6399)	20.39 (518)	270.0 (6858)	20.31 (516)	56.61 (1438)	41.65 (1058)	54.37 (1381)	18.03 (458)	2.6°	3.5°	5.4°	4.1°	0°	0.9°	0.3°	0 (0)	0.67 (17)	0.91 (23)	1.38 (35)
		MPS63B	156.06 (3964)	12.72 (323)	197.64 (5020)	15.24 (387)	251.93 (6399)	20.39 (518)	270.0 (6858)	20.31 (516)	55.43 (1408)	41.65 (1058)	54.53 (1385)	18.03 (458)	2.5°	3.5°	5.4°	4.1°	0°	0.9°	0.2°	0 (0)	0.67 (17)	0.91 (23)	1.38 (35)
		ATM 3000 SERIES	156.06 (3964)	12.68 (322)	197.64 (5020)	15.28 (388)	251.65 (6392)	20.39 (518)	269.72 (6851)	20.31 (516)	51.5 (1308)	41.65 (1058)	54.25 (1378)	18.03 (458)	2.4°	3.6°	5.4°	4.1°	0°	0.9°	0.3°	0 (0)	0.67 (17)	0.91 (23)	1.38 (35)
LOADED (GVM)	UD3300M	MLS63B	140.63 (3572)	12.91 (328)	175.94 (4469)	14.25 (362)	222.76 (5658)	18.11 (460)	240.83 (6117)	18.03 (458)	42.05 (1068)	35.35 (898)	46.97 (1193)	18.03 (458)	3.8°	2.2°	4.7°	4°	0°	0.6°	0.6°	0 (0)	0.39 (10)	0.91 (23)	1.38 (35)
		ATM 2500 SERIES	140.43 (3567)	12.91 (328)	175.75 (4464)	14.25 (362)	222.76 (5658)	18.11 (460)	240.83 (6117)	18.03 (458)	40.87 (1038)	35.35 (898)	47.17 (1198)	18.03 (458)	3.8°	2.2°	4.7°	4°	0°	0.6°	0.6°	0 (0)	0.39 (10)	0.91 (23)	1.38 (35)
		MPS63B	140.67 (3573)	12.95 (329)	175.59 (4460)	14.21 (361)	222.76 (5658)	18.11 (460)	240.83 (6117)	18.03 (458)	40.08 (1018)	34.96 (888)	47.32 (1202)	18.03 (458)	3.8°	2.1°	4.7°	4°	0°	0.6°	0.6°	0 (0)	0.39 (10)	0.91 (23)	1.38 (35)
		ATM 3000 SERIES	140.67 (3573)	12.95 (329)	175.63 (4461)	14.21 (361)	222.48 (5651)	18.07 (459)	240.55 (6110)	17.99 (457)	36.14 (918)	34.96 (888)	47.01 (1194)	18.03 (458)	3.9°	2.1°	4.7°	4°	0°	0.6°	0.6°	0 (0)	0.39 (10)	0.91 (23)	1.38 (35)
	UD3300R	MLS63B	156.02 (3963)	12.72 (323)	197.6 (5019)	15.24 (387)	252.28 (6408)	18.11 (460)	270.35 (6867)	18.03 (458)	57.4 (1458)	41.65 (1058)	54.76 (1391)	18.03 (458)	2.6°	3.5°	3°	4°	0°	0.9°	0.2°	0 (0)	0.67 (17)	0.91 (23)	1.38 (35)
		ATM 2500 SERIES	156.22 (3968)	12.72 (323)	197.8 (5024)	15.28 (388)	252.28 (6408)	18.11 (460)	270.35 (6867)	18.03 (458)	56.61 (1438)	41.65 (1058)	54.57 (1386)	18.03 (458)	2.6°	3.5°	3°	4°	0°	0.9°	0.2°	0 (0)	0.67 (17)	0.91 (23)	1.38 (35)
		MPS63B	156.06 (3964)	12.72 (323)	197.64 (5020)	15.24 (387)	252.28 (6408)	18.11 (460)	270.35 (6867)	18.03 (458)	55.43 (1408)	41.65 (1058)	54.72 (1390)	18.03 (458)	2.5°	3.5°	3°	4°	0°	0.9°	0.2°	0 (0)	0.67 (17)	0.91 (23)	1.38 (35)
		ATM 3000 SERIES	156.06 (3964)	12.68 (322)	197.64 (5020)	15.28 (388)	252.01 (6401)	18.07 (459)	270.08 (6860)	17.99 (457)	51.5 (1308)	41.65 (1058)	54.41 (1382)	18.03 (458)	2.4°	3.6°	2.9°	4°	0°	0.9°	0.2°	0 (0)	0.67 (17)	0.91 (23)	1.38 (35)

AIR SUSPENSION

MODEL		TRANSMISSION	L ₁	H ₁	L ₃	H ₃	L ₄	H ₄	L ₅	H ₅	I ₁	I ₃	I ₄	I ₅	A	C	D	E	F	G	J	P	Q	R	S
CHASSIS-CAB	UD3300M	MLS63B	140.63 (3572)	12.91 (328)	175.94 (4469)	14.25 (362)	222.68 (5656)	18.46 (469)	240.75 (6115)	18.39 (467)	42.05 (1068)	35.35 (898)	46.89 (1191)	18.03 (458)	3.8°	2.2°	5.2°	4°	0°	0.6°	0.6°	0 (0)	0.39 (10)	0.91 (23)	1.38 (35)
		ATM 2500 SERIES	140.43 (3567)	12.91 (328)	175.75 (4464)	14.25 (362)	222.68 (5656)	18.46 (469)	240.75 (6115)	18.39 (467)	40.87 (1038)	35.35 (898)	47.09 (1196)	18.03 (458)	3.8°	2.2°	5.1°	4°	0°	0.6°	0.6°	0 (0)	0.39 (10)	0.91 (23)	1.38 (35)
		MPS63B	140.67 (3573)	12.95 (329)	175.59 (4460)	14.21 (361)	222.68 (5656)	18.46 (469)	240.75 (6115)	18.39 (467)	40.08 (1018)	34.96 (888)	47.24 (1200)	18.03 (458)	3.8°	2.1°	5.2°	4°	0°	0.6°	0.6°	0 (0)	0.39 (10)	0.91 (23)	1.38 (35)
		ATM 3000 SERIES	140.67 (3573)	12.95 (329)	175.63 (4461)	14.21 (361)	222.68 (5656)	18.46 (469)	240.75 (6115)	18.39 (467)	36.14 (918)	34.96 (888)	47.24 (1200)	18.03 (458)	3.9°	2.1°	5.2°	4°	0°	0.6°	0.6°	0 (0)	0.39 (10)	0.91 (23)	1.38 (35)
	UD3300R	MLS63B	156.02 (3963)	12.72 (323)	197.6 (5019)	15.24 (387)	252.2 (6406)	18.46 (469)	270.28 (6865)	18.39 (467)	57.4 (1458)	41.65 (1058)	54.69 (1389)	18.03 (458)	2.6°	3.5°	3.4°	4°	0°	0.9°	0.2°	0 (0)	0.67 (17)	0.91 (23)	1.38 (35)
		ATM 2500 SERIES	156.22 (3968)	12.72 (323)	197.8 (5024)	15.28 (388)	252.2 (6406)	18.46 (469)	270.28 (6865)	18.39 (467)	56.61 (1438)	41.65 (1058)	54.53 (1385)	18.03 (458)	2.6°	3.5°	3.4°	4°	0°	0.9°	0.2°	0 (0)	0.67 (17)	0.91 (23)	1.38 (35)
		MPS63B	156.06 (3964)	12.72 (323)	197.64 (5020)	15.24 (387)	252.2 (6406)	18.46 (469)	270.28 (6865)	18.39 (467)	55.43 (1408)	41.65 (1058)	54.65 (1388)	18.03 (458)	2.5°	3.5°	3.4°	4°	0°	0.9°	0.2°	0 (0)	0.67 (17)	0.91 (23)	1.38 (35)
		ATM 3000 SERIES	156.06 (3964)	12.68 (322)	197.64 (5020)	15.28 (388)	252.2 (6406)	18.46 (469)	270.28 (6865)	18.39 (467)	51.5 (1308)	41.65 (1058)	54.65 (1388)	18.03 (458)	2.4°	3.6°	3.3°	4°	0°	0.9°	0.2°	0 (0)	0.67 (17)	0.91 (23)	1.38 (35)
LOADED (GVM)	UD3300M	MLS63B	140.63 (3572)	12.91 (328)	175.94 (4469)	14.25 (362)	222.68 (5656)	18.46 (469)	240.75 (6115)	18.39 (467)	42.05 (1068)	35.35 (898)	46.89 (1191)	18.03 (458)	3.8°	2.2°	5.2°	4°	0°	0.6°	0.6°	0 (0)	0.39 (10)	0.91 (23)	1.38 (35)
		ATM 2500 SERIES	140.43 (3567)	12.91 (328)	175.75 (4464)	14.25 (362)	222.68 (5656)	18.46 (469)	240.75 (6115)	18.39 (467)	40.87 (1038)	35.35 (898)	47.09 (1196)	18.03 (458)	3.8°	2.2°	5.1°	4°	0°	0.6°	0.6°	0 (0)	0.39 (10)	0.91 (23)	1.38 (35)
		MPS63B	140.67 (3573)	12.95 (329)	175.59 (4460)	14.21 (361)	222.68 (5656)	18.46 (469)	240.75 (6115)	18.39 (467)	40.08 (1018)	34.96 (888)	47.24 (1200)	18.03 (458)	3.8°	2.1°	5.2°	4°	0°	0.6°	0.6°	0 (0)	0.39 (10)	0.91 (23)	1.38 (35)
		ATM 3000 SERIES	140.67 (3573)	12.95 (329)	175.63 (4461)	14.21 (361)	222.68 (5656)	18.46 (469)	240.75 (6115)	18.39 (467)	36.14 (918)	34.96 (888)	47.24 (1200)	18.03 (458)	3.9°	2.1°	5.2°	4°	0°	0.6°	0.6°	0 (0)	0.39 (10)	0.91 (23)	1.38 (35)
	UD3300R	MLS63B	156.02 (3963)	12.72 (323)	197.6 (5019)	15.24 (387)	252.2 (6406)	18.46 (469)	270.28 (6865)	18.39 (467)	57.4 (1458)	41.65 (1058)	54.69 (1389)	18.03 (458)	2.6°	3.5°	3.4°	4°	0°	0.9°	0.2°	0 (0)	0.67 (17)	0.91 (23)	1.38 (35)
		ATM 2500 SERIES	156.22 (3968)	12.72 (323)	197.8 (5024)	15.28 (388)	252.2 (6406)	18.46 (469)	270.28 (6865)	18.39 (467)	56.61 (1438)	41.65 (1058)	54.53 (1385)	18.03 (458)	2.6°	3.5°	3.4°	4°	0°	0.9°	0.2°	0 (0)	0.67 (17)	0.91 (23)	1.38 (35)
		MPS63B	156.06 (3964)	12.72 (323)	197.64 (5020)	15.24 (387)	252.2 (6406)	18.46 (469)	270.28 (6865)	18.39 (467)	55.43 (1408)	41.65 (1058)	54.65 (1388)	18.03 (458)	2.5°	3.5°	3.4°	4°	0°	0.9°	0.2°	0 (0)	0.67 (17)	0.91 (23)	1.38 (35)
		ATM 3000 SERIES	156.06 (3964)	12.68 (322)	197.64 (5020)	15.28 (388)	252.2 (6406)	18.46 (469)	270.28 (6865)	18.39 (467)	51.5 (1308)	41.65 (1058)	54.65 (1388)	18.03 (458)	2.4°	3.6°	3.3°	4°	0°	0.9°	0.2°	0 (0)	0.67 (17)	0.91 (23)	1.38 (35)

RECOMMENDED POSITION USED FOR NO.1 U-BOLTS WHICH CONNECT EQUIPMENT AND FRAME

Unit : inch (mm)



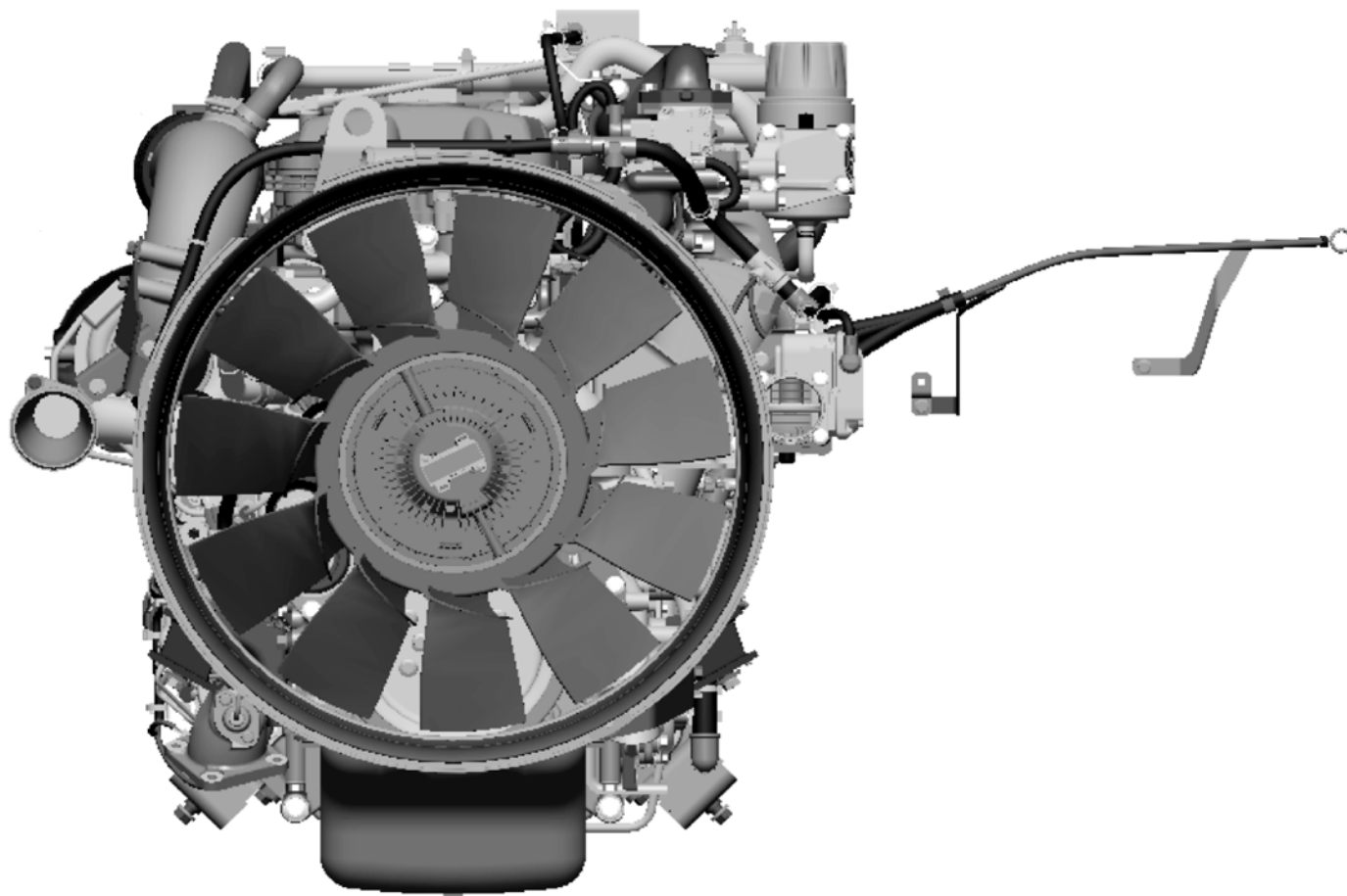
WBM543C

C : BODY INSTALLATION INFORMATION

INFORMATION CHART

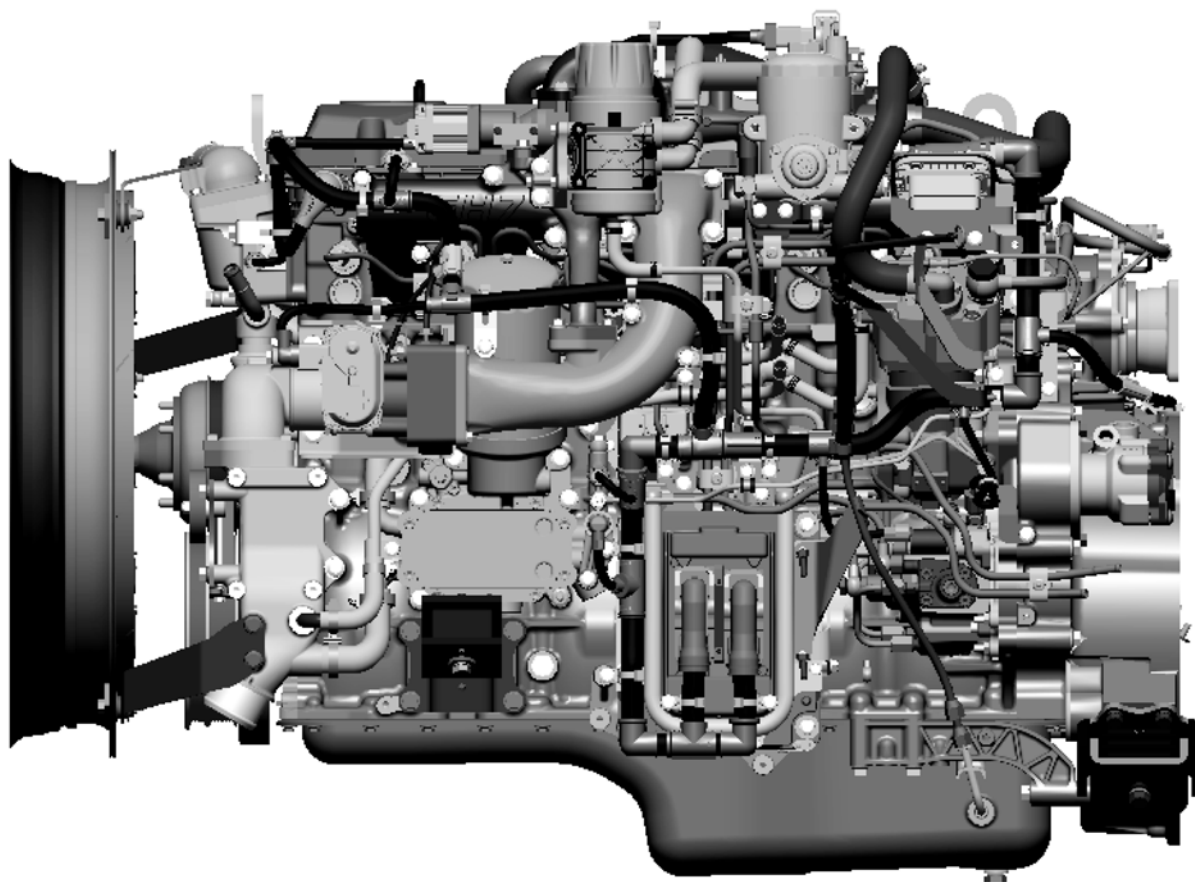
INFORMATION	PAGE NO.
ENGINE EXTERNAL VIEW	C2 ~ C4
BRAKE SYSTEM DIAGRAM	C5 ~ C6
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SUB-FRAME AND BODY INSTALLATION	
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**ENGINE EXTERNAL VIEW
FRONT VIEW**



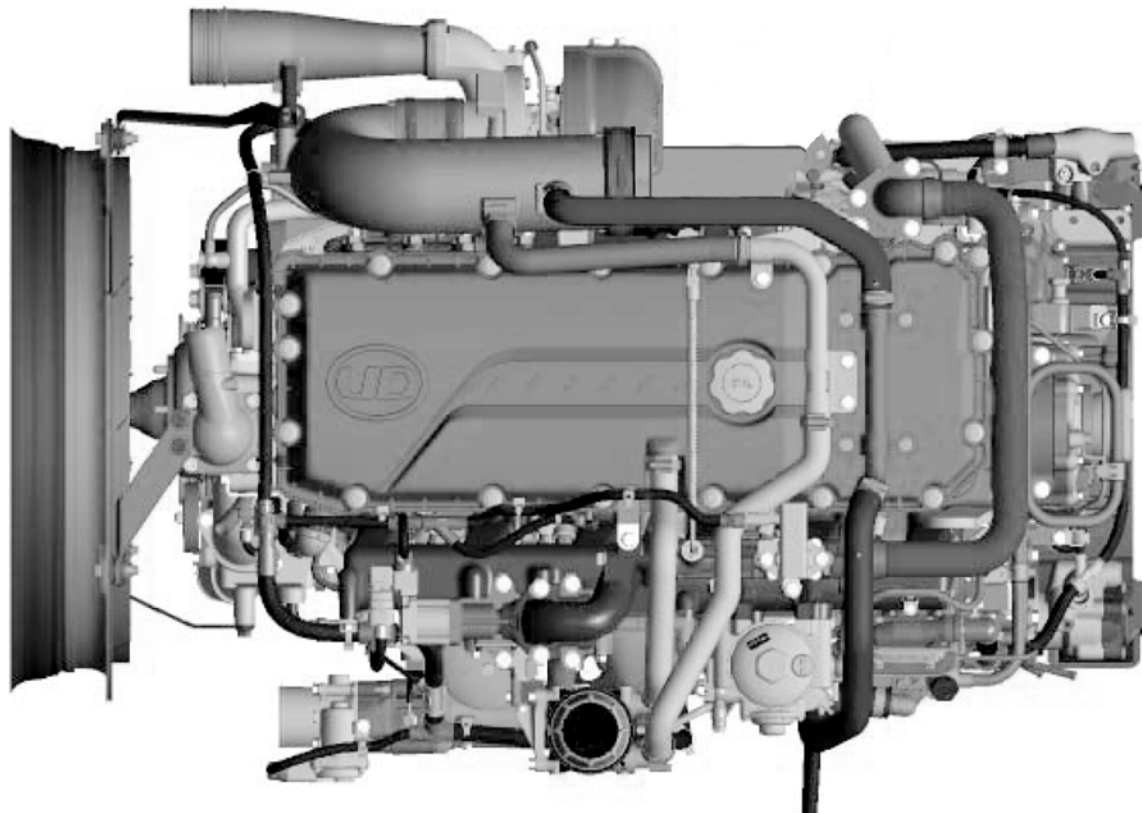
WBM373C

LEFT-HAND SIDE VIEW



WBM374C

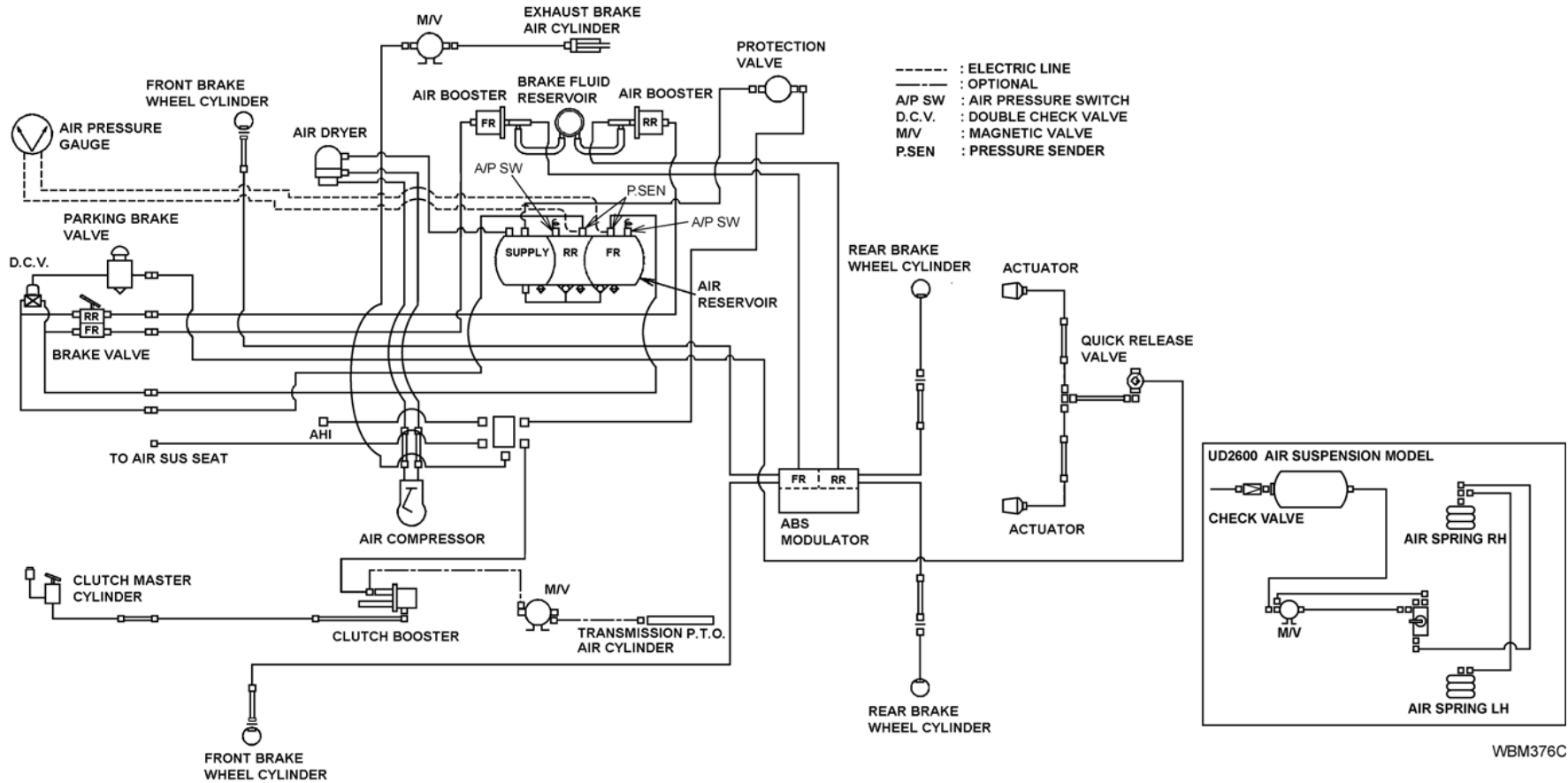
PLAN VIEW



WBM375C

BRAKE SYSTEM DIAGRAM

UD1800, UD2000, UD2300, UD2600

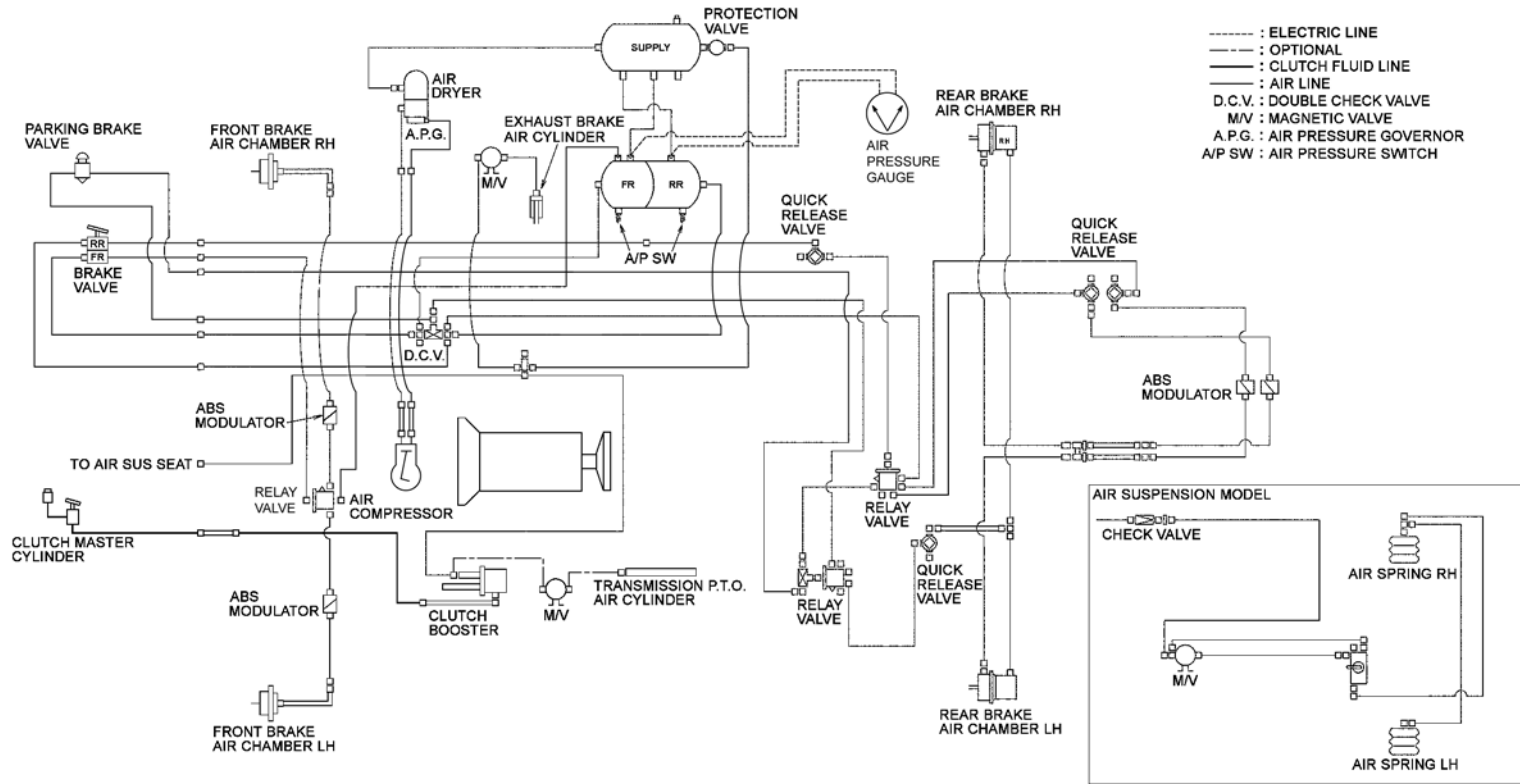


WBM376C

THE PROTECTION VALVE IS PROVIDED FOR THE PROPER CONNECTION OF AIR SUPPLIED ACCESSORIES. ACCESSORIES ARE TO BE INSTALLED ON THE OUTLET PORT OF THIS PROTECTION VALVE, IDENTIFIED BY AN ARROW STAMPED ON THE PROTECTION VALVE. THE TIP OF THE ARROW INDICATES THE OUTLET PORT.

WARNING: NEVER ATTACH ACCESSORIES BEFORE OR UPSTREAM OF THE PROTECTION VALVE. THIS CAN REDUCE THE EFFECTIVENESS OF THE BRAKE SYSTEM. DO NOT ADD ADDITIONAL AIR RESERVOIRS OR AXLES.

UD3300

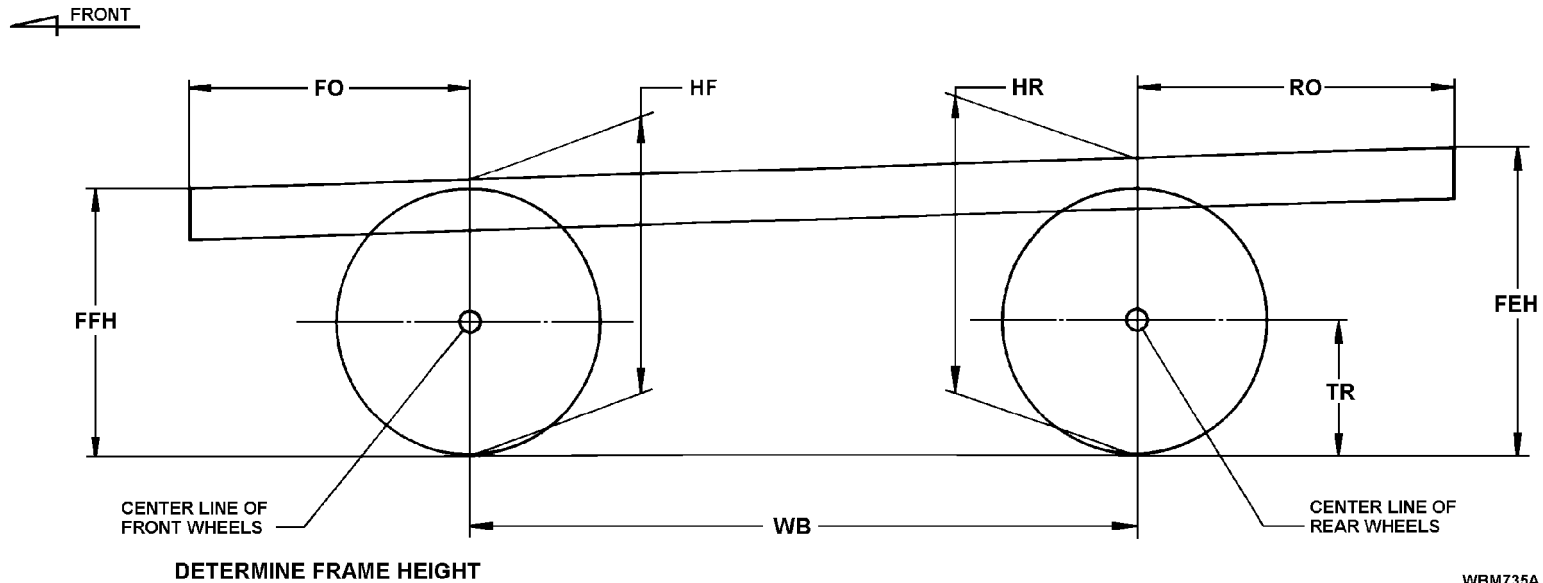


WBM377C

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FRAME HEIGHT CALCULATION



NOTE: FOR EMPTY CONDITION, USE EMPTY VALUES FOR LOADED CONDITION, USE LOADED VALUES

WB; WHEELBASE, CENTER LINE OF FRONT WHEELS TO CENTER LINE OF REAR WHEELS
 FO; FRONT OVERHANG, CENTER LINE OF FRONT WHEELS FORWARD TO END OF FRAME
 RO; REAR OVERHANG, CENTER LINE OF REAR WHEELS REARWARD TO END OF FRAME
 TR; TIRE RADIUS (LOADED OR ANY OTHER SELECTED RADIUS)
 HF; HEIGHT-FRONT WHEELS, FRONT HEIGHT FROM TOP OF FRAME TO GROUND
 HR; HEIGHT-REAR WHEELS, REAR HEIGHT FROM TOP OF FRAME TO GROUND
 FFH; FRONT FRAME END HEIGHT, FRONT END OF FRAME HEIGHT FROM TOP OF FRAME TO GROUND
 FEH; REAR FRAME END HEIGHT, REAR END OF FRAME HEIGHT FROM TOP OF FRAME TO GROUND

IF HR IS GREATER THAN HF

$$FFH = HF - \left(\frac{HR - HF}{WB} \times FO \right)$$

$$FEH = HR + \left(\frac{HR - HF}{WB} \times RO \right)$$

IF HF IS GREATER THAN HR

$$FFH = HF + \left(\frac{HF - HR}{WB} \times FO \right)$$

$$FEH = HR - \left(\frac{HF - HR}{WB} \times RO \right)$$

SUB-FRAME AND BODY INSTALLATION

[SUB-FRAME]

The rear body must be mounted to the chassis frame using a sub-frame. Mounting of the sub-frame must conform to the following:

1. SUB-FRAME SHAPE AND MOUNTING

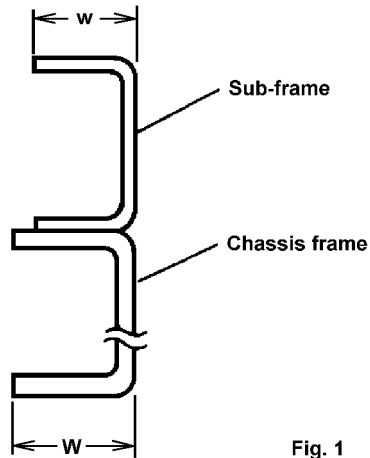
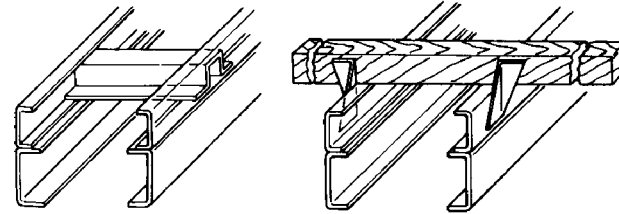


Fig. 1

$$w = (0.7 - 1.0) \times W$$

WBM736A

The sub-frame should from a continuous longitudinal(). The width of the flange should be 70 to 100% of the flange width of the chassis frame (Fig.1)



Sub-frame crossmember

Bolster

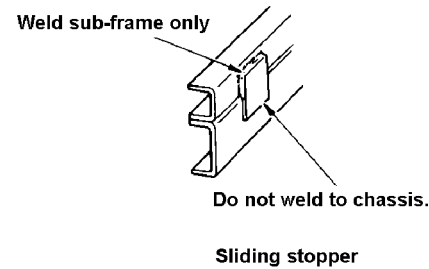


Fig. 2

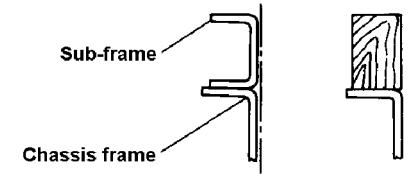


Fig. 3

WBM737A

- (1) The lower sub-frame flange must be mounted flush with the upper flange of the chassis frame. Do not mount the sub-frame at an angle to the chassis frame. Connect the right and left sub-frame to each other by crossmembers, bolsters, or the body proper. Sliding stoppers should be attached to the sub-frame if necessary (Fig.2)
- (2) The sub-frame channel openings should face inward toward the vehicle longitudinal center line.
- (3) Align the channel's web surface with that of the chassis frame (Fig.3)

2. FRONT-END SHAPE

Unit : inch (mm)

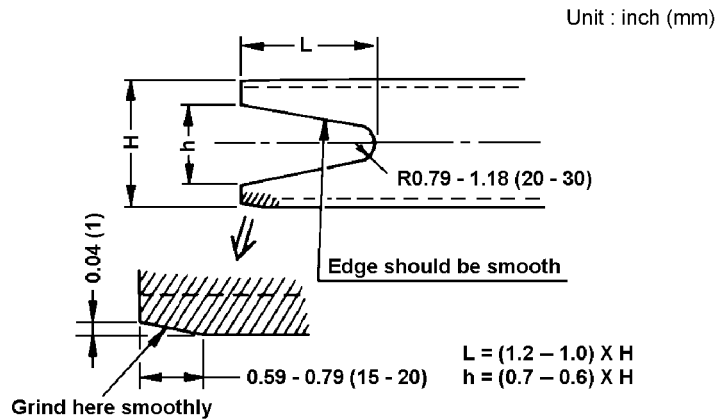


Fig. 4

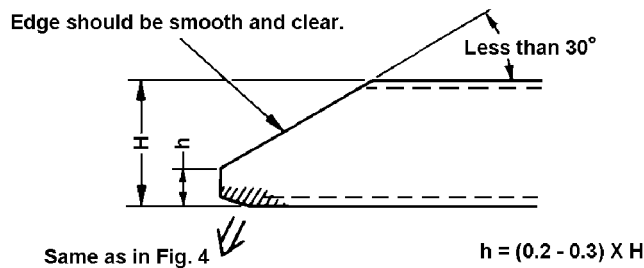


Fig. 5

WBM738A

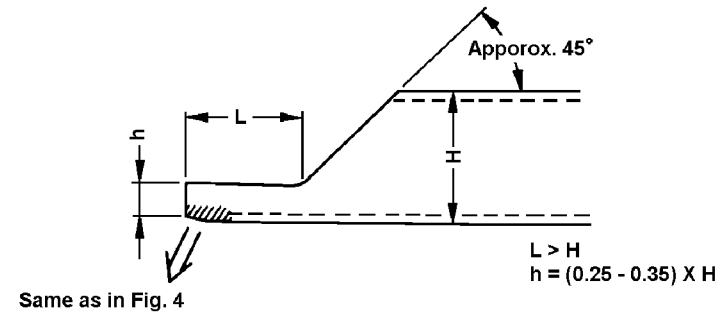


Fig. 6

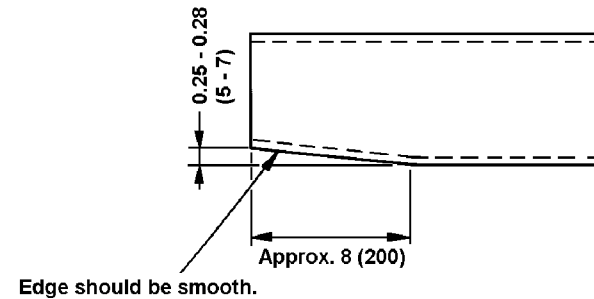


Fig. 7 (Steel sub-frame)

WBM739A

The sub-frame combined with the chassis frame may have a point where the rigidity suddenly changes, increasing the possibility of stress concentration on the chassis frame. To reduce the possibility of stress concentration, shape the front end of the sub-frame so that its rigidity gradually decreases. Also extend the front end of the sub-frame as far forward as possible.

See Figs. 4,5,6 and 7 for examples of sub-frame front-end shapes.

It is recommended that the sub-frame shown in Fig. 4, 5 or 6 be used wherever possible. If the body design or other factors preclude the use of Fig. 7 be used.

When mounting a tank body or other highly rigid body, use one of the shapes in Fig. 4, 5 or 6.

Unit : inch (mm)

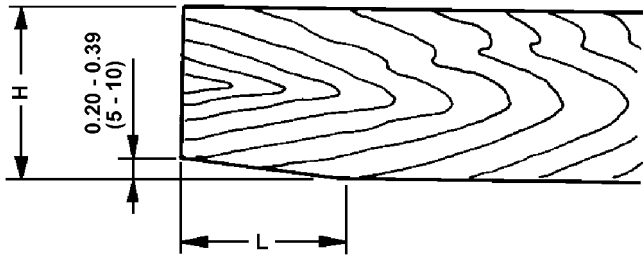


Fig. 8 (Hardwood sub-frame)

WBM740A

If the material of the sub-frame is hardwood, shape the sub-frame shape as shown in Fig. 8.

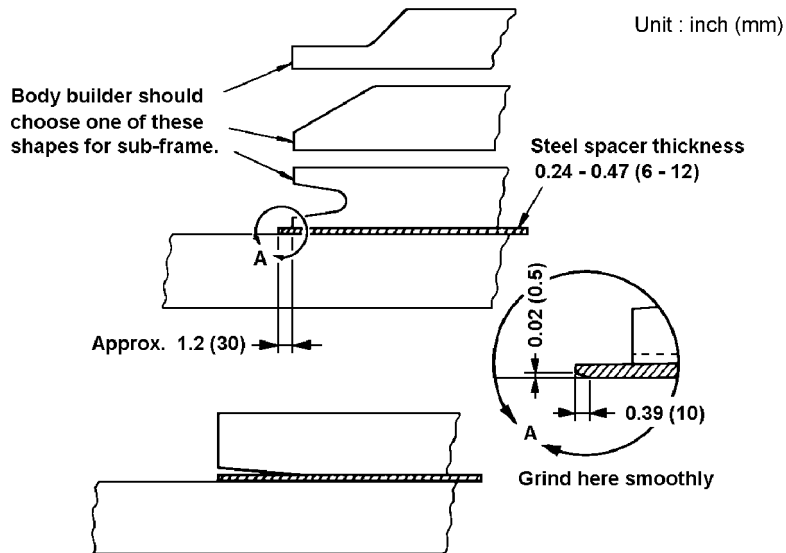


Fig. 9

WBM741A

Unit : inch (mm)

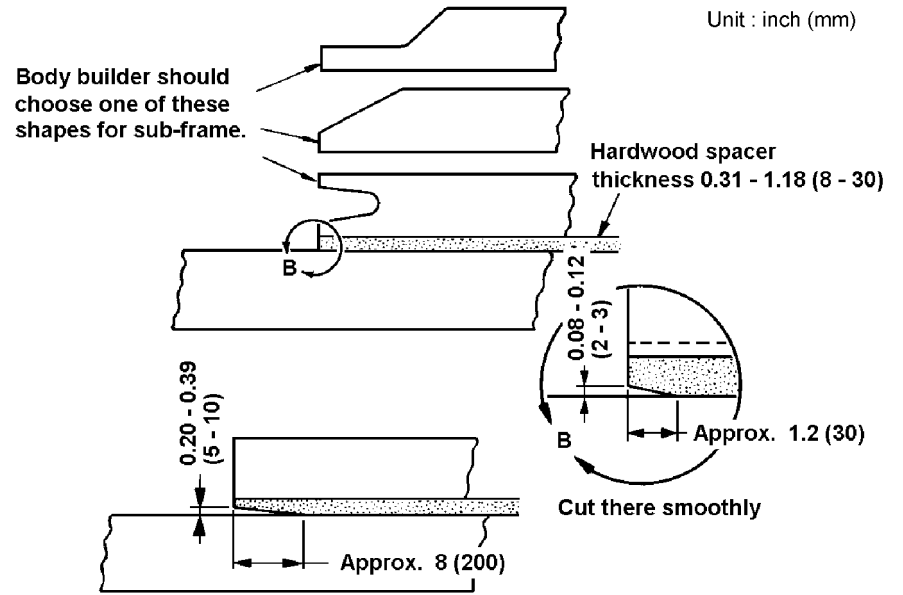


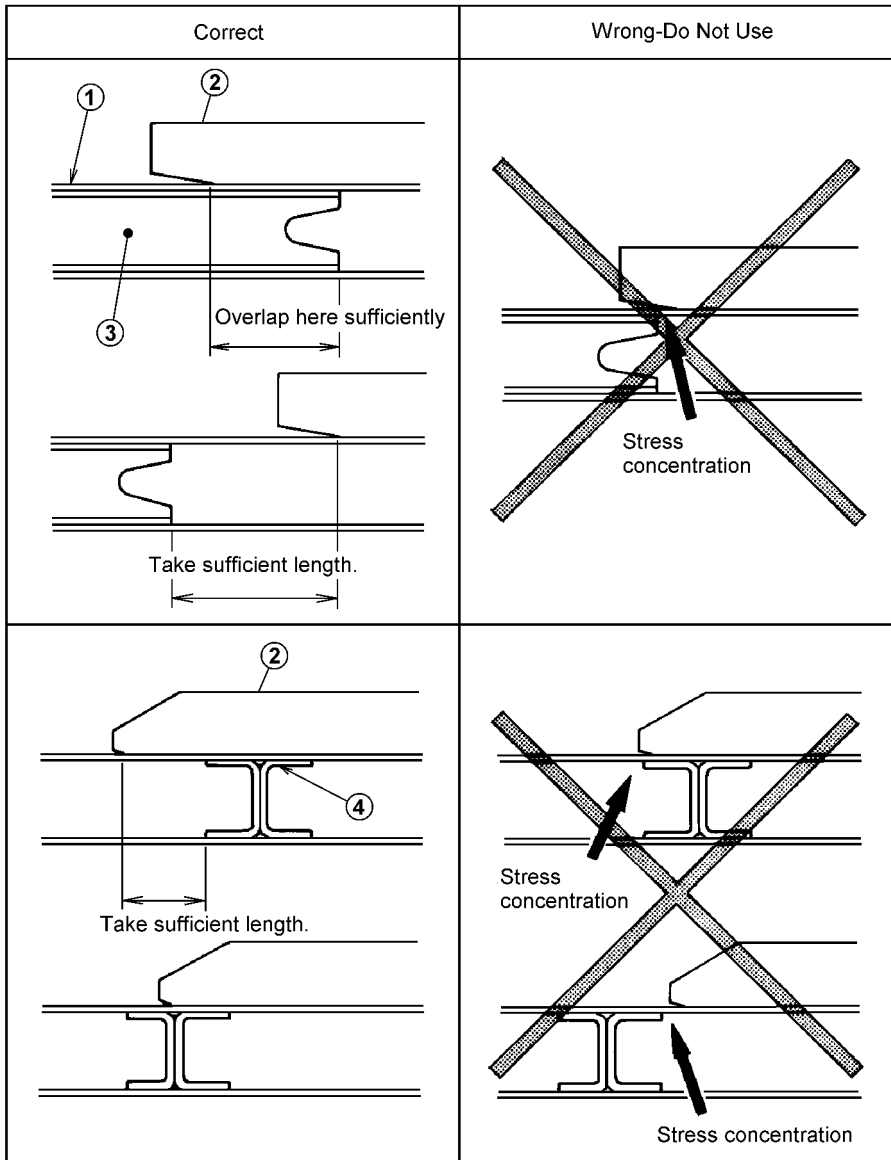
Fig. 10

WBM742A

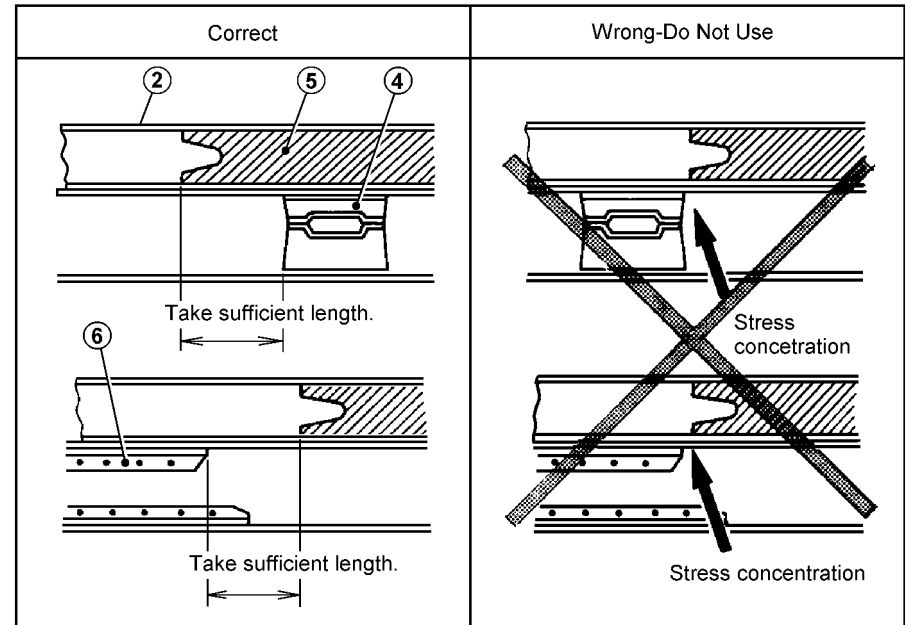
Use a steel spacer to compensate for the uneven surface caused by the gusset on the chassis frame. Avoid using semi-elastic spacer material.

When using a spacer between the frame and chassis-frame, install the spacer as shown in Fig. 9 and 10.

3. POSITIONS OF FRONT-END REINFORCEMENT



WBM743A



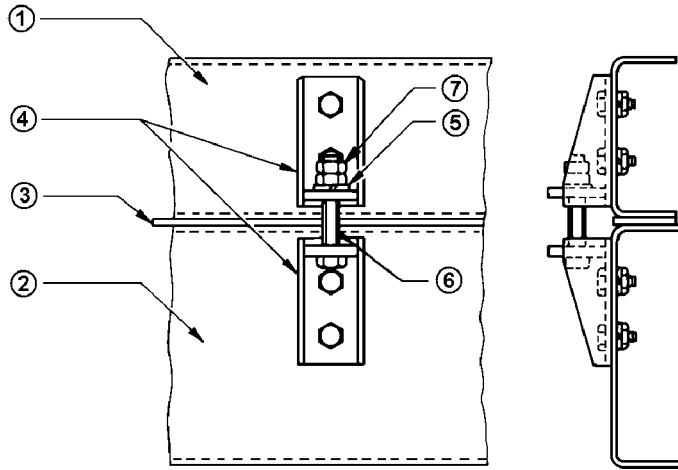
- ① Chassis frame
- ② Sub-frame
- ③ Reinforcement (chassis frame)
- ④ Crossmember
- ⑤ Reinforcement (sub-frame)
- ⑥ Gusset L-shaped reinforcement

Fig. 11

WBM744A

The points of the chassis frame where its rigidity changes (e.g., cross-member, gusset and reinforcement) must not be located with the front end (contact point) of the sub-frame or the head and tail of reinforcement (Fig. 11).

4. MOUNTING BRACKETS



- ① Sub-frame
- ② Chassis frame
- ③ Spacer
- Semi-elastic material;
hard rubber poly-
urethane, hardwood.
- ④ Mounting bracket
- ⑤ Spring washer or
cup spring
- ⑥ Connecting bolt
- ⑦ Double nuts or self-locking nut

Fig. 12

WBM745A

Use mounting brackets to secure the sub-frame when it is not possible to use U-bolts. If a highly rigid body such as a tank body or closed van body is to be mounted, it is strongly recommended that spacers be used in combination with mounting brackets (Fig. 12). Sufficient spring washers should be used with the connecting bolt.

Install the mounting brackets to the chassis frame using bolt nut or rivet attachments at sufficient intervals. Do not weld.

5. LOCATION PLATES

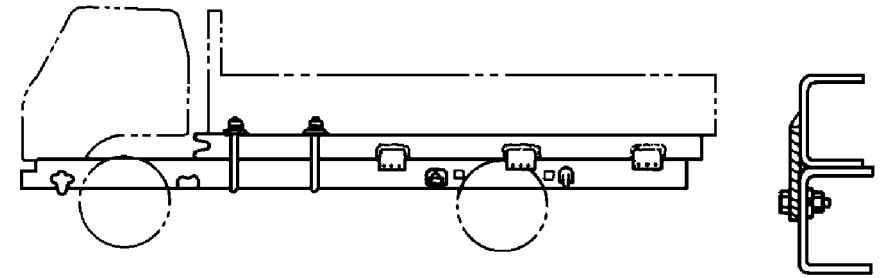
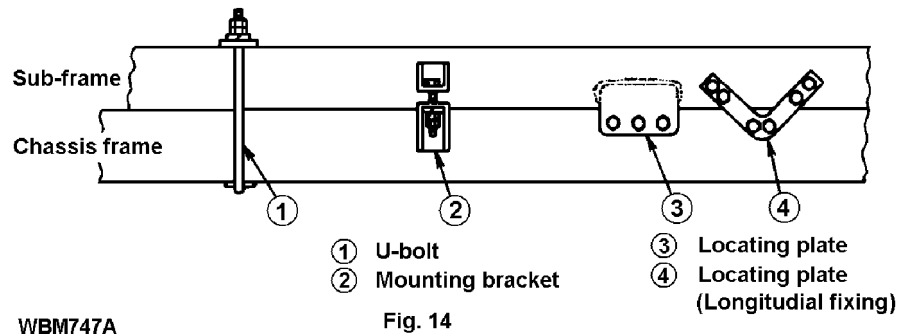


Fig. 13

WBM746A

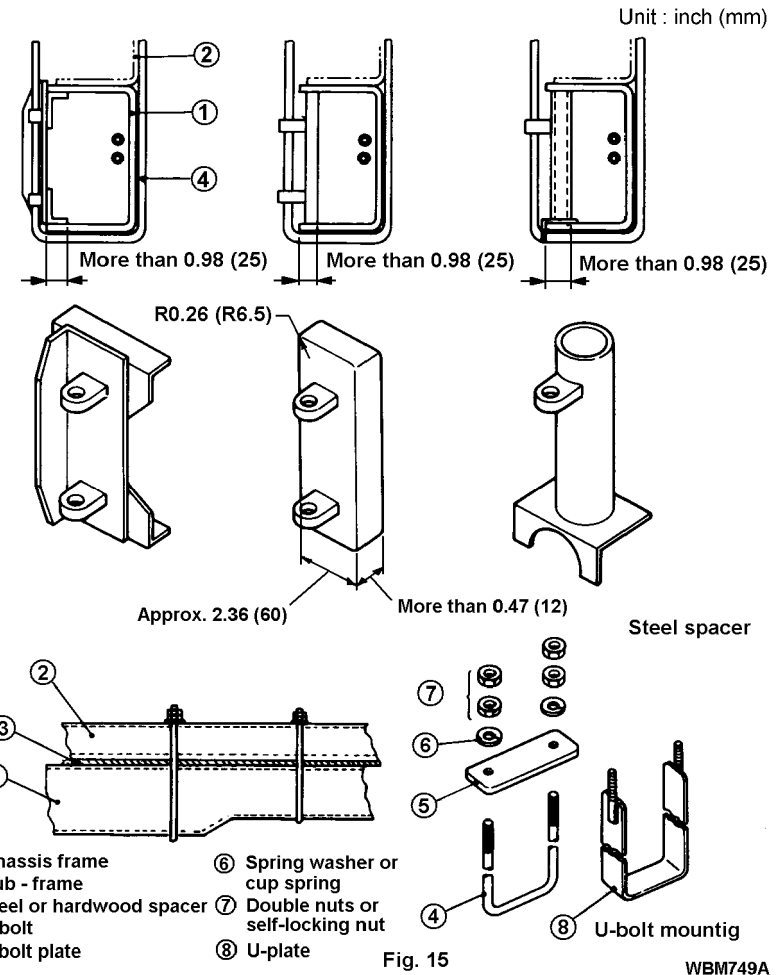
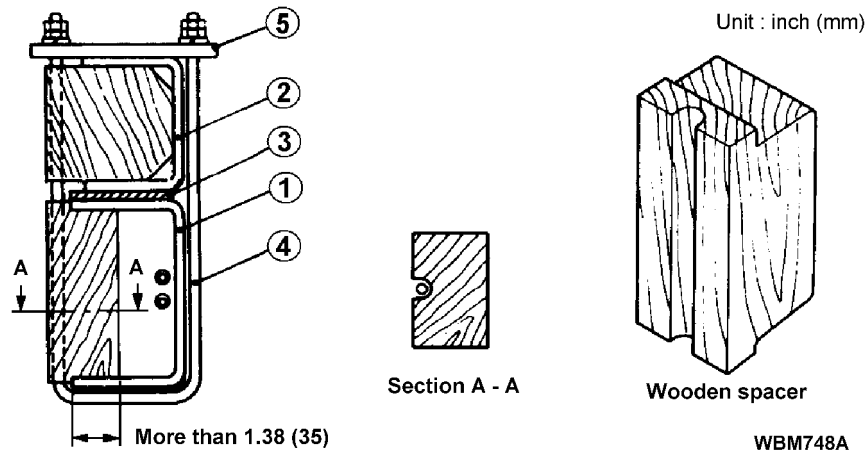
The sub-frame cannot be securely mounted to the chassis frame using locating plates only. When employing locating plates use U-bolts or mounting brackets. Closely align the front of the sub-frame with the chassis frame using the U-bolts or mounting brackets (Fig. 12). Do not use locating plates for mounting a body having a high center of gravity or concentrated load. Never use a locating plate for sub-frame mounting of a tank body, dump body, concrete mixer body, van body, etc. Locating plates are not recommended for vehicles operating on rough or winding roads.

6. COMBINATION WITH CHASSIS FRAME



To be effective, the sub-frame must be securely attached to the chassis frame. “U-bolts”, “mounting brackets”, “locating plates”, etc. are normally used to connect the sub-frame to the chassis frame (Fig. 14). Never affix flanges directly to each other by welding or by bolt-nut attachment.

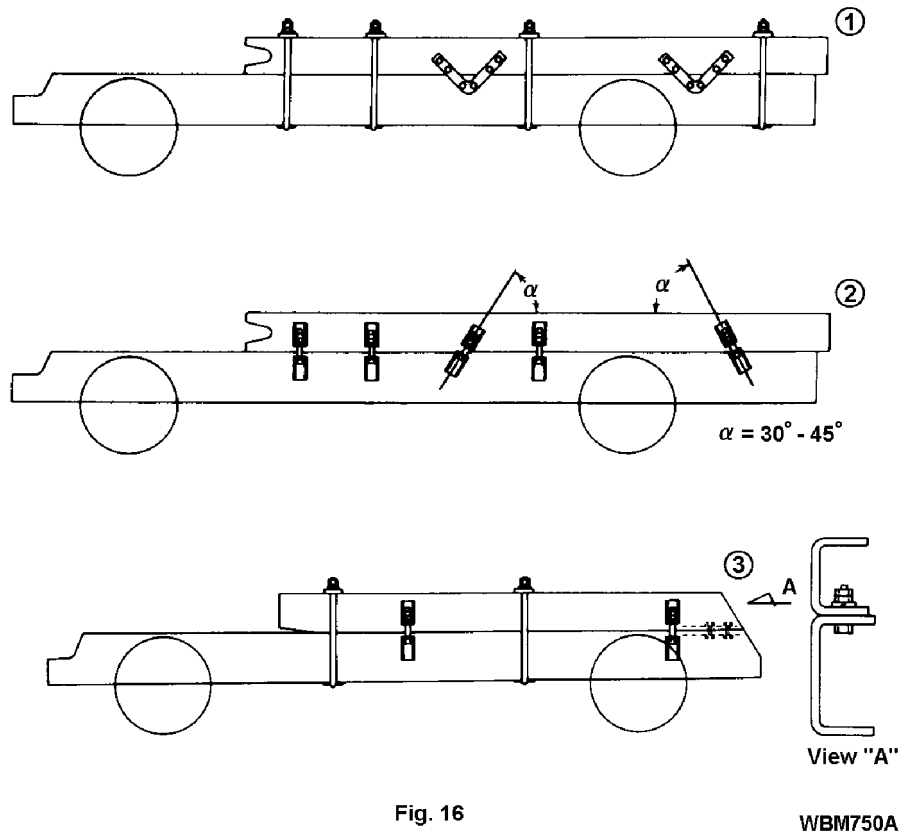
(1) U-bolts



Use of U-bolts, must conform to the following (See Fig.15):

- 1) Insert a spacer to reduce the possibility of flange deflection. Avoid using a wooden spacer near the exhaust system.
- 2) Lock the nuts.
- 3) Install the U-bolt vertically to the frame.
- 4) Do not use the bolt in a tapered portion of the frame (where the web changes in width).

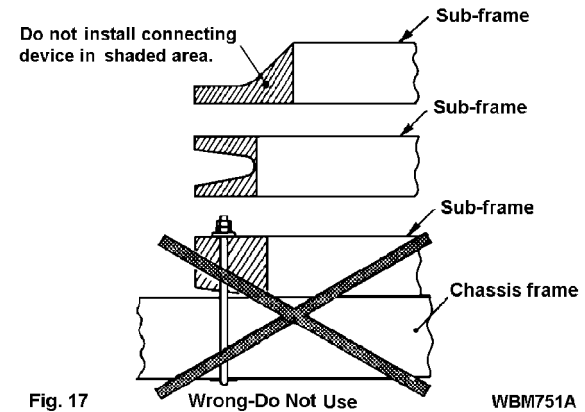
(2) Preventing Fore-and-aft Movement



U-bolts and vertically installed mounting brackets do not prevent fore-and-aft movement of the sub-frame. To reduce the possibility of fore-and-aft movement use locating plates as shown in Fig. 16.

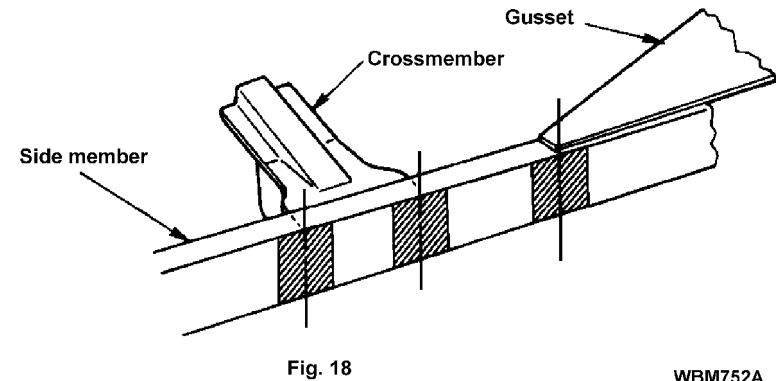
The frame flanges of dump trucks having a short rear overhang, can be connected at the rear end using bolts and nuts. See Fig. 16.

(3) sub-frame connecting Devices Location



When installing sub-frame connecting devices, avoid damage to wiring harnesses, hoses, tubes, pipes, etc., which are on or near the chassis frame.

To reduce stress concentration, do not connect the chassis frame to the front of the sub-frame (Fig. 17).



Avoid connecting the sub-frame in shaded areas shown in Fig. 18. When making holes and welding the chassis frame for mounting brackets and locating plates installation, follow the procedure described under the captions entitled Drilling the frame and Riveting

7. LONG WHEELBASE TRUCK

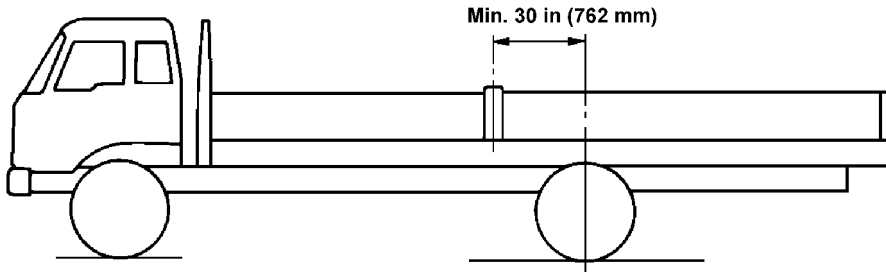


Fig. 19

WBM753A

A highly rigid sub-frame should be used on long wheelbase trucks to avoid deflection. Channel steel, lip channel steel and square pipe can be utilized. Do not use a wooden sub-frame.

When a side gate center pillar is installed on a drop side gate body, the pillar should be located ahead of the center of the rear wheels, by at least 30 in (762 mm) to prevent rear overhang deflection (Fig.19).

[CHASSIS FRAME]

When drilling the chassis frame to mount a rear body or special equipment, the following precautions must be taken to avoid serious damage to the vehicle or reducing frame strength. Mounting should not cause stress concentration in the frame such as may occur from improper location, size or finishing of holes or by improper riveting.

1. DRILLING THE FRAME

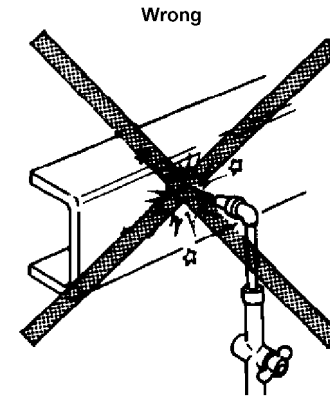


Fig. 20

WBM754A

When drilling the frame, use an ordinary twist drill. Do not use a torch (Fig. 20).

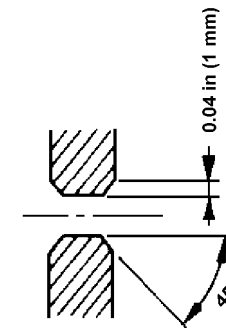


Fig. 21

WBM755A

All holes must be finished after drilling to help reducing the possibility of stress concentration. Chamfer all holes for fitted bolts on both bolt head and nut faces (Fig. 21).

Observe the following precautions in drilling holes (Fig. 22):

- 1) Do not notch the upper and lower flanges of the side rail, gusset, and crossmember.
- 2) Do not drill holes in crossmembers.
- 3) Do not drill holes in the upper and lower flanges of the side rails except, (a) holes to install the end crossmember and (b) holes near the frame end to install bolts to reduce fore-and-aft movement of the sub-frame.
- 4) Do not drill holes in the upper and lower portions of the side rail web. No part of the holes is to be within 18% of the frame height (20% in the case of 539 MPa {55 kgf/mm², 78210 psi} tensile steel).
- 5) Holes must not be drilled within 3.15 in (80 mm) of the perpendicular bending lines of the side member.
- 6) The maximum hole diameter should be as follows:

Max. diameter	Chassis model
0.51 in (13 mm)	UD1800, UD2000, UD2300, UD2600, UD3300

- 7) The pitch between two hole centers should be at least 2.17 in (55 mm) or 4.5 times the diameter of the larger hole, whichever is greater. This rule should also be applied to the pitch between a new and the existing hole.
- 8) The edge of the holes should be more than 1.18 in (30 mm) from any weld.
- 9) No more than three holes in a series should be drilled in a vertical line. If three holes are required in a vertical line, the diameter should be 0.43 in (11 mm) or less for UD1800, UD2000, UD2300, UD2600 and UD3300. Avoid series of holes in a horizontal line whenever possible.
- 10) Drill all holes perpendicular to the face to be drilled.
- 11) When drilling a hole in the gusset for U-bolt sub-frame mounting, the hole diameter should be 0.79 in (20 mm) or less and the distance from the edges should be more than 1.18 in (30 mm).
- 12) Drill the holes as far as possible from existing holes in the flange, welds and the end portion of the gusset.

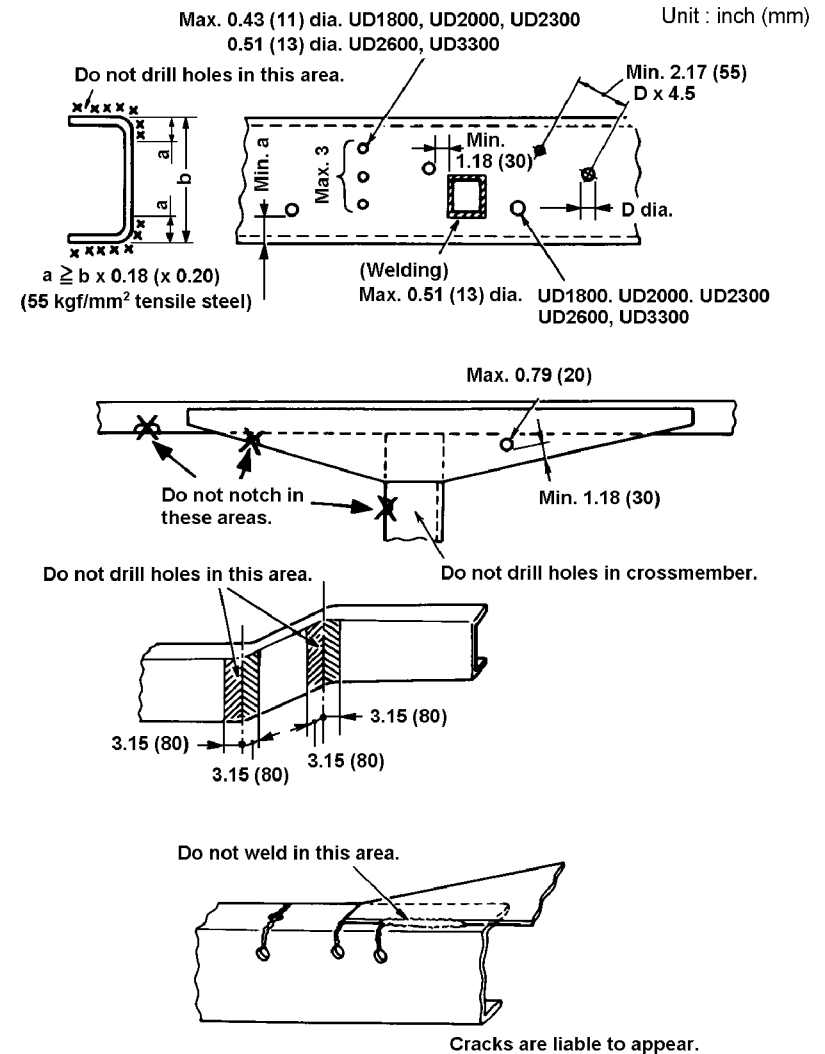


Fig. 22

WBM128A

2. RIVETING

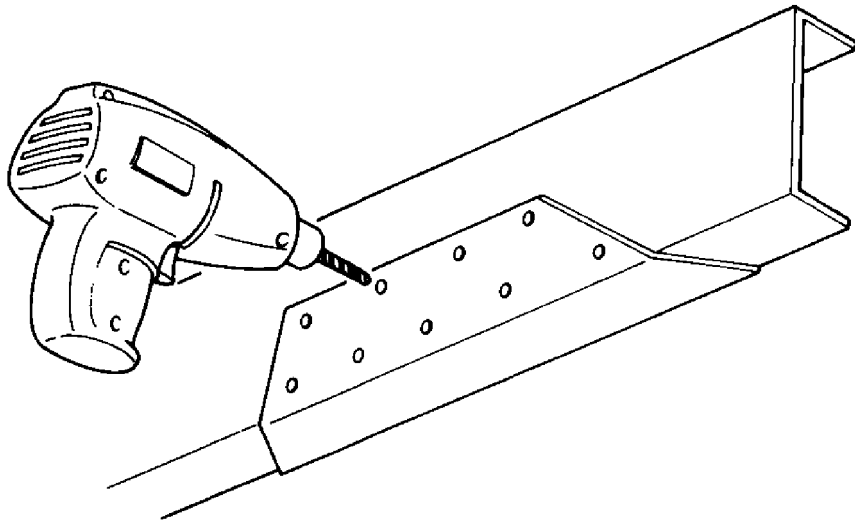


Fig. 23

WBM756A

Cold hydraulic riveting, rather than hot riveting, is strongly recommended (Scale produced during hot riveting remains on the surface or a gap is made in the rivet hole, which may cause loosening.). When hot or manual riveting is necessary, carefully inspect the finish after tightening the rivet.

Always use rivets on areas of the chassis-frame subject to shearing force. Protect rivets from direct tension. When rivets are used extensively on the vehicle frame, jointly bore the frame and parts to be installed. Rivet holes should be staggered, and not in a vertical line (Fig. 23).

ELECTRIC WIRING INFORMATION

1. CONFORMITY WITH FMVSS 108

All incomplete vehicles manufactured by UD Trucks Corporation conform to FMVSS 108 according to the terms and conditions stated in the Document for incomplete Vehicle accompanying each incomplete vehicle, except for the lights fitted during body installation. Electrical components installed during body installation, i.e., those which are not provided or are temporarily installed on the incomplete vehicle, must be properly installed by subsequent stage manufacturers according to paragraph 4 below. It is the responsibility of intermediate and final stage manufacturers to assure that the completed vehicle complies with the pertinent FMVSS and other applicable governmental requirements.

2. GENERAL

- (1) When storing the vehicle, disconnect the battery ground (negative) terminal to reduce the possibility of battery run-down.
- (2) The chassis-cab wiring is complete, except for those electrical components required by addition of the body. Alterations to electrical components required for body installation should be kept to a minimum. Alteration that may influence existing circuits should be avoided to the extent possible. When an alteration which may affect existing wiring cannot be avoided, follow the instructions in paragraph 3.

(3) Control Unit

- **When arc welding, remove all control unit connectors.**
- **Do not tamper with the electronic control circuit.**
(As making a branch connection, etc.)
- **The control unit power supply fuse is exclusive.**
Do not replace with other types. (light, radio, etc.)

3. WIRING CIRCUITS

(1) Adding or Modifying Circuits

Follow the instructions below when adding a new circuit or modifying part of an existing circuit.

- Install wiring to avoid metal edges, bolts, and other abrasive surfaces. If such cannot be avoided, use a suitable protector to protect the wires and, to the extent possible, cover edges and abrasive surfaces with appropriate protection.
- When routing wiring through a hole drilled in metal, fit a flange in the direction of penetration, or install a grommet on the hole edge.
- Avoid routing wiring where the temperature exceeds 176°F (80°C). If such cannot be avoided, heat-resistant wiring, heat insulation and heat shields must be used.
- Avoid routing wiring near brake fluid lines or fuel lines to reduce the possibility of corrosion and fire from short circuit. If such cannot be avoided, route the wiring above the brake and fuel lines.
- Avoid routing wiring where it may be susceptible to damage from road debris, particularly below the frame where it is extremely vulnerable to rocks, brush and other off road hazards. If such cannot be avoided, protect the wiring, connector plugs and receptacles with protective shielding.
- Avoid routing wiring where it is susceptible to ice damage.
- When installing wiring in areas of motion, secure the wiring and provide sufficient slack or loop to allow for the motion. Avoid wiring in areas where moving parts may pinch or damage the wiring.
- When adding new wiring, use clips and secure the wires firmly with clips. Avoid clamping damage to wiring.
- Avoid loops, dangling and loose wires except as noted in areas of relative motion.
- Route wiring such that terminals, plugs, receptacles and other components are not exposed to moisture.
- Avoid wiring in areas subject to vibration.
- When installing wiring, avoid damage to terminals and connectors.
- Use appropriate connectors when adding new wiring to existing wiring.

- When adding wiring in the cab, always secure it with existing lights. If necessary, and additional lights. Avoid routing wiring on the cab floor.

(2) Connection

Changes to existing wiring should be avoided to the extent possible. Alteration may cause short circuits, breaks in connections or overheating, presenting serious risk of personal injury and property damage. Additions or modifications to existing circuitry, when necessary, should not be undertaken without a thorough electrical system analysis.

When splicing is necessary, it must conform to the following:

- Strip insulation from wire ends avoiding damage to the wires. Caulk both ends of the wires with fittings. Assure mechanical joint strength. Solder the connection.
- Properly insulate the connection.
- Avoid splices or connections where water may collect.
- Do not make connections in areas of movable parts or where wires must be bent at sharp angles.

(3) Circuit Protection

- Do not replace an original factory fuse with a higher rated fuse.
- Do not add to or modify an existing circuit such that the total circuit current draw exceeds the rating of the fuse provided for the circuit.
- When adding to an existing circuit, use wire of the same gauge of the existing circuit.
- When adding a circuit, protect the circuit with the original fuse or provide an appropriate fuse, fusible link or circuit breaker. Install the protector as close to the power source as possible.

(4) Wire Size

- Use automotive low-tension wire (JIS C3406, SAE J1128 Low Tension Primary Cable) for added circuits.
- Wire size should be determined by a thorough analysis of the load current and circuit protection. Refer to Table I for wire sizes and permissible current:

TABLE I

Permissible amperage of automotive low-tension wires when conductor's maximum permissible temperature is 176°F (80°C) and ambient temperature is 140°F (60°C).

Size mm ²	AWG	Permissible Electric Current (A)
0.5	19	9
0.85	17	11
1.25	16	14
2	14	20
3	12	27
5	10	36
8	8	47
20	4	86
30	2	120
100	4/0	232

4. REQUIRED LIGHTS AND INSTALLATION

- Chassis-cabs manufactured by UD Trucks Corporation are equipped with the lights shown in Table II, some of which are temporarily installed. These lights conform to FMVSS 108 and must not be modified, changed or altered (except for relocating the temporarily installed lights).
- It is the responsibility of subsequent stage manufacturers to assure that the lights shown in Table III are installed on the completed vehicle in conformity with FMVSS 108.

TABLE II

Description	*No. of	Color	Remarks
Headlights	2	White	
FR. turn signal lights	2	Amber	
FR. side turn signal lights	2	Amber	
FR. side reflex reflectors	2	Amber	
FR. identification light	3	Amber	
FR. clearance light	2	Amber	
RR. combination	2	---	Temporarily installed to rear of frame
• Tail	2	Red	
• Stop	2	Red	
• Rear turn	2	Amber	
• Rear reflex reflectors	2	Red	
License plate light	1	White	Temporarily installed to rear of frame
Back-up lights	2	White	

*No. of: The number of lights or reflectors

FR. and RR. stand for FRONT and REAR respectively.

TABLE III

Description	*No. of	Color	Remarks	Maximum power supplied
Front clearance light	2	Amber		Total 108W (12V at 9A)
Rear clearance light	2	Red		
Rear identification light	3	Red		
Rear side maker light	2	Red		
Intermediate side reflex reflector	2	Amber		
Intermediate side marker light	2	Amber	Vehicle whose overall length is over 30 ft. only	
Room light (Rear body)	-	White		Total 48W (12V at 4A)

*No. of: The number of lights or reflectors

(1) Installation of Lights not Supplied with the Incomplete Vehicle

(a) Power

The power outlet for the rear body lights is located in front of the third crossmember of the left-hand side rail. The maximum power supplied from this outlet is 108 watts (12 volts at 9 amp.).

Follow the instructions provided in paragraph 5 if the total power requirement exceeds 108 watts. When installing circuitry for the rear body lights, use an SAE Type 1A 1/4 terminal (see SAE J858a) and an automotive low-tension wire AWG 16,(1.25 mm²). Connect the terminal securely and insulate it so that it is water-tight.

(b) Light locations

Added lights must be installed to assure vehicle compliance with the requirements of FMVSS 108. If any light is hidden by the body or other structure after the vehicle is completed, a component(s) conforming to FMVSS 108 must be installed. Refer to FMVSS 108 for installation location.

(c) Light operation

In general vehicles, the tail, license, clearance, identification, and side marker lights should illuminate when the headlight switch is set to the first position.

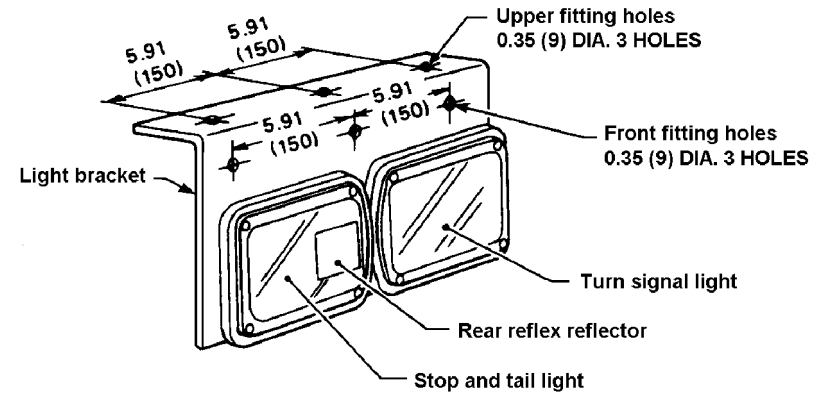
In vehicles with a clearance light switch (special specifications), the tail and license lights illuminate when the headlight switch is set to the first position; the clearance light switch illuminates the clearance, identification and marker lights.

Lights of the same type in the front and rear should illuminate at the same time.

(2) Installation of Lights supplied with Incomplete vehicle

(a) The rear combination light is temporarily installed on the rear of the frame. The rear reflex reflector is built in the existing rear combination light. Properly mount the light to assure compliance with the requirements of FMVSS 108. The rear combination lights can be installed in two ways, i.e., by using either the upper portion or the front of each bracket. If possible, installation using the front of the bracket is recommended in order to mount the lights as high as possible. With either installation method, check for light vibration during vehicle operation. If vibration is noted, add bracing from lower edge of bracket to the underbody as shown in Fig. A.

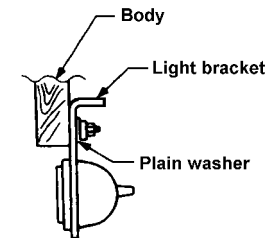
Unit : inch (mm)



Rear combination light (for left-hand side)

WBM757A

- Installation using front fitting holes- Tighten the light bracket with three 0.31 in (8 mm) diameter hexagonal bolts and nuts at 3 places. Be sure to use plain washers. When installing the light to the steel plate, they should be fixed not to vibrate. The thickness of the plate is recommended to be more than 0.13 in (3.2 mm).



WBM758A

- Installation using upper fitting holes- Tighten the light bracket with 0.31 in (8 mm) diameter hexagonal bolts and nuts at 3 places. Be sure to use plain washers. Support the light with a stay to avoid the light vibration.

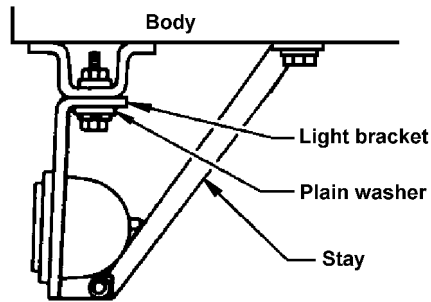


Fig. A

WBM759A

- (b) The license plate light and holder assembly is bolted on the rear frame crossmember. If it is not necessary to relocate this assembly, replace the bolts and nuts with rivets, or weld each nut and bolt assembly to prevent loosening. If the light is moved, care must be taken not to change the relative position between the holder and the light. Assure that the assembly is permanently affixed.

5. ADDITION OF OTHER LIGHTS AND ELECTRICAL COMPONENTS

When the total wattage of the lights on Table III of paragraph 4 exceeds 108 watts, or when adding a light other than one described in paragraph 4 and other electrical components, install the wiring circuit according to paragraph 3 and the instructions below.

(1) Power supply (12-bolt)

- The fuse box located inside the cab has a spare 15A power source. When adding a circuit, use SAE Type 1A 1/4 terminal (see SAE

J858a) for the connection terminal and an automotive low-tension wire AWG16, (1.25 mm²). Properly insulate the connections.

- The load current should be less than 10A (120 watts).
 - When connecting a load of more than 10A (120 watts), take power from the vehicle's junction block or a point as close to the battery as possible. Be sure to install a fusible link, fuse or circuit breaker for circuit protection.
- (2) Switch for added device
- When controlling an added light with an existing switch, install a relay for the light. Be careful to pass only the actuating current for the relay through the switch. The load current for the added light must not be passed through the switch. Other added loads must not be controlled by existing switches. Be sure to install an exclusive switch for each added device. When adding switches inside the cab, extra care must be used to prevent interference to existing wiring.

HEADLIGHTS AIMING ADJUSTMENT

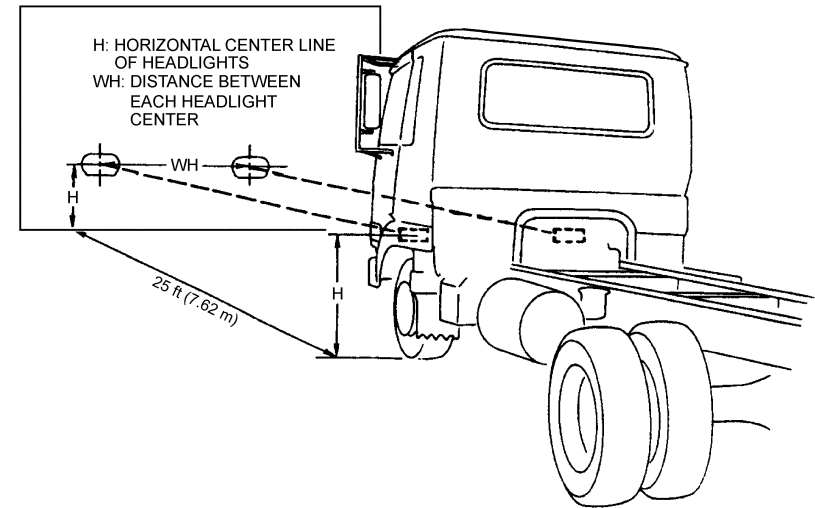
When all body installation works are completed, make sure to perform the following adjustments.

1. PREPARATION FOR AIMING ADJUSTMENT

- Be sure all tires are inflated to the specified pressure.
- Be sure the vehicle is in a no-load condition (except the driver).
- Place the vehicle on a level ground where it is dark enough to clearly observe the cutoff line.
- Use a screen for aiming adjustment.
- Place the vehicle at a 90° angle to the screen.

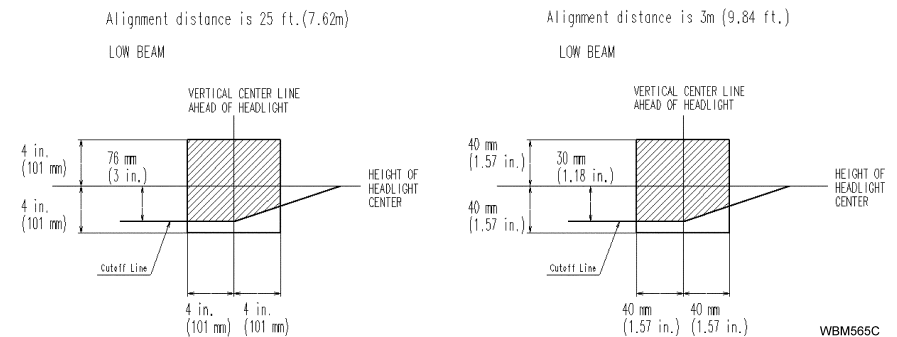
2. AIMING ADJUSTMENT (LOW BEAM)

- A distance of 25 ft (7.62 m) between the vehicle and the screen is necessary for proper aiming adjustment. (SAE J599)
(If unavailable, secure a distance of exactly 9.84 ft (3 m).)
- Turn headlight low beam on.
- Check whether the elbow point in the low beam cutoff line falls:
 - within 4 in (101 mm) from the headlight height centerline in vertical directions (SAE J599) (within 1.57 in (40 mm) from the headlight height centerline in vertical directions if the aligning distance is 9.84 ft (3 m))
 - within 4 in (101 mm) from the vertical centerline in horizontal directions (SAE J599) (within 1.57 in (40 mm) from the vertical centerline in horizontal directions if the aligning distance is 9.84 ft (3 m))



WBM564C

NOTE: The specified areas in which the elbow point in the low beam cutoff line should fall are as shown below.



WBM565C

If the elbow point is out of the specified area, adjust the aiming.

Vertical aiming adjustment

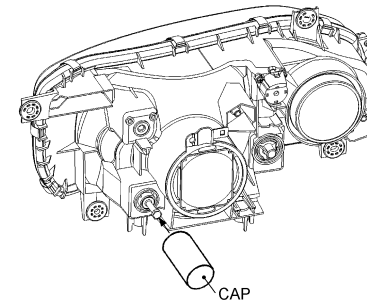
- Adjust the vertical aim by turning the adjusting bolt above the headlight.

Horizontal aiming adjustment

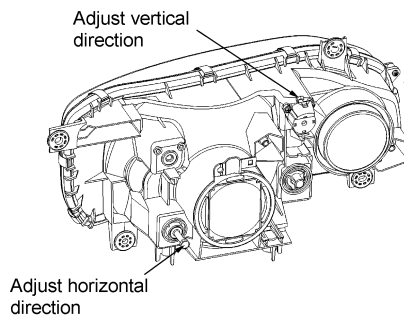
- Vehicles are shipped from UD Trucks with the horizontal aiming adjustment completed. A cap is fit and caulked on the adjusting bolt behind each headlight.
- To adjust the horizontal aim, break the cap and turn the adjusting bolt.
- Be careful not to damage the headlight when doing this.
- After adjusting the horizontal aim, fit and caulk a new cap to the adjusting bolt so that the cap becomes unable to be removed without breaking it.
- Caps are available from your nearest authorized UD Trucks dealer.

CAUTION

- **Make sure to fit and caulk the cap. If a cap is missing, the vehicle will be in noncompliance with FMVSS No. 108.**



WBM567C

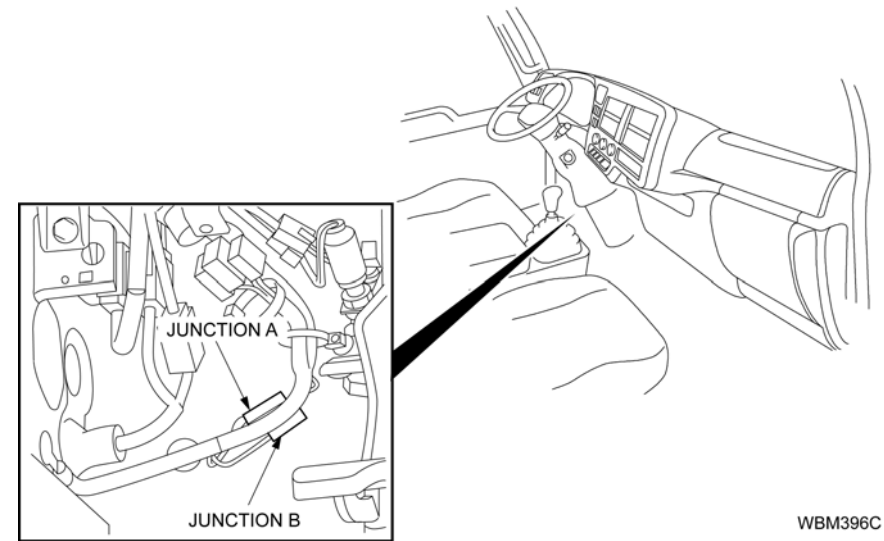


WBM566C

ENGINE CONTROL

ENGINE WITH ELECTRONIC CONTROLLED FUEL INJECTION SYSTEM

- The engine with electronic controlled fuel injection system does not have a control lever on the injection pump.
- For controlling the engine with electronic controlled fuel injection system from body side, the external engine control lever unit is needed separately. For some applications, an engine control lever unit is included as standard or installed to the vehicle with shipment.
- An engine control lever is available as an option.
- Firstly, install the external engine control lever unit to the body. Connect its harness connector to the connector of the chassis harness on the inner left side of the cab mounting bracket.
- If necessary, use an extension harness between the connectors of the chassis harness and the external engine control lever unit so that the control lever can be installed to any desired position.
- The characteristics of the governor can be switched by connecting or disconnecting the two harness connectors (called junction A and junction B respectively, which are located in the lower inner section of the instrument panel in front of the front passenger seat.
- See the figure next for the positions of the junctions.



WBM396C

1. About the applications and engine control

Major application	Cargo truck	Dump truck	Mixer (Note 3)	Custom-made chassis	
Transmission PTO	Without	With	Without	With	
Transmission PTO SW	Without	With	Without	With	
Connection of Junction A	Connected	Connected	Connected	Connected	
Connection of Junction B	Disconnected	Disconnected	Connected	Connected	
Connection patterns of Junctions A and B	1	2	3	4	
Engine control lever Required/Not required	Not required	Not required	Required	Required	
Governor characteristics during operation (Note 5)	At PTO= ON	Driving mode	All-speed mode	Driving mode	All-speed mode
	At PTO= OFF		Driving mode		Driving mode
Accelerator opening recognition pattern (Note 6) (Engine speed control)	At PTO= ON	Accelerator pedal	Accelerator pedal	Refer to Note 4	Engine control lever
	At PTO= OFF				Accelerator pedal
Write code to the vehicle ECU program (MID144, Parameter Code "LVU")	1	0	0	1	
DPF control (Note 1)	PTO switch OFF	Operated	Operated	Operated	Operated
	PTO switch ON		Not operated		Not operated
Long-time idle control (Note 2)	Automatically operated whether the PTO switch is turned ON or OFF				

NOTE 1: It is the control to recover the DPF function by automatically or forcibly burning the soot deposit in DPF. (The idle-up and exhaust brake is operated during DPF control when the vehicle is stopped.)

- When the idle status continues for a set time, it is automatically operated whether the PTO switch is turned ON or OFF. (The idle-up and exhaust brake is operated when the idle control is turned on.)
- The agitating trucks have no PTO switch. The DPF control under operation continues operating. However, it becomes not operated when the accelerator pedal and the accelerator for operation (external engine control lever) are operated.
- The engine speed is determined, according to either the accelerator pedal opening degree or the external engine control lever opening, whichever can achieve a higher speed.
- To switch the governor, the ON or OFF signal of the PTO switch or a governor switch is required, and in addition, the following conditions should be satisfied.
 - Accelerator pedal opening: Idling position
 - Engine control lever opening: Idling position
 - Transmission change lever: Neutral position
 - Clutch pedal: Depressed
 - Vehicle speed: Vehicle is at a stop
- The appropriate accelerator opening recognition pattern is used according to the write code to the VECU program (with or without the PTO switch or the governor switch, with or without the external engine control lever).

With or without the PTO switch or the governor switch	Without	With	With	Without
With or without the external engine control lever	Without	With	Without	With
Write code to the VECU program (MID144, Parameter Code "LVU")	1	1	0	0

Therefore, if the intended use of the chassis is changed, or if the external engine control lever is retrofitted, reprogramming of the write code may be required. Contact an authorized UD Trucks dealer if the vehicle needs the reprogramming.

<Explanation>

Write code "0" indicates that the engine is controllable with the accelerator pedal in the cab when the PTO switch is ON.

Write code "1" indicates that the engine is not controllable with the accelerator pedal in the cab.
(0: Accelerator control permission, 1: Accelerator control prohibition)

2. Junction Connectors

1. Function of each junction

1) In the case where Junction A is connected (Standard connection on vehicles with T/M PTO and without external engine control lever).

- If the PTO switch is turned on, the governor characteristic is changed to the operation mode (all-speed). However, the mode is not switched if the governor switching conditions stated in Note 5 are not met.
- The engine speed can be controlled with the accelerator pedal. (Only when the write code for the VECU program is "0". When the write code is "1" the engine speed cannot be controlled with the accelerator pedal.)
- It cannot be controlled with the engine control lever.

2) In the case where Junction B is connected (Standard connection on vehicles without T/M PTO and with engine control lever).

- If the PTO switch is turned on, the governor characteristic is changed to the driving mode (limit speed).
- The engine speed can be controlled with the engine control lever or accelerator pedal.

3) In the case where both Junctions A and B are connected (Standard connection on vehicles with T/M PTO and with engine control lever).

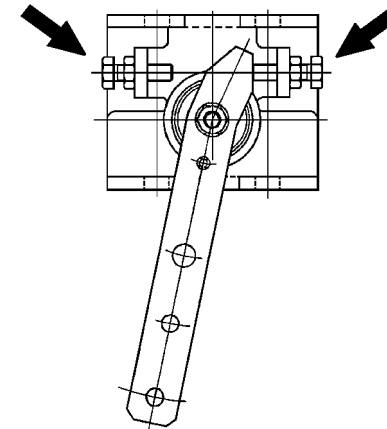
- If the PTO switch is turned on, the governor characteristic is changed to the operation mode (all-speed). However, the mode is not switched if the governor switching conditions stated in Note 5 are not met.
- The engine speed can be controlled with the engine control lever.
- It cannot be controlled with the accelerator pedal. (Only when the write code for the VECU program is "1". When the write code is "0" the engine speed can be controlled with the accelerator pedal.)

4) In the case where neither Junctions A nor B is connected (For vehicles with PTO or engine control lever, follow the above 1) to 3).)

- The governor characteristic remains in the driving mode (limit speed).
- The engine speed can be controlled with the accelerator pedal.
- It cannot be controlled with the engine control lever.

Cautions:

- **Ensure that the PTO switch is turned off during driving. If the PTO switch is turned on, the governor characteristic is changed to the operation mode (all-speed). Driving under such a status is dangerous.**
- **Before operating a vehicle with PTO switch, be sure to connect Junction A.**
- **The adjusting bolts mounted at two points on the engine control lever have been set before factory shipment. Do not adjust them.**



WBM456B

- **On vehicles having no PTO switch, by directly inputting the signal (12V) to Junction A from the body side, the governor characteristic can be set to all-speed mode.**

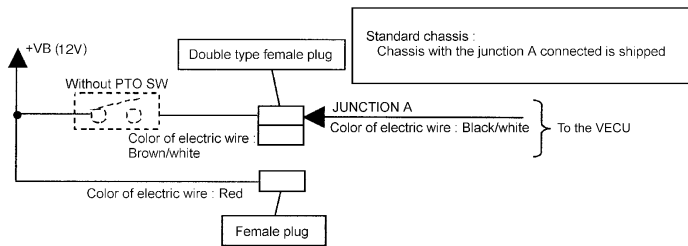
2. Connection of junction connectors

Before changing the function of the engine control, changing to all-speed mode, for example, Junction A or B must be connected or disconnected.

Referring to the table in the “About the applications and engine control” on page C26 for the engine characteristics and relationship between the engine control lever and junctions A and B, connect or disconnect the junctions A and B.

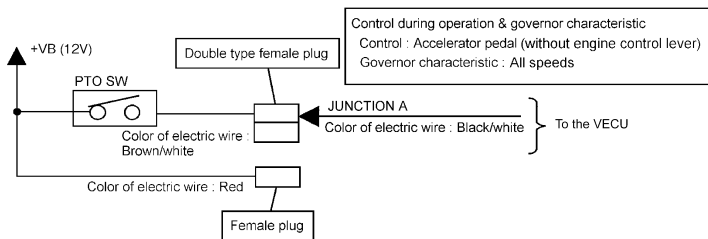
<Examples of connection patterns of Junctions A and B>

• Connection pattern 1



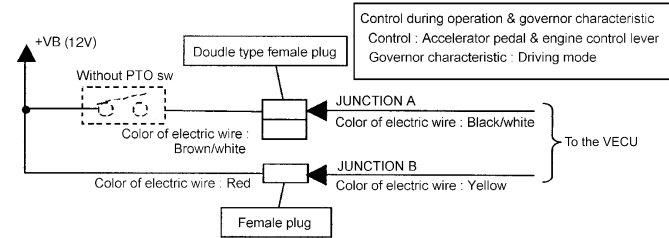
WBM245C

• Connection pattern 2



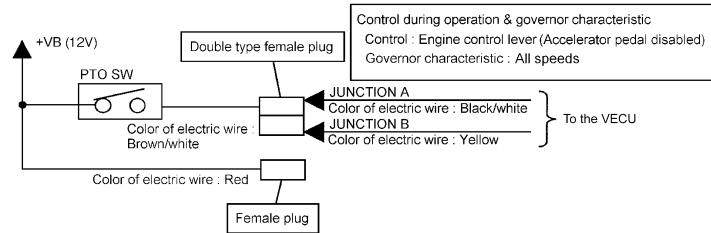
WBM246C

• Connection pattern 3



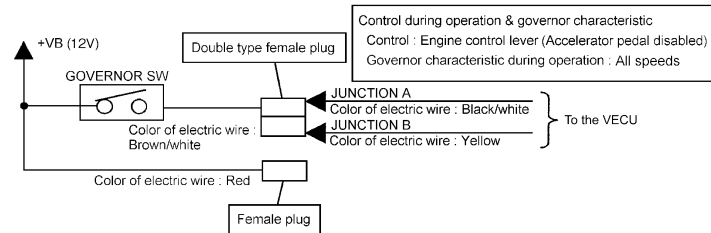
WBM247C

• Connection pattern 4



WBM248C

• Connection pattern 5



WBM249C

3. External Engine control lever

1. Specification of control lever

1) Reaction force of lever

During idling : 0.229 lbf {1.02 N, 0.104 kgf}

At full speed : 0.450 lbf {2.00 N, 0.204 kgf}

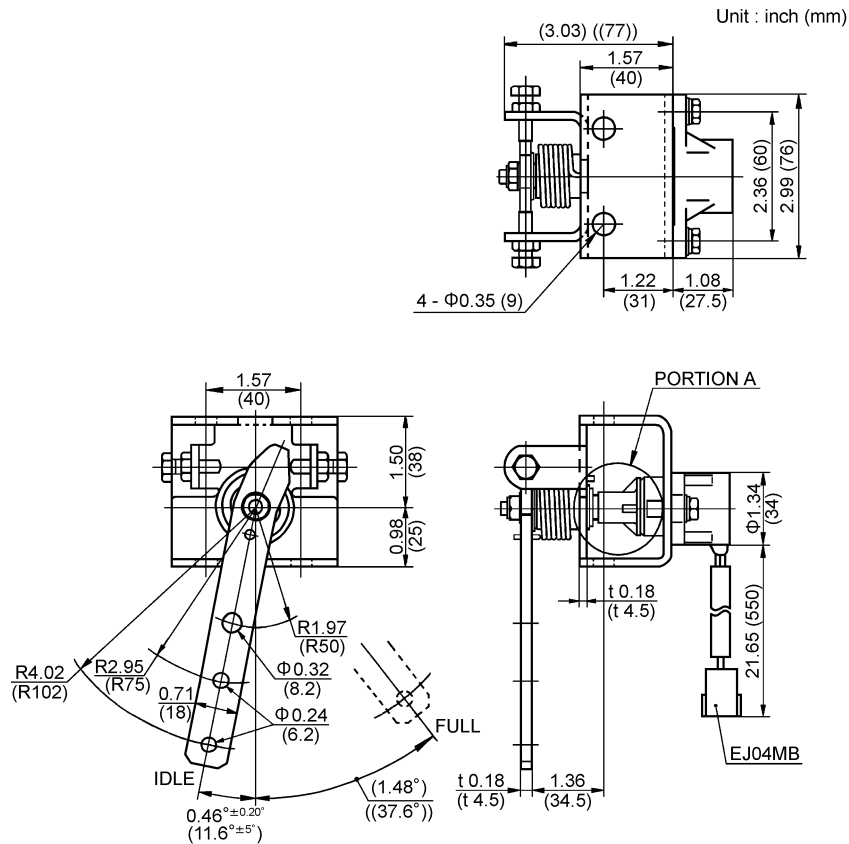


Fig. 1 Engine control lever (25960 ND00A)

WBM843C

2. Control lever installation procedure

1) The control lever by the body manufacturer.

2) The control wire must be routed by the body manufacturer.

3) If the control lever is installed in a position other than the recommended position, observe the following precautions.

- Bracket must be manufactured by the body manufacturer. For detail concerning the control lever installation hole dimensions, refer to Fig. 1.
- Install the control lever at a position where water is not directly splashed. Especially, in the cases (including car wash) where water is splashed directly on the coupling in the lever (at the portion A in Fig. 1), put a cover on it.
- Do not install the control lever in the wrong direction as shown in Fig. 2.

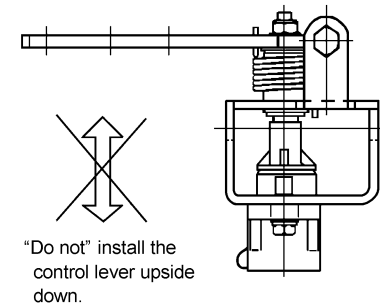


Fig. 2 Installation direction

WBM844C

- If the harness cannot be connected for the reason of the installation location of the control lever, use an extension sub-harness (24024 04Z01) or equivalent.
- According to the "ELECTRIC WIRING INFORMATION" on page C18, wire the sub-harness and install vibration-proof fasteners where necessary.
- Always use a flexible control wire when connecting the accelerator sensor control lever to the body side control lever. Avoid connecting them with a rod or other means, otherwise the accelerator sensor control lever can be damaged.
- To prevent deformation of the accelerator sensor, install a suitable stopper on the body side control lever. Install the stopper against the control lever at the full throttle position as shown in Fig. 3 on page C30.

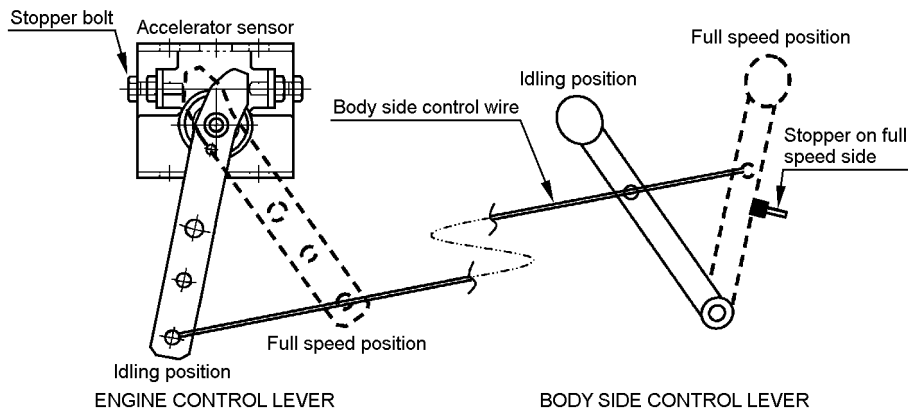


Fig. 3 Installation procedure

WBM845C

4) The harness is to be connected to the chassis harness located at the rear of the cab mount, in the left rear portion of the engine. For detail concerning harness connection, refer to the "Location of engine control lever connector" in Fig. 5.

The connector is equipped with a waterproof cap, and fastened to the chassis harness using a binding tape. Before connecting, remove the tape and waterproof cap. (The connector is a 4-pin waterproof type.)

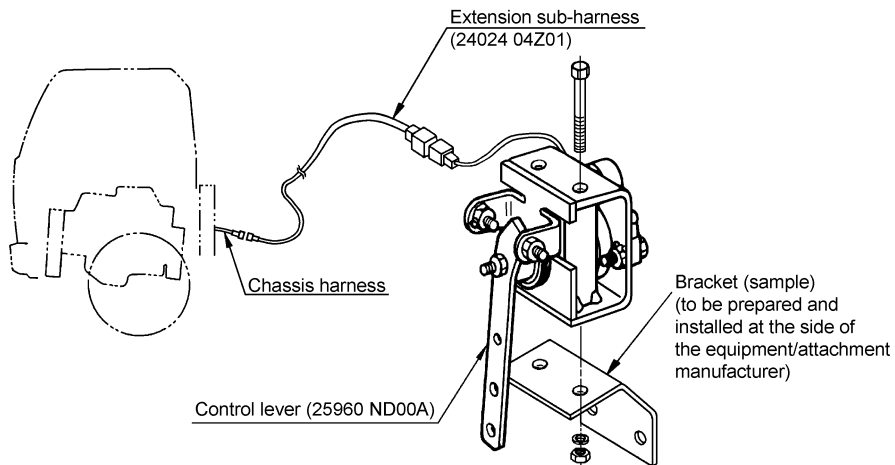
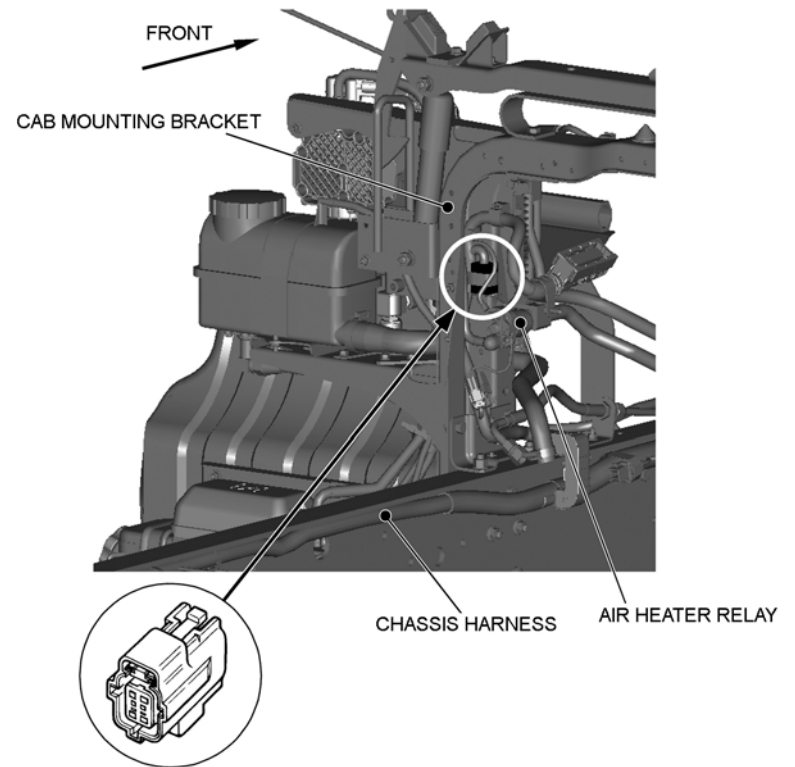


Fig. 4 Installation procedure

WBM846C



4-pin female EJ-II type connector (black) (EJ04FB)

Fig. 5 Location of engine control lever connector

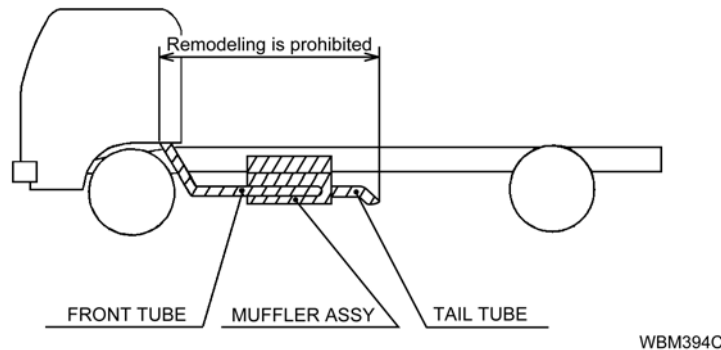
WBM847C

REMODELING THE EXHAUST EMISSION SYSTEM

CAUTION

- The muffler and exhaust tubes have the exhaust emission control function. Remodeling of the exhaust emission system is prohibited.

Remodeling of the exhaust emission system may not only affect the exhaust emission control function but also cause a trouble of the devices. Do not remodel the exhaust emission system.



HANDLING OF MUFFLER

- The muffler is equipped with the exhaust temperature sensors, the Nox sensors, the pressure sensors and the dosing module.
- Harness are connected to the sensor and the unit. And also hoses are connected to the dosing module. When installing or arranging the attachments on the body installation, exercise due care to the harness and the hoses.
- Damage to those components may result in a failure of the exhaust emission control devices.

PRECAUTION WHEN PAINTING AROUND MUFFLER AND SUPPLY MODULE

- The muffler, the exhaust pipes, the sensors connected to the muffler, the dosing module, the harness, the hoses or the supply module shall not be painted. Before painting, apply masking to those parts to prevent paint from adhering to them.
- If paint adheres to the muffler unit or exhaust pipes, burning of paint may be caused by heat, leading to emission of smoke or abnormal smell. As a result, the performance of the system may be seriously damaged.

Also, if paint gets into the sensor or other parts, a trouble may occur. Carefully apply masking to the connector portions, especially.

PRECAUTIONS WHEN INSTALLING EQUIPMENT NEAR EXHAUST SYSTEM COMPONENTS

(1) Above the muffler

- 1) Refer to the following table for the heat-resistant temperature of equipment and the required distance from the heat insulation panel above the muffler. Install the equipment with sufficient clearance from the heat insulation panel above the muffler in accordance with the heat-resistant temperature of the equipment.

Heat-resistant temperature of equipment Unit: °F (°C)	Distance from heat insulation panel above muffler Unit: inch (mm)
176 (80)	0.79 (20) or more
158 (70)	2.36 (60) or more

- 2) When it is not possible to provide sufficient clearance for the equipment's heat-resistant temperature, take necessary measures such as adding a heat insulation panel or heat insulation material.

(2) Exhaust system components other than those above the muffler

- 1) Refer to the following table for the heat-resistant temperature of equipment and the required distance from exhaust system components.
Install the equipment with sufficient clearance from the exhaust system components in accordance with the heat-resistant temperature of the equipment.

Heat-resistant temperature of equipment Unit: °F (°C)	Distance from exhaust system components Unit: inch (mm)
212 (100)	5.91 (150) or more
176 (80)	7.87 (200) or more

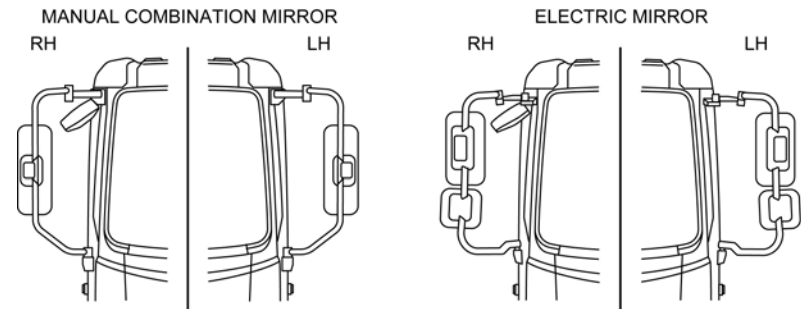
- 2) The following table shows the heat-resistant temperature of equipment and the required distance from the added heat insulation panel when the heat insulation panel (iron plate only) is added at 0.79 inches (20 mm) from an exhaust system component.
Install the equipment with sufficient clearance from the added heat insulation panel in accordance with the heat-resistant temperature of the equipment.

Heat-resistant temperature of equipment Unit: °F (°C)	Distance from added heat insulation panel Unit: inch (mm)
212 (100)	0.79 (20) or more
176 (80)	2.36 (60) or more

- 3) When it is not possible to provide sufficient clearance for the equipment's heat-resistant temperature, take necessary measures such as adding a heat insulation panel or heat insulation material.

PROCEDURE FOR RELOCATING THE OUTSIDE MIRRORS

- When installing a body with a 102-inch width, it is necessary to relocate the outside mirrors.
When installing a rear body with a 102-inch width, perform the relocation operation for both the right and the left mirrors.
- Schematic drawings for the installation of the mirrors for each body specification are shown below:

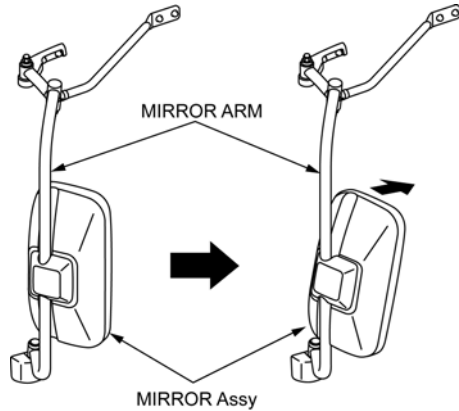


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PROCEDURE FOR RELOCATING

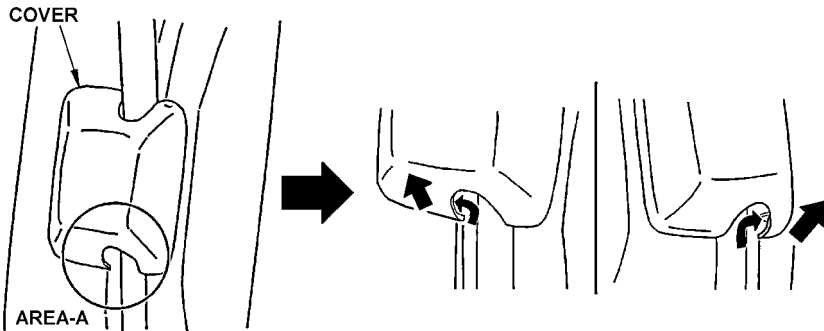
- The procedure is the same for both the right and the left mirrors assembly.

1) Tilt the top of the mirror assembly out.



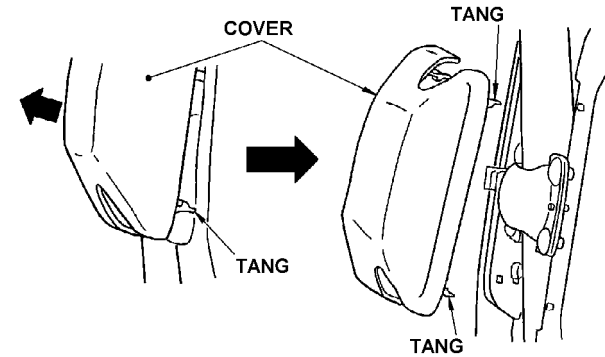
WBM380C

2) There is clearance (area A) at the notch of the cover, and using this clearance, pull the cover toward the direction of the arrow, and then pry out the tang of the cover (2 areas at the bottom side).



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3) When the tangs on the bottom side are pried open, then pull the cover and remove it.

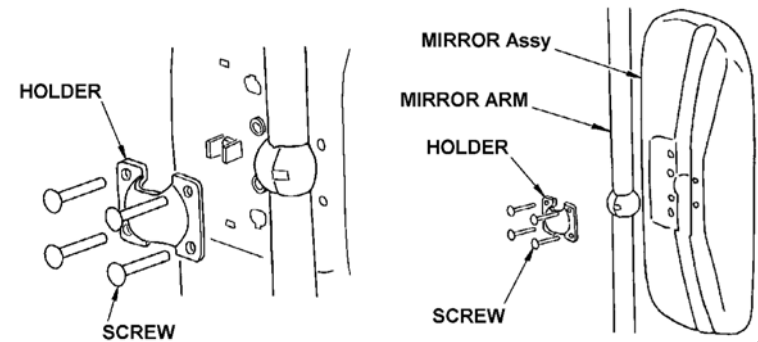


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4) Remove the harness connector. (Vehicle with Electric mirror)

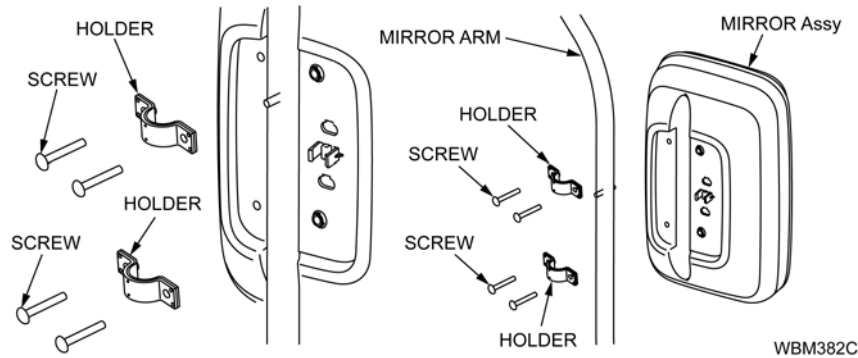
5) Loosen the (4) screws on the holder, and remove the holder as well as the mirror assembly.

MANUAL COMBINATION MIRROR AND SIDE UNDER MIRROR



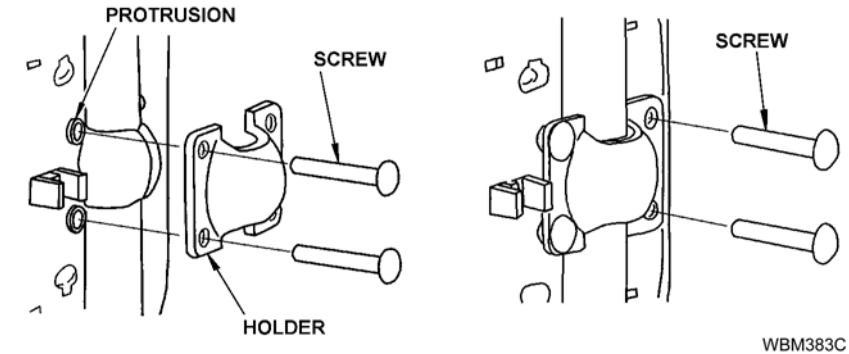
WBM381C

ELECTRIC MIRROR



WBM382C

MANUAL COMBINATION MIRROR AND SIDE UNDER MIRROR



WBM383C

6) Remove the mirror assembly on the opposite side using the same procedure as in step 5).

7) Install the mirror assembly from the right to the left side, and the mirror assembly from the left to the right side.

8) Attach the mirror assembly to the mirror arm and the ball joint using the (4) screws.

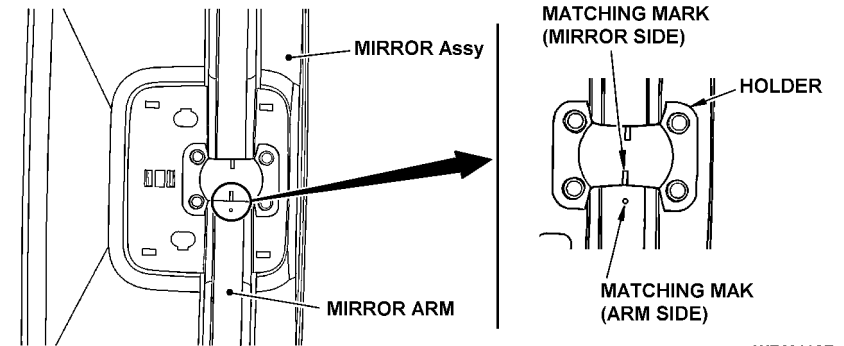
Tighten the protruding side of the mirror assembly first and then tighten the screws on the opposite side.

Caution:

- Align the matching marks on the mirror holder(s) and the mirror arm(s). (Manual combination mirror and side under mirror)
- Align the matching pin on the mirror arm. (Electric mirror)

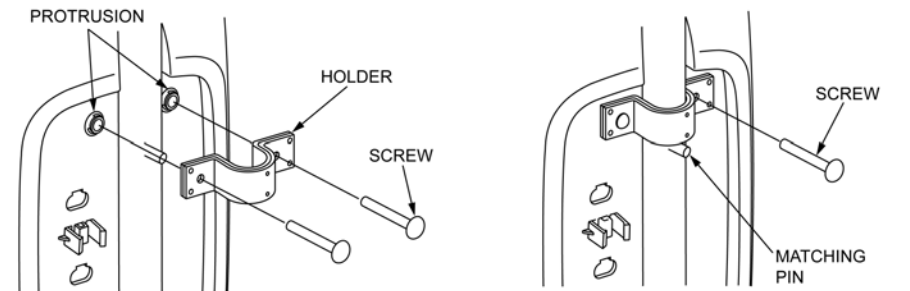
Screw tightening torque:

3.17-4.70 ft•lbf {4.30-6.37 N•m, 0.44-0.65 kgf•m}

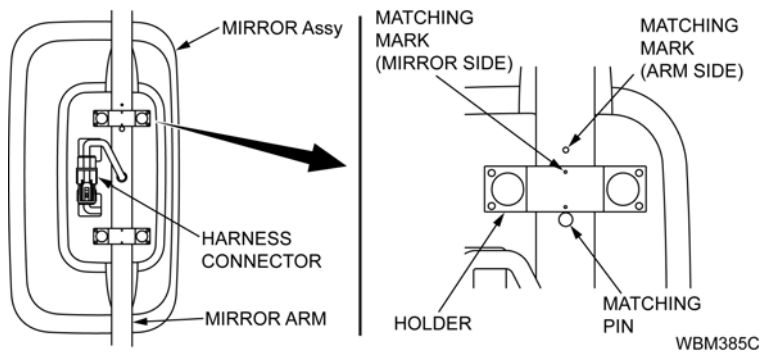


WBM410B

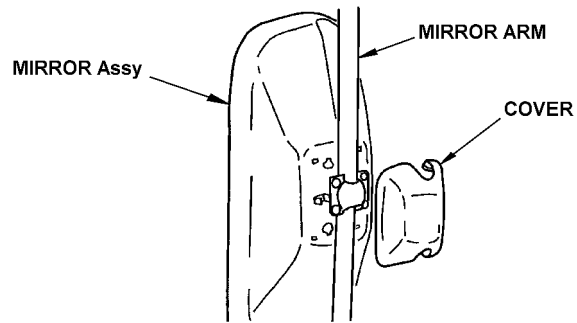
ELECTRIC MIRROR



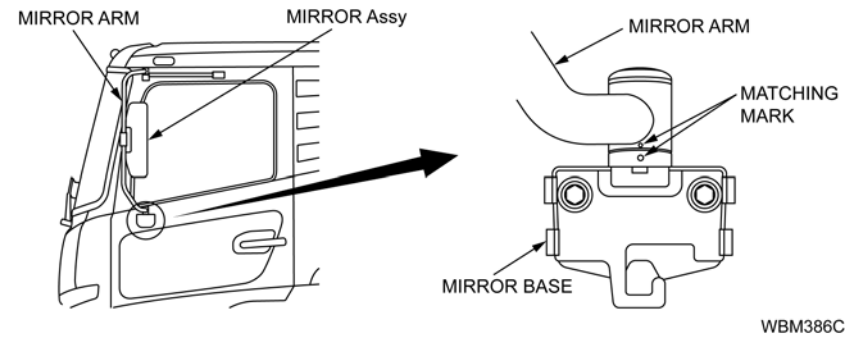
WBM384C



- 9) Install the harness connector. (Vehicles with Electric mirror)
- 10) Install the cover by snapping it into place.



- 11) After the mirror relocation, adjust the mirrors and confirm the rear view by aligning the matching marks at the mirror arm and mirror base.



WIRING DIAGRAM INFORMATION

HOW TO READ WIRING DIAGRAM

The electric wiring diagram and other electric informations contained in this guide use abbreviations, symbols, and numbers. This chapter explains their meanings and how to read the wiring diagrams.

NOTE: Other detail electric informations of chassis-cab, please refer to the "UD Trucks Corporation SERVICE MANUAL".

Parts Abbreviation

The parts abbreviation indicates the name, location and condition of each part, such as a switch, meter or light.

ABBREVIATION	MEANINGS
ON	Switch on
OFF	Switch off
ACC	Accessory
ST	Start
RH	Right hand
LH	Left hand
AOH	Air-over-hydraulic brake
TEMP	Engine coolant temperature
W/L	Warning light
I/L	Indicator light
MAIN H.	Main harness
CHASSIS H.	Chassis harness
ENGINE H.	Engine harness
TAIL H.	Tail harness
FLOOR UPPER H.	Floor upper harness
FLOOR H.	Floor harness
BODY SIDE H.	Body side harness
DOOR H.	Door harness
EXH	Exhaust
IGN	Ignition
M/G VALVE	Magnetic valve
WAT	Water
SW	Switch

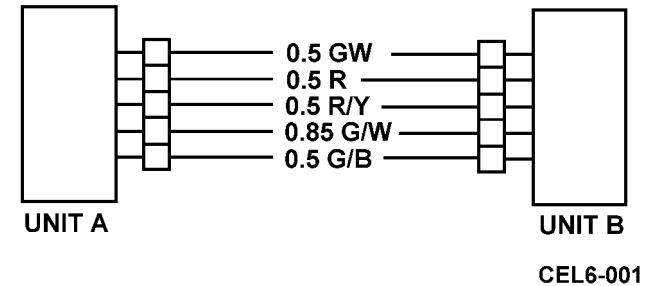
ABBREVIATION	MEANINGS
BATT	Battery
SMJ	Super multiple junction

Circuit Connection

A circuit connection is indicated by lines showing the electric wires connecting the electrical devices.

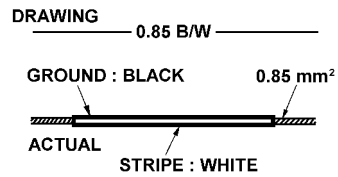
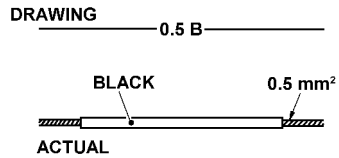
Wire Size and Color code

The number indicates the size of the wire (nominal sectional area of the conductor, mm²), and the letter at the end of each number indicates the color of the covering.



Wire color code and Symbol

The color of a wire covering is indicated by an alphabetic symbol. If there are two symbols, the first symbol indicates the ground color of the covering and the second one the color of the marking (stripe).

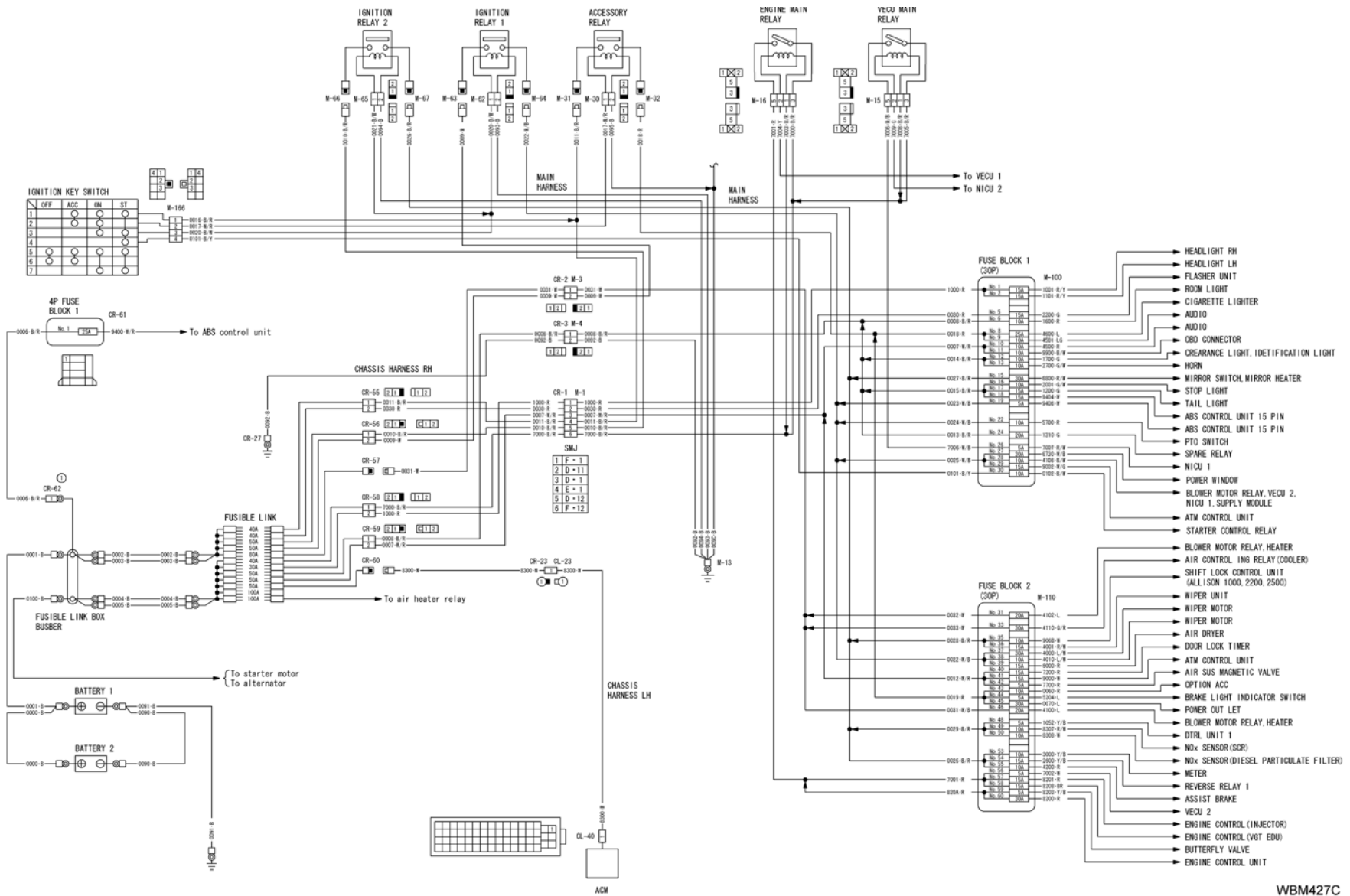


CEL6-002

The alphabetical symbols are as follows.

Alphabetical symbol	Color	Mainly-used locations (Circuit name)
W	White	Power supply
B	Black	Grounding (earth)
R	Red	Lighting
Y	Yellow	Meter
G	Green	Signal
L	Blue	Window wiper
BR	Brown	
LG	Light green	
OR	Orange	
P	Pink	
PU	Purple	
GY	Gray	
SB	Sky blue	
DG	Dark green	
CH	Charcoal	

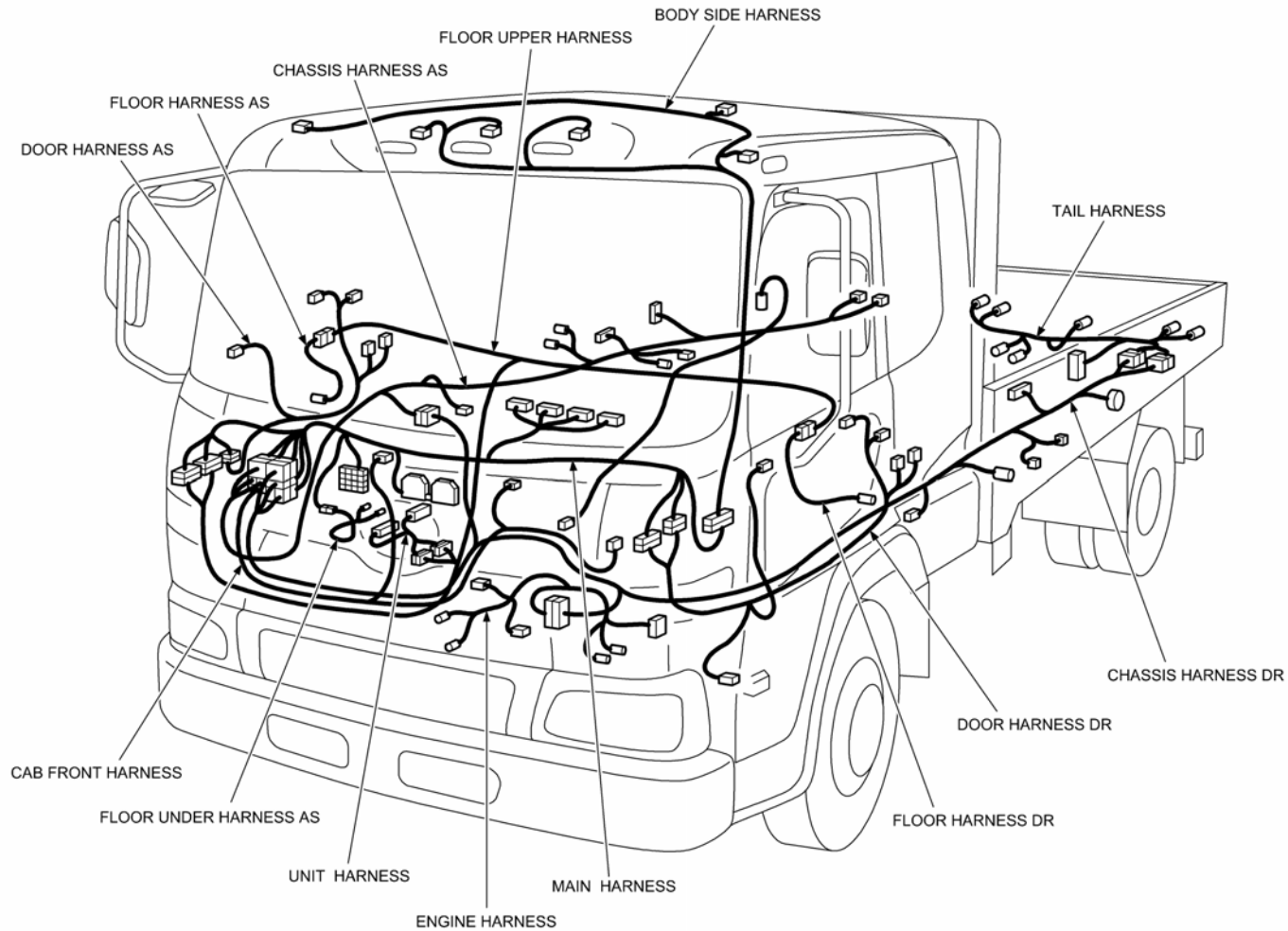
CIRCUIT PROTECTOR CIRCUIT DIAGRAM



WBM427C

SIMPLIFIED LAYOUT OF HARNESS SCHEMATIC DIAGRAM

The schematic diagram illustrates how each harness (main harness, chassis harness, floor upper harness, body side harness, etc.) is wired on the actual vehicle. Depending on the vehicle model, however, the arrangements of the wires and units may sometimes be different, so the respective schematic diagrams must be carefully checked to see if they coincide with the arrangements in the actual vehicle.



WBM428C

CAB HARNESS

<CAB FRONT HARNESS>

No.	PARTS NAME
CF-1	MAIN HARNESS (M-8)
CF-2	WIPER MOTOR
CF-3	WASHER MOTOR
CF-4	STOP LIGHT SWITCH 1
CF-5	STOP LIGHT SWITCH 2
CF-6	ASCD BRAKE SWITCH
CF-7	OUT TEMP SENSOR
CF-8	FRONT TURN LIGHT DR

<FLOOR UNDER HARNESS AS>

No.	PARTS NAME
NR-1	MAIN HARNESS AS (M-57)
NR-2	CONDENSER MOTOR
NR-3	COOLER PRESSURE SWITCH

<UNIT HARNESS>

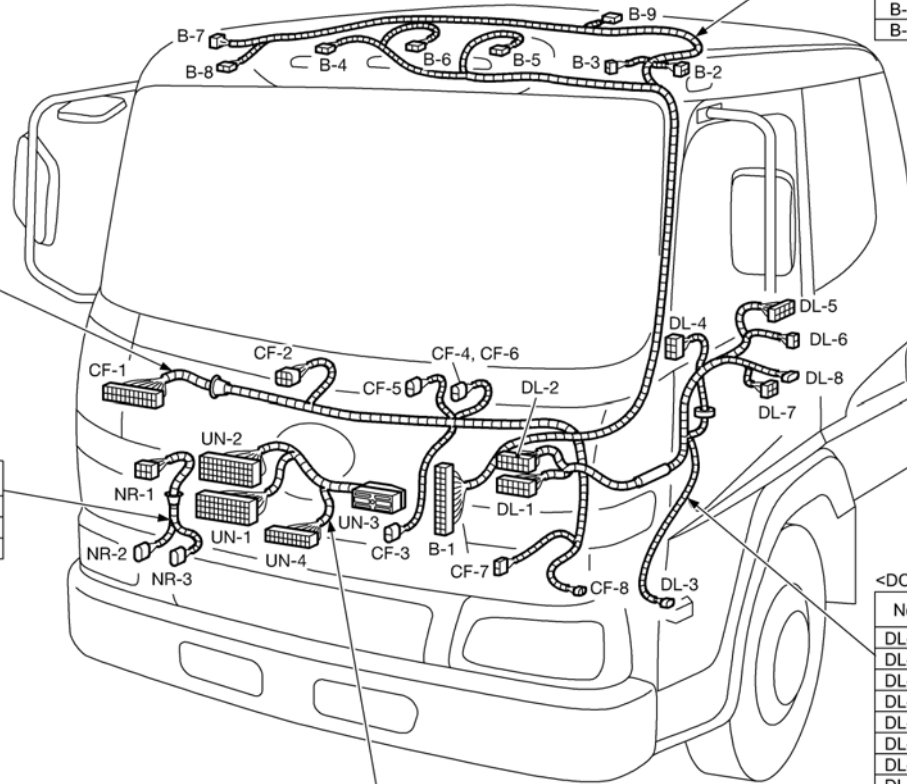
No.	PARTS NAME
UN-1	FLOOR UPPER HARNESS 1 (U-5)
UN-2	FLOOR UPPER HARNESS 2 (U-6)
UN-3	ATM CONTROL UNIT
UN-4	SHIFT LOCK CONTROL UNIT

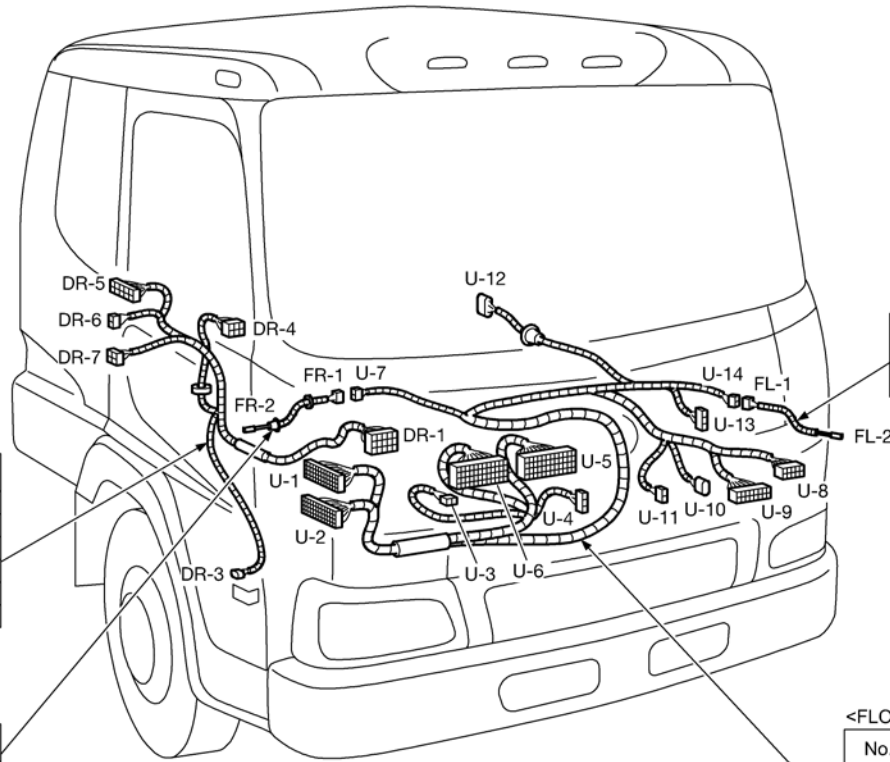
<BODY SIDE HARNESS>

No.	PARTS NAME
B-1	MAIN HARNESS (M-173)
B-2	FRONT CLEARANCE LIGHT DR
B-3	FRONT SPEAKER DR
B-4	FRONT INDICATOR LIGHT AS
B-5	FRONT INDICATOR LIGHT DR
B-6	FRONT INDICATOR LIGHT CENTER
B-7	FRONT CLEARANCE LIGHT AS
B-8	FRONT SPEAKER AS
B-9	SPOT LIGHT DR

<DOOR HARNESS DR>

No.	PARTS NAME
DL-1	MAIN HARNESS DR 1 (M-171)
DL-2	MAIN HARNESS DR 2 (M-172)
DL-3	FRONT SIDE TURN LIGHT DR
DL-4	MIRROR HARNESS DR
DL-5	POWER WINDOW SWITCH DR
DL-6	POWER WINDOW MOTOR DR
DL-7	KEYLESS ACTUATOR DR 1
DL-8	KEYLESS ACTUATOR DR 2





<DOOR HARNESS AS>

No.	PARTS NAME
DR-1	MAIN HARNESS AS (M-12)
DR-3	FRONT SIDE TURN LIGHT AS
DR-4	MIRROR HARNESS AS
DR-5	POWER WINDOW SWITCH AS
DR-6	POWER WINDOW MOTOR AS
DR-7	KEYLESS ACTUATOR AS

<FLOOR HARNESS AS>

No.	PARTS NAME
FR-1	FLOOR UPPER HARNESS AS (U-7)
FR-2	DOOR SWITCH AS

<FLOOR HARNESS DR>

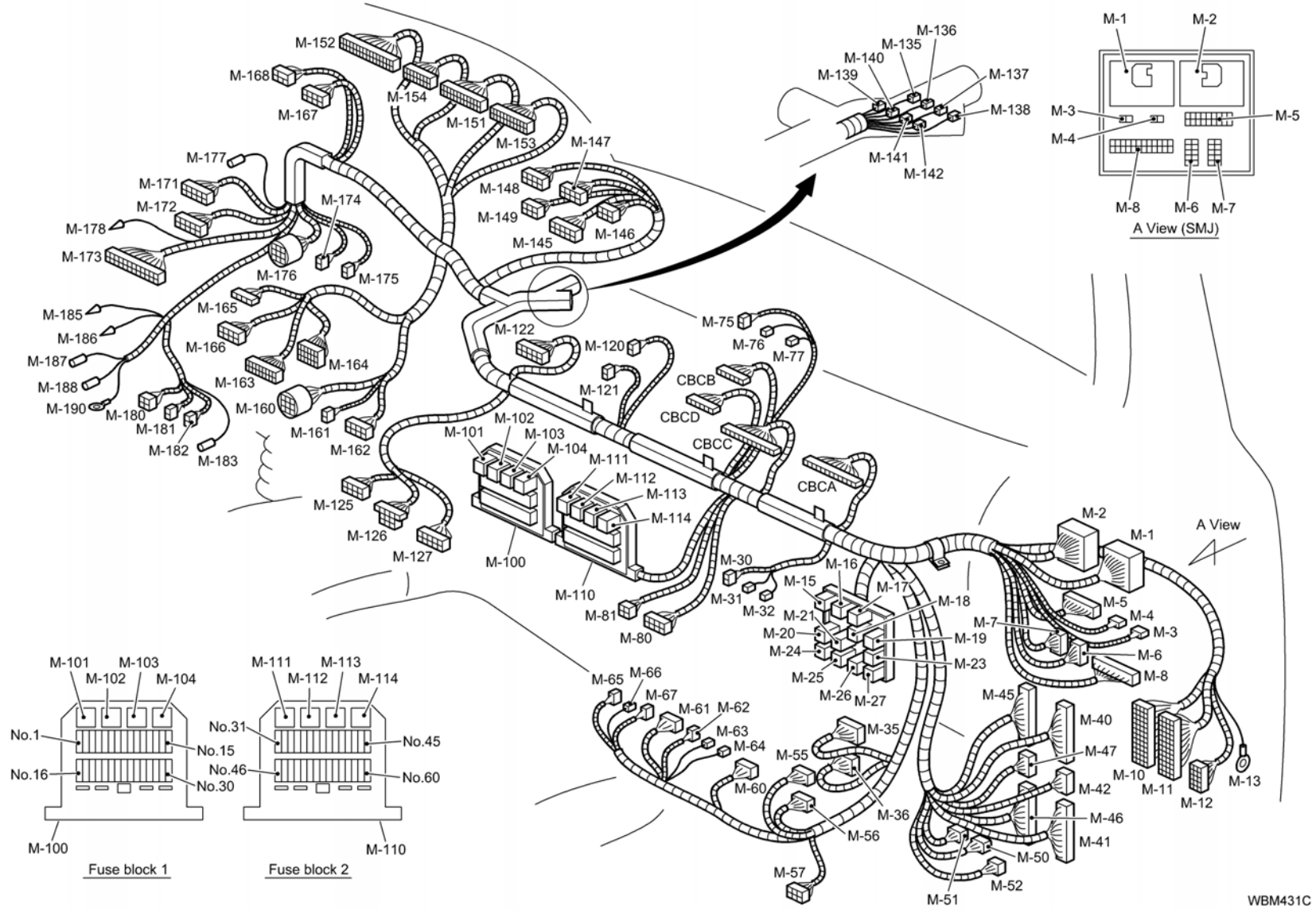
No.	PARTS NAME
FL-1	FLOOR UPPER HARNESS DR (U-14)
FL-2	DOOR SWITCH DR

<FLOOR UPPER HARNESS>

No.	PARTS NAME
U-1	MAIN HARNESS 1 (M-10)
U-2	MAIN HARNESS 2 (M-11)
U-3	DIODE F
U-4	AIR SUS BUZZER
U-5	UNIT SUB HARNESS 1 (UN-1)
U-6	UNIT SUB HARNESS 2 (UN-2)
U-7	FLOOR HARNESS AS (FR-1)
U-8	SHIFT DVC
U-9	SHIFT SELECTOR
U-10	LOW AIR CANCEL SWITCH
U-11	BRAKE LIGHT INDICATOR SWITCH
U-12	TILT LOCK SWITCH
U-13	SEAT BELT SWITCH DR
U-14	FLOOR HARNESS DR

WBM430C

MAIN HARNESS

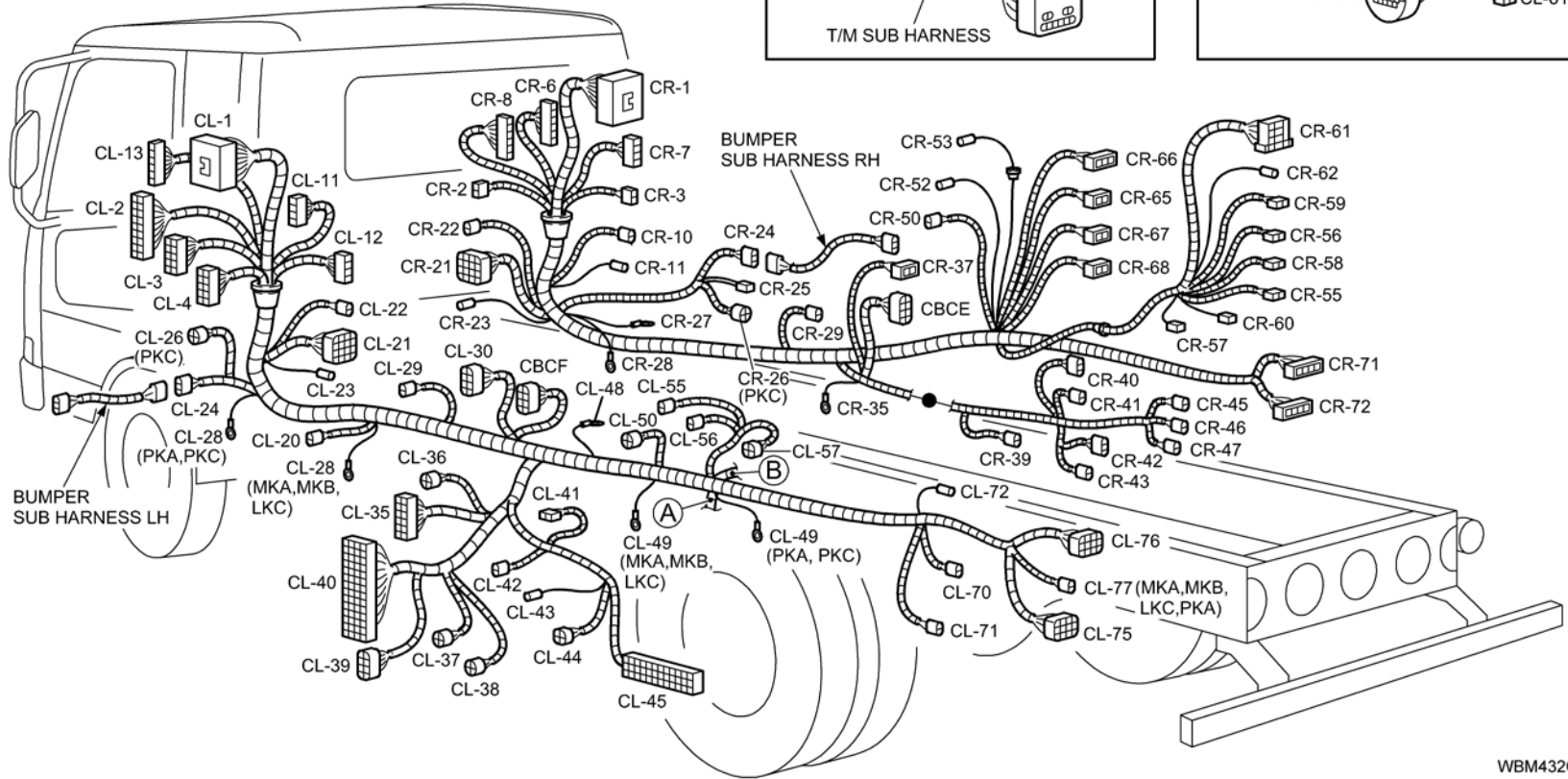
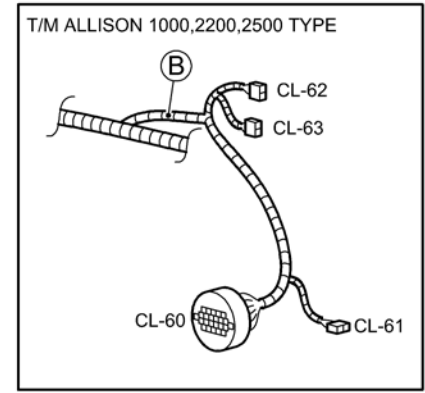
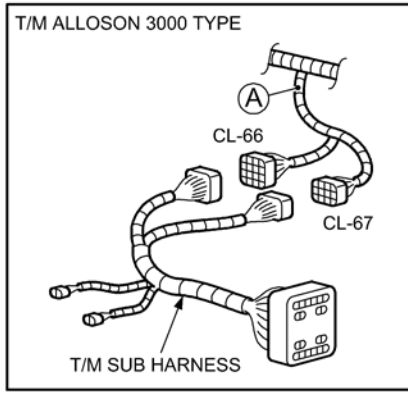
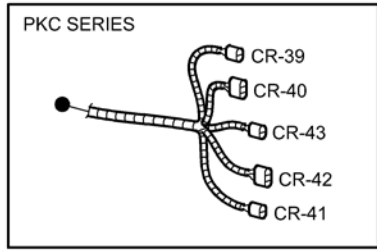
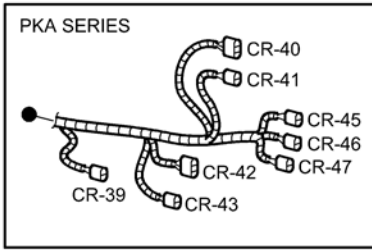


WBM431C

MAIN HARNESS

M-1	Chassis harness MA1 (CR-1)	M-60	Working light buzzer	M-139	Diode E
M-2	Chassis harness MA2 (CL-2)	M-61	Door lock timer	M-140	Diode K
M-3	Chassis harness MA3 (CR-3)	M-62	Ignition relay 1-1	M-141	Diode J
M-4	Chassis harness MA4 (CR-4)	M-63	Ignition relay 1-2	M-142	CAN resister
M-5	Chassis harness MA5 (CL-5)	M-64	Ignition relay 1-3	M-145	Mirror heater switch
M-6	Chassis harness MA6 (CL-6)	M-65	Ignition relay 2-1	M-146	ASCD (auto cruise) main switch
M-7	Chassis harness MA7 (CL-7)	M-66	Ignition relay 2-2	M-147	Power mode switch (ALLISON 1000, 2200,2500)
M-8	Cab front harness (CF-1)	M-67	Ignition relay 2-3	M-148	Display mode switch
M-10	Floor upper harness 1 (U-1)	CBCA	CAN bus connector A	M-149	Air suspension down switch
M-11	Floor upper harness 2 (U-2)	CBCC	CAN bus connector C	M-151	Meter cluster 1
M-12	Door harness AS (DR-1)	CBCD	CAN bus connector D	M-152	Meter cluster 2
M-13	Earth AS	CBCB	CAN bus connector B	M-153	Meter cluster 3
M-15	VECU main relay	M-75	Blower motor relay 1	M-154	Meter cluster 4
M-16	Engine main relay	M-76	Blower motor relay 2	M-160	OBD connector
M-17	Starter control relay	M-77	Blower motor relay 3	M-161	Accelerator switch
M-18	Air booster hold relay	M-80	Air conditioner sub harness 1	M-162	Accelerator sensor
M-19	T/M PTO relay 1	M-81	Air conditioner sub harness 2	M-163	Combination switch 1
M-20	T/M PTO relay 2	M-100	Fuse block 1 (30P)	M-164	Combination switch 2
M-21	Neutral parking relay	M-101	Reverse relay 1	M-165	Key lock solenoid
M-23	Mirror heater relay	M-102	Parking relay	M-166	Ignition key switch
M-24	Headlight RH relay 2	M-103	Air conditioner ignition relay	M-167	T/M PTO switch
M-25	Headlight LH relay 2	M-104	Spare relay	M-168	Idle volume
M-26	ABS relay (Hydraulic)	M-110	Fuse block 2 (30P)	M-171	Door harness DR 1 (DL-1)
M-27	Air suspension relay	M-111	Tail light relay	M-172	Door harness DR 2 (DL-2)
M-30	Accessory relay 1	M-112	Headlight LH relay 1	M-173	Body side harness (B-1)
M-31	Accessory relay 2	M-113	Headlight RH relay 1	M-174	Clutch switch 1
M-32	Accessory relay 3	M-114	Idle light relay	M-175	Clutch switch 2
M-35	ABS control unit 18 pin (Pneumatic)	M-120	Cigarette lighter	M-176	ATM diagnosis connector
M-36	ABS control unit 15 pin (Pneumatic)	M-121	Power outlet	M-177	Junction PTO 1
M-40	VECU 1	M-122	Audio	M-178	Junction PTO 2
M-41	VECU 2	M-125	Warm up switch	M-180	Brake checker
M-42	VECU 3	M-126	Diesel particulate filter switch	M-181	ACM checker
M-45	NICU 1	M-127	Mirror switch	M-182	Diode PTO
M-46	NICU 2	M-130	Flasher unit 1	M-183	Brake diagnosis switch
M-47	NICU 3	M-131	Flasher unit 2	M-185	Junction A-2
M-50	DRL unit 1	M-132	Keyless entry unit	M-186	Junction B-2
M-51	DRL unit 2	M-133	Low air warning buzzer	M-187	Junction A-1
M-52	Horn relay	M-135	Diode A	M-188	Junction B-1
M-55	Wiper unit 1	M-136	Diode B	M-190	Earth DR
M-56	Wiper unit 2	M-137	Diode C		
M-57	Floor under harness AS (NR-1)	M-138	Diode D		

CHASSIS HARNESS



WBM432C

CHASSIS HARNESS

CHASSIS HARNESS RH

CR-1 Main harness CS 1 (M-1)
 CR-2 Main harness CS 3 (M-3)
 CR-3 Main harness CS 4 (M-4)
 CR-6 Joint connector RH 1
 CR-7 Joint connector RH 2
 CR-8 Joint connector RH 3
 CR-10 Front turn light (RH)
 CR-11 Cab panel earth 2
 CR-21 Chassis harness LH 1 (CL-21)
 CR-22 Chassis harness LH 2 (CL-22)
 CR-23 Chassis harness LH 3 (CL-23)
 CR-24 Bumper sub harness RH
 CR-25 Horn switch
 CR-26 ABS modulator front RH
 CR-27 Frame earth 2
 CR-28 Frame earth 6
 CR-29 ABS wheel speed sensor front RH
 CR-35 Frame earth 1
 CBCE CAN bus connector E
 CR-37 Exhaust temp sensor pre cat
 CR-39 Air dryer
 CR-40 Front air pressure sensor
 CR-41 Air pressure switch 2
 CR-42 Rear air pressure sensor
 CR-43 Air pressure switch 1
 CR-45 Brake fluid level switch
 CR-46 Air booster stroke switch 1
 CR-47 Air booster stroke switch 2
 CR-50 Exhaust brake valve
 CR-52 Air heater relay 2
 CR-53 Fusible link block 3
 CR-55 Fusible link block 5
 CR-56 Fusible link block 6
 CR-57 Fusible link block 7
 CR-58 Fusible link block 8
 CR-59 Fusible link block 9
 CR-60 Fusible link block 10
 CR-61 4P fuse block 1

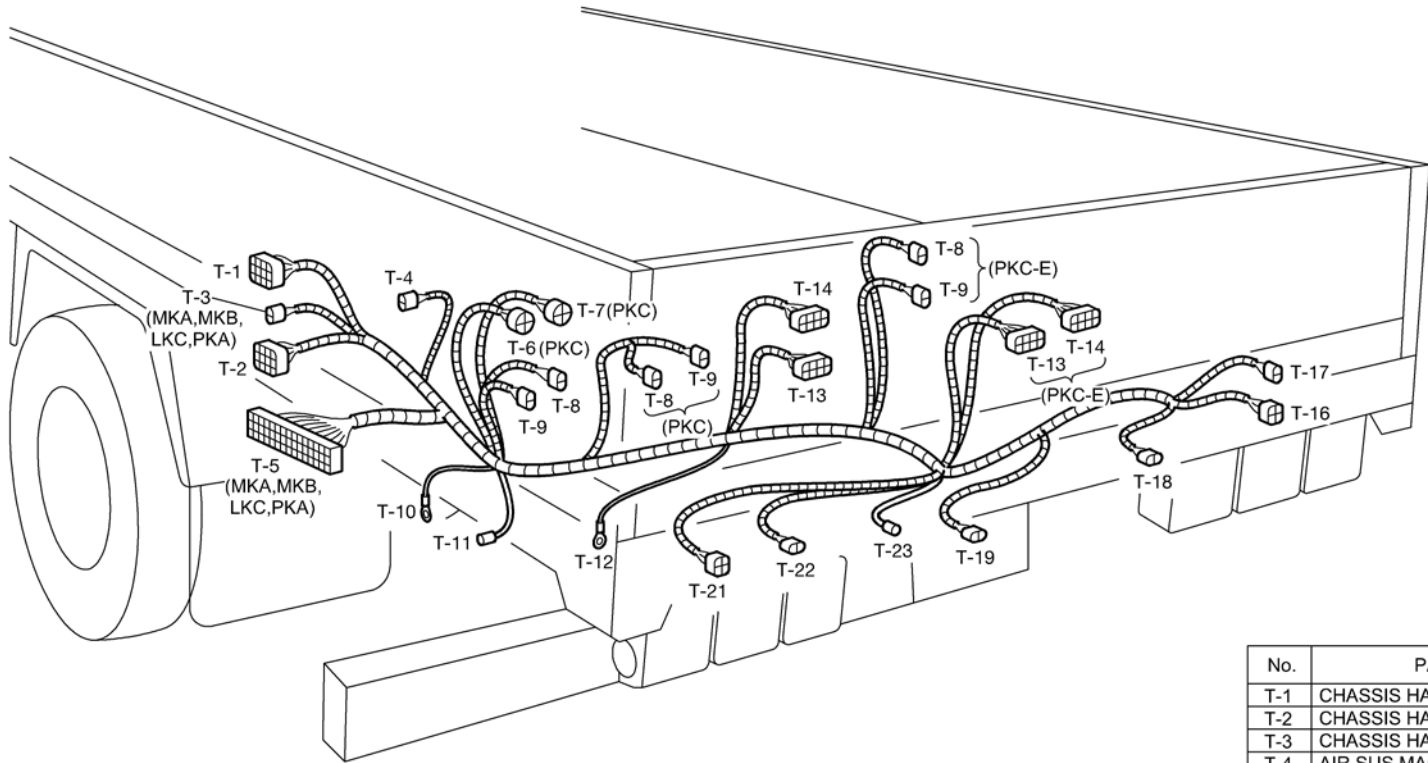
CR-62 Battery 4P fuse 1
 CR-65 Dosing module
 CR-66 Diesel particulate filter delta pressure sensor
 CR-67 Exhaust temp sensor diesel particulate filter
 CR-68 Exhaust temp sensor post cat
 CR-71 NOX sensor diesel particulate filter
 CR-72 NOX sensor SCR

CHASSIS HARNESS LH

CL-1 Main harness CS 2 (M-2)
 CL-2 Main harness CS 5 (M-5)
 CL-3 Main harness CS 6 (M-6)
 CL-4 Main harness CS 7 (M-7)
 CL-11 Joint connector LH 1
 CL-12 Joint connector LH 2
 CL-13 Joint connector LH 3
 CL-20 PTO accelerator sensor
 CL-21 Chassis harness RH 1 (CR-21)
 CL-22 Chassis harness RH 2 (CR-22)
 CL-23 Chassis harness RH 3 (CR-23)
 CL-24 Bumper sub harness LH
 CL-26 ABS modulator front LH (Pneumatic)
 CL-28 Frame earth 5
 CL-29 ABS wheel speed sensor front LH
 CL-30 Junction chassis LH 4
 CBCF CAN bus connector F
 CL-35 Supply module
 CL-36 Coolant valve
 CL-37 Hose heater pressure
 CL-38 Hose heater suction backflow
 CL-39 Joint connector LH 5
 CL-40 ACM
 CL-41 1P fuse block
 CL-42 Air heater relay 1
 CL-43 Air heater relay 4
 CL-44 PTO accelerator sensor
 CL-45 Engine harness
 CL-48 Frame earth 3
 CL-49 Frame earth 4

CL-50 DEF tank sensor
 CL-55 Back up switch
 CL-56 Neutral switch
 CL-57 Speed sensor
 CL-60 Main T/M connector ATM (ALLISON 1000, 2200, 2500)
 CL-61 Output speed sensor
 CL-62 Turbine speed sensor
 CL-63 Engine speed sensor
 CL-66 TM sub harness chassis 1
 CL-67 TM sub harness chassis 2
 CL-70 Fuel gauge unit
 CL-71 PTO magnetic valve
 CL-72 Spare 1
 CL-75 Tail harness 1 (T-1)
 CL-76 Tail harness 2 (T-2)
 CL-77 Tail harness 3 (T-3)

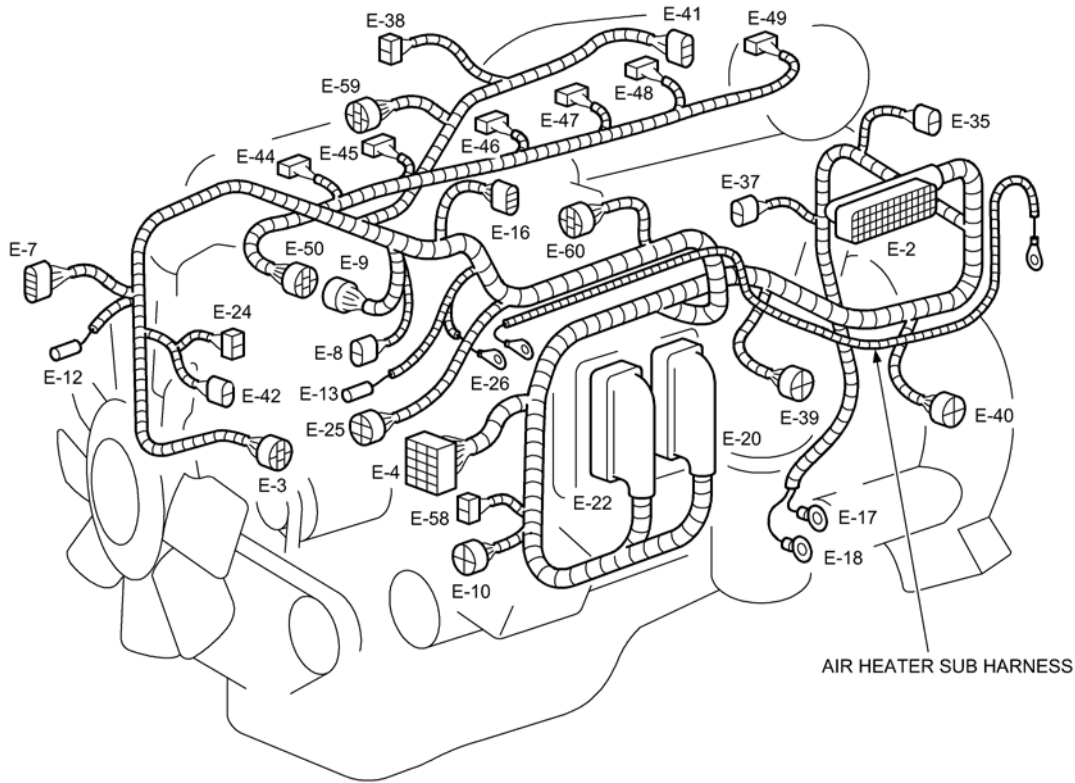
TAIL HARNESS



No.	PARTS NAME
T-1	CHASSIS HARNESS 1 (CL-75)
T-2	CHASSIS HARNESS 2 (CL-76)
T-3	CHASSIS HARNESS 3 (CL-77)
T-4	AIR SUS MAGNETIC VALVE
T-5	ABS CONTROL UNIT(HYDRAULIC)
T-6	ABS MODULATOR REAR RH
T-7	ABS MODULATOR REAR LH
T-8	ABS WHEEL SPEED SENSOR REAR RH
T-9	ABS WHEEL SPEED SENSOR REAR LH
T-10	FRAME EATH 2
T-11	SPARE 2
T-12	FRAME EATH 1
T-13	JOINT CONNECTOR 1
T-14	JOINT CONNECTOR 2
T-16	REAR COMBINATION LIGHT RH
T-17	BACK BUZZER
T-18	BACK LIGHT 2
T-19	LICENCE LIGHT
T-21	REAR COMBINATION LIGHT LH
T-22	BACK LIGHT 1
T-23	OPTION ACCESSORIES

WBM433C

ENGINE HARNESS



No.	PARTS NAME
E-2	CHASSIS HARNESS (CL-45)
E-3	VGT
E-4	VGT EDS
E-7	ALTERNATOR
E-8	COOLANT TEMP SENSOR
E-9	INJECTOR
E-10	OIL PRESSURE SENSOR
E-12	ALTERNATOR
E-13	AIR CONDITIONER COMPRESSOR
E-16	BOOST SENSOR
E-17	STARTER MOTOR
E-18	STARTER MOTOR (C)
E-20	ENGINE CONTROL UNIT (GRAY)
E-22	ENGINE CONTROL UNIT (BLACK)
E-24	FUEL TEMP SENSOR
E-25	INTAKE SLOTOL
E-26	AIR HEATER
E-35	ENGINE SPEED CRANKSHAFT SENSOR
E-37	ENGINE SPEED CAMSHAFT SENSOR
E-38	EGR TEMP SENSOR
E-39	SOLENOID VALVE
E-40	AHI FUEL PRESSURE SENSOR
E-41	EGR SENSOR
E-42	SHUT OFF VALVE
E-44	INJECTOR 1
E-45	INJECTOR 2
E-46	INJECTOR 3
E-47	INJECTOR 4
E-48	INJECTOR 5
E-49	INJECTOR 6
E-50	INJECTOR 7
E-58	OIL LEVEL SENSOR
E-59	EGR VALVE
E-60	RAIL PRESSURE SENSOR

WBM434C

HARNESS CONNECTOR INFORMATION

The symbol of connector in the wiring diagram indicates the number of poles, type, and male or female shape of the terminal from which the connector of an electrical device can be checked.

CHASSIS SIDE

Classification	Type	Drawing examples		Actual		Classification	Type	Drawing examples		Actual	
		Male	Female	Male	Female			Male	Female	Male	Female
C type	2-pole (W)					Z type	2-pole (GY)				
	3-pole (W)						3-pole (GY)				
	4-pole (W)						4-pole (GY)				
	8-pole (W)					S type	3-pole (W)				
M type	2-pole (W)						6-pole (W)				
	4-pole (W)					EJ type	2-pole				
L type	2-pole (B)						3-pole				
	W type	2-pole (W)						4-pole			
3-pole (W)						RS type	2-pole (GY)				
4-pole (W)							6-pole (GY)				

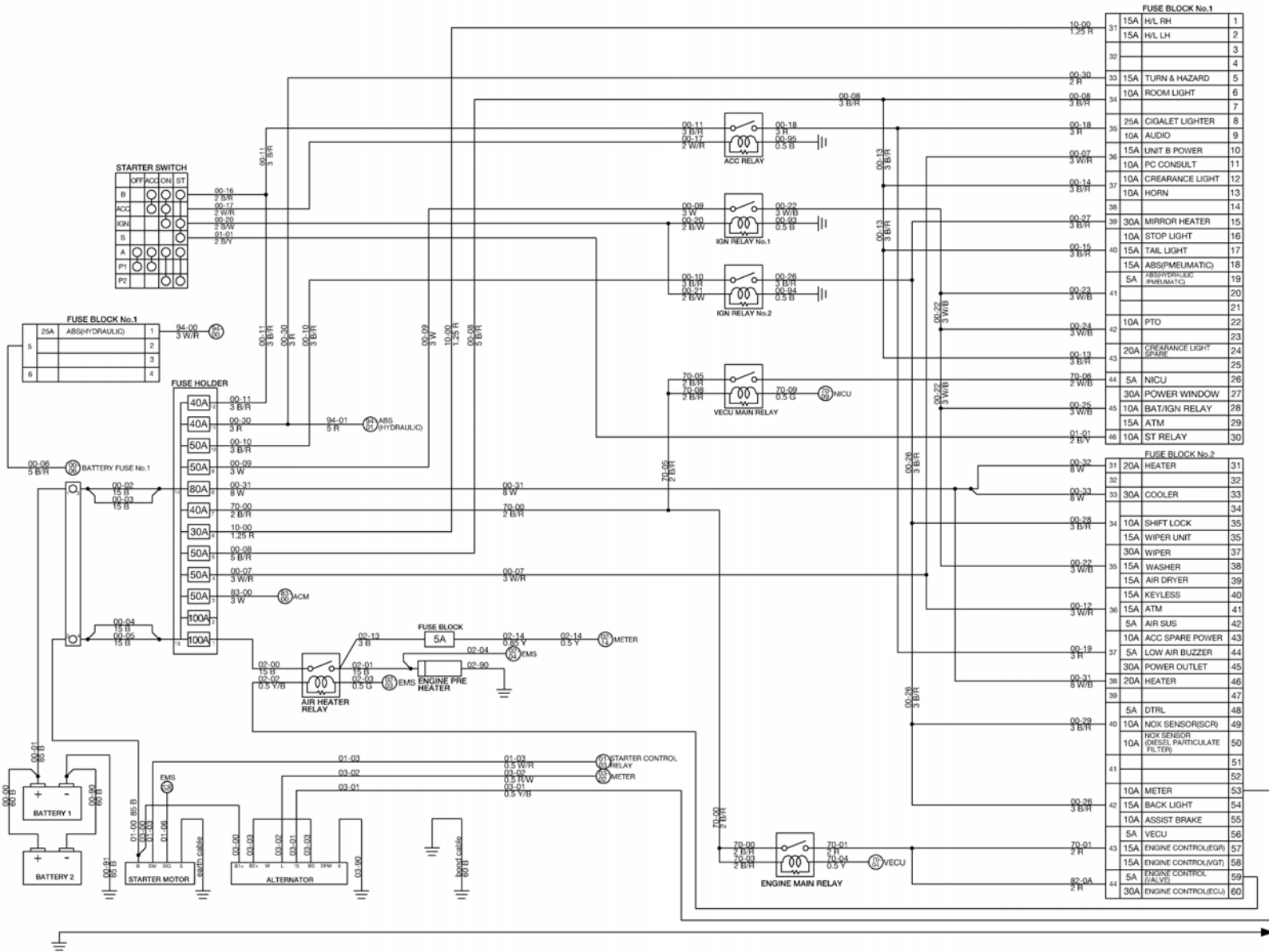
WBM435C

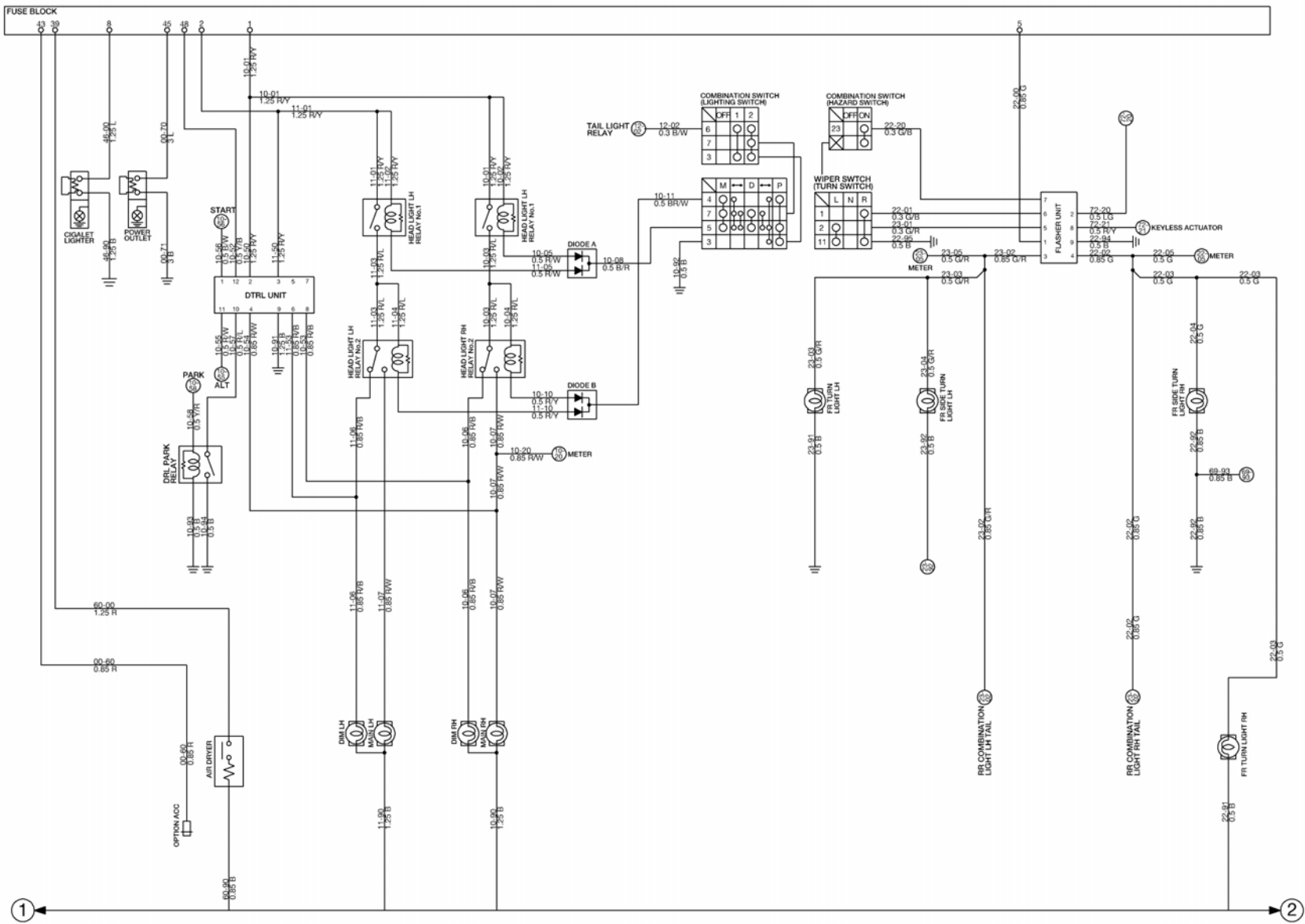
ENGINE SIDE

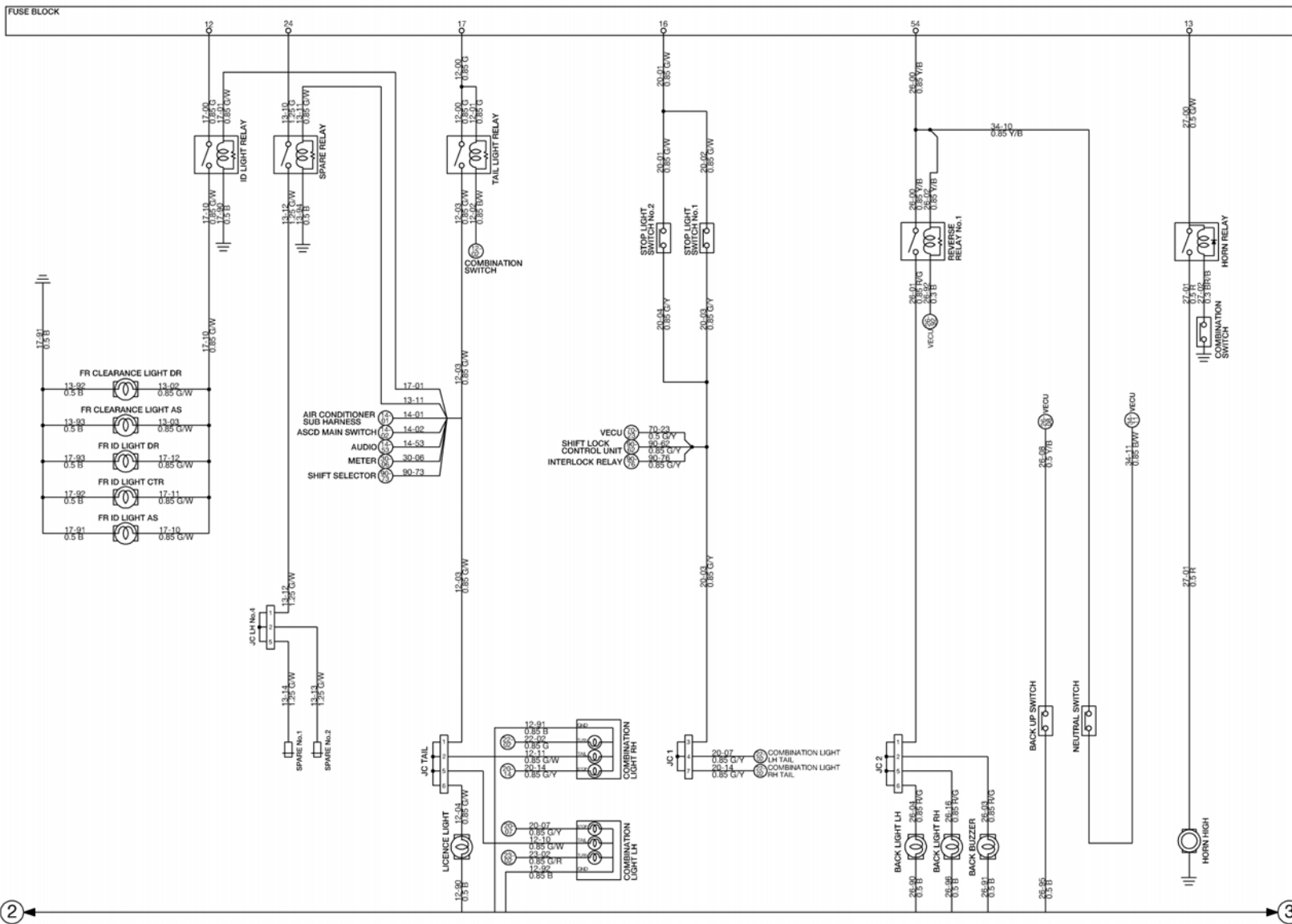
Classification Type	Drawing examples	Actual	Classification Type	Drawing examples	Actual	Classification Type	Drawing examples	Actual
1-pole			2-pole			5-pole		
1-pole			2-pole			5-pole		
1-pole			3-pole			6-pole		
1-pole			3-pole			7-pole		
2-pole			3-pole			8-pole		
2-pole			4-pole			14-pole		
2-pole			4-pole			14-pole		
2-pole			5-pole			16-pole		

WBM436C

CIRCUIT DIAGRAM



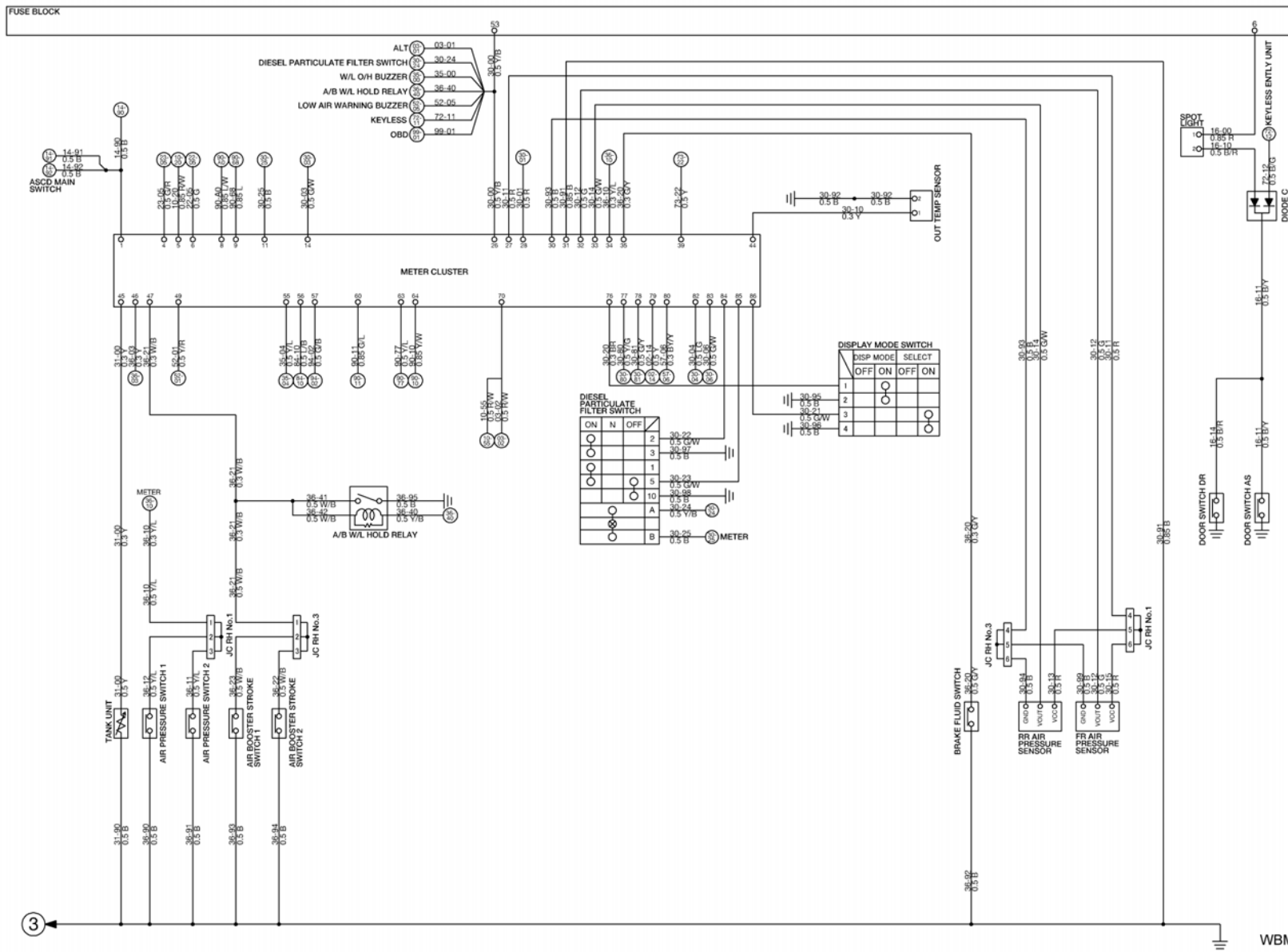




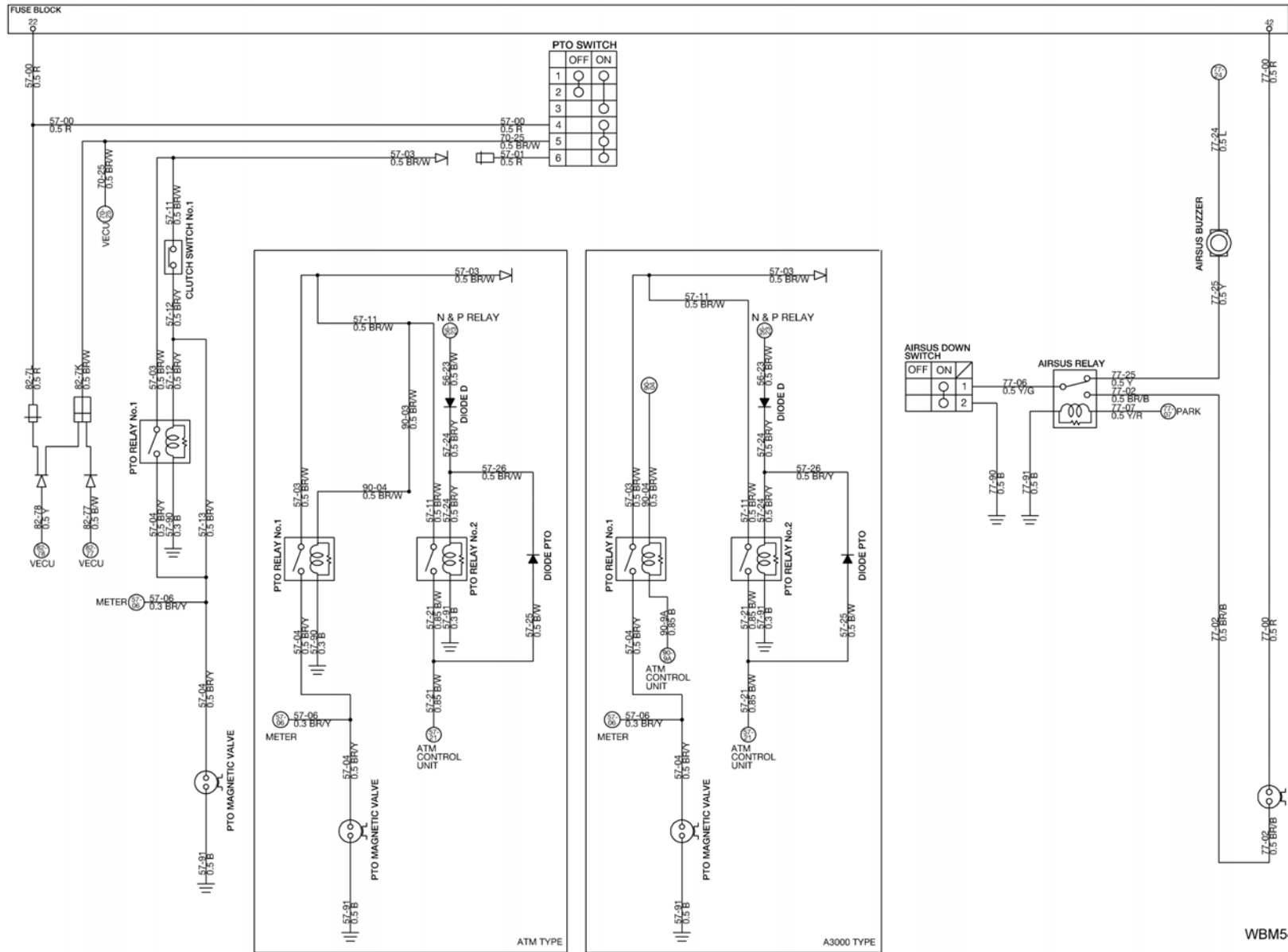
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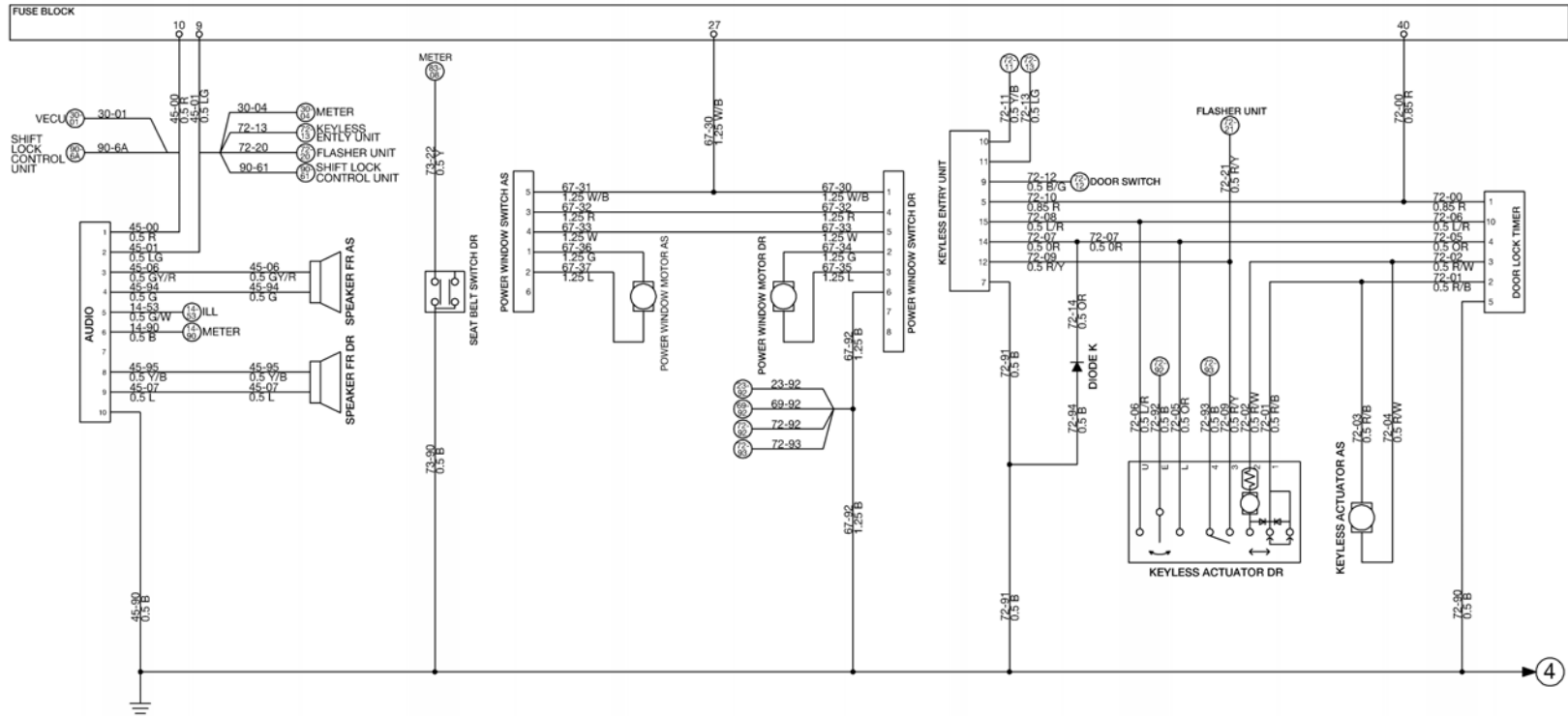
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WBM546C

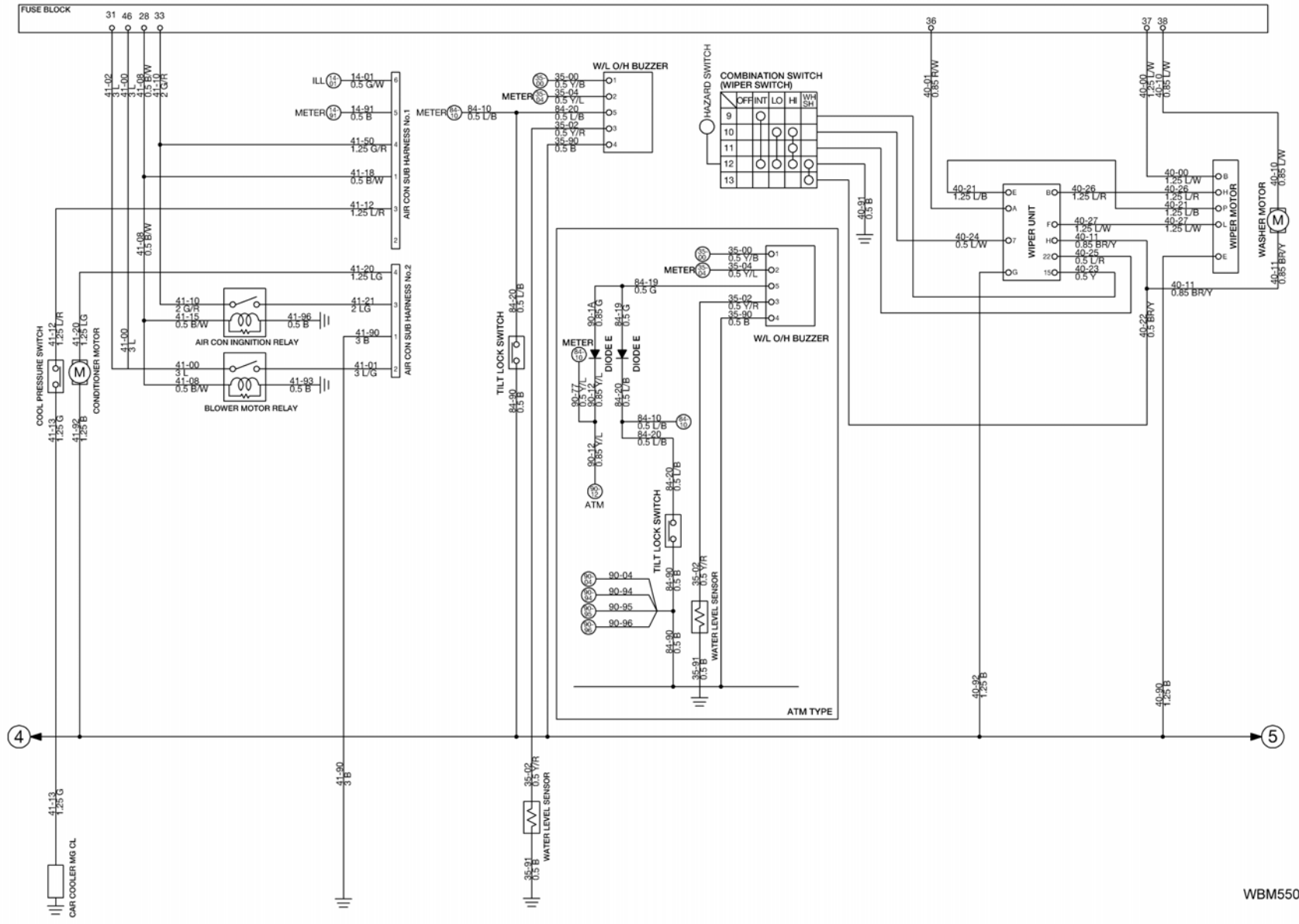


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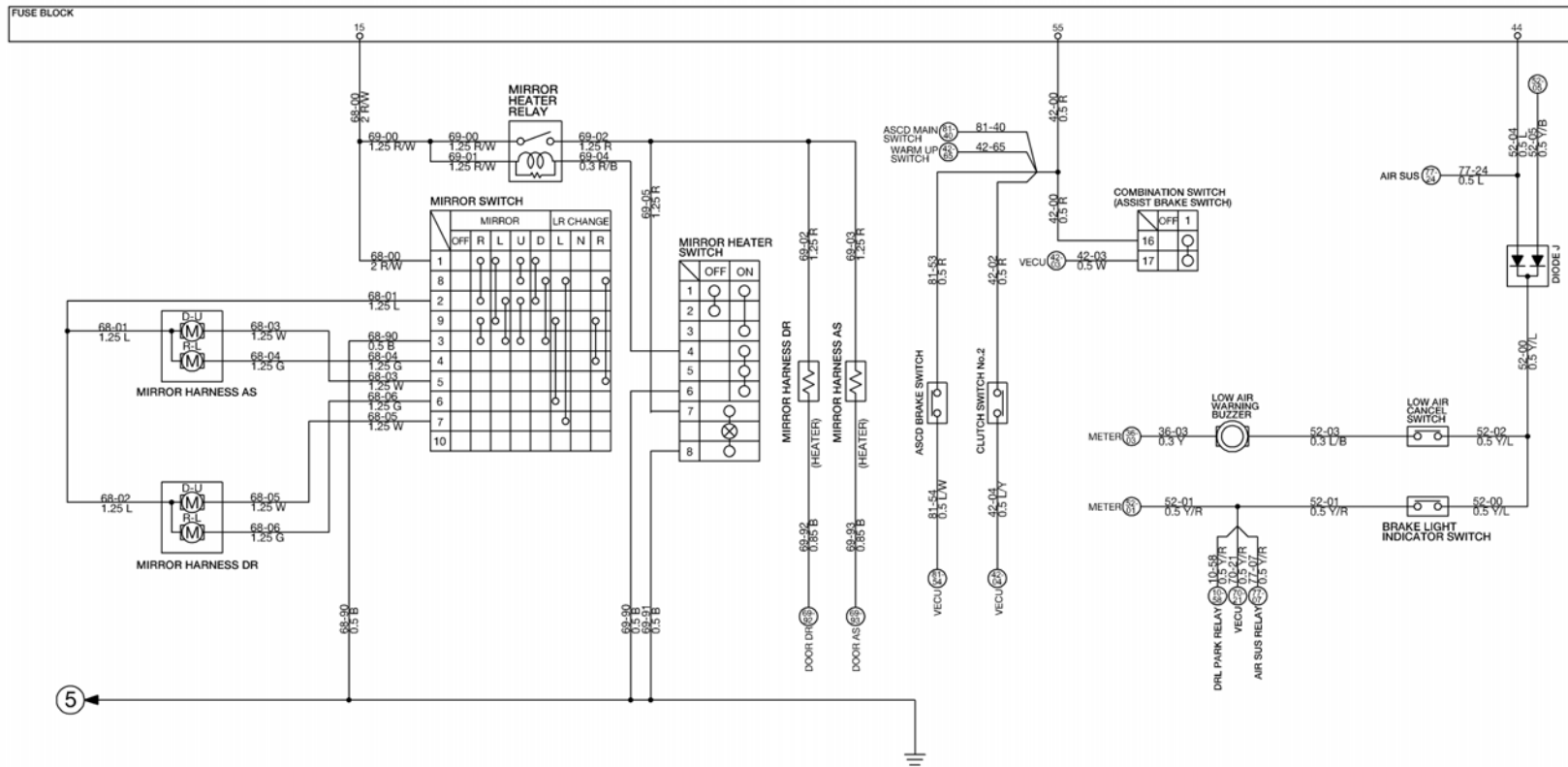




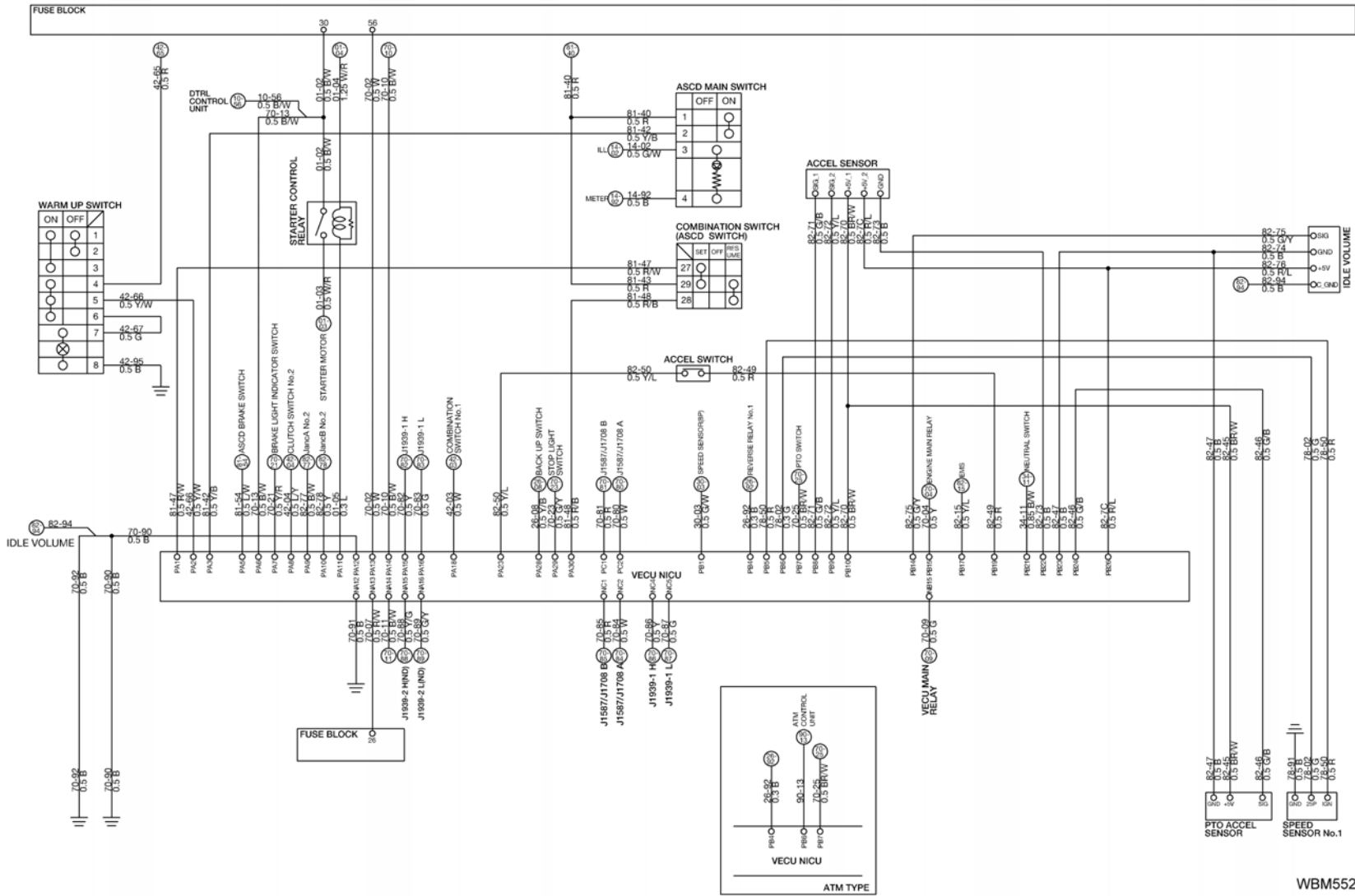
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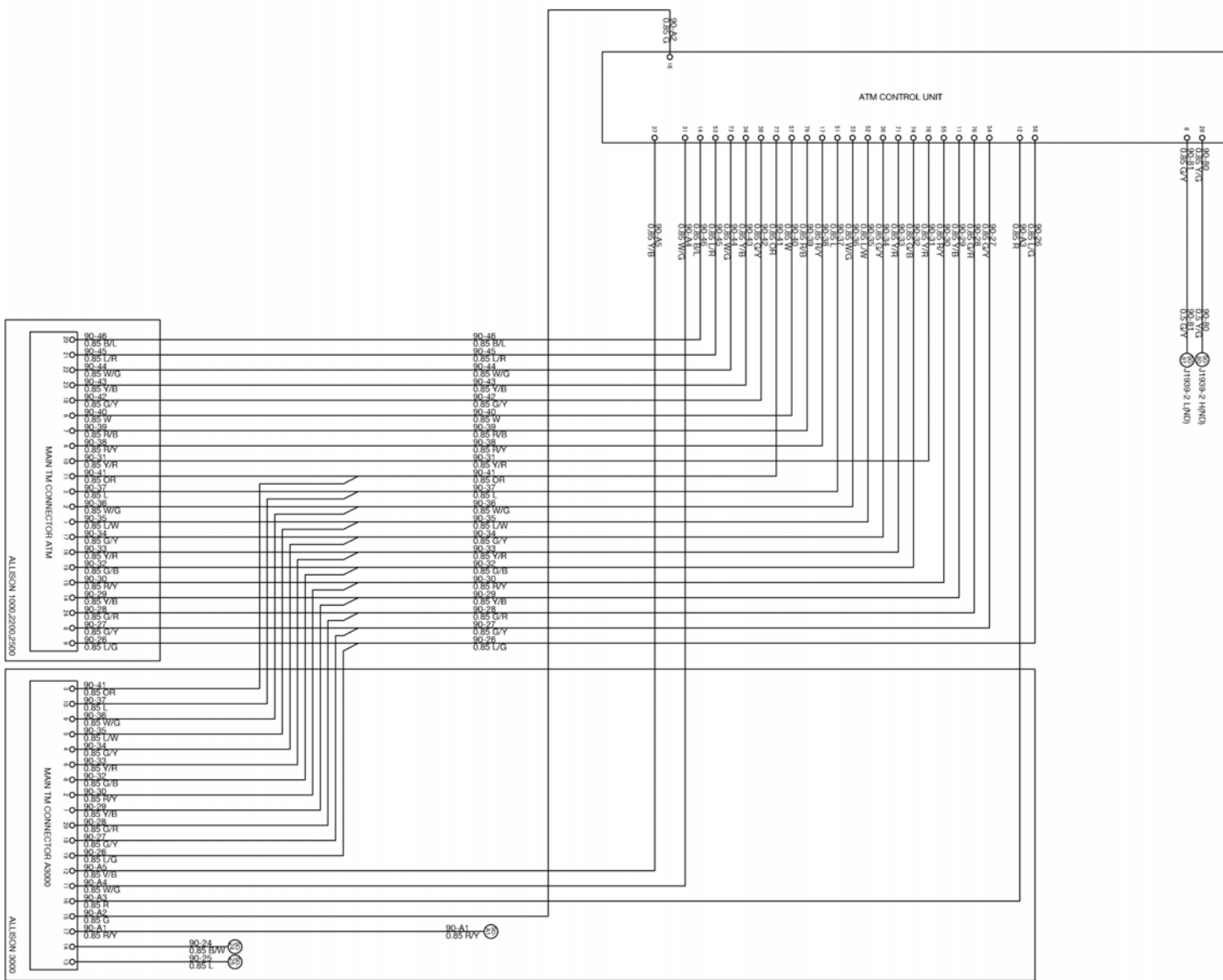
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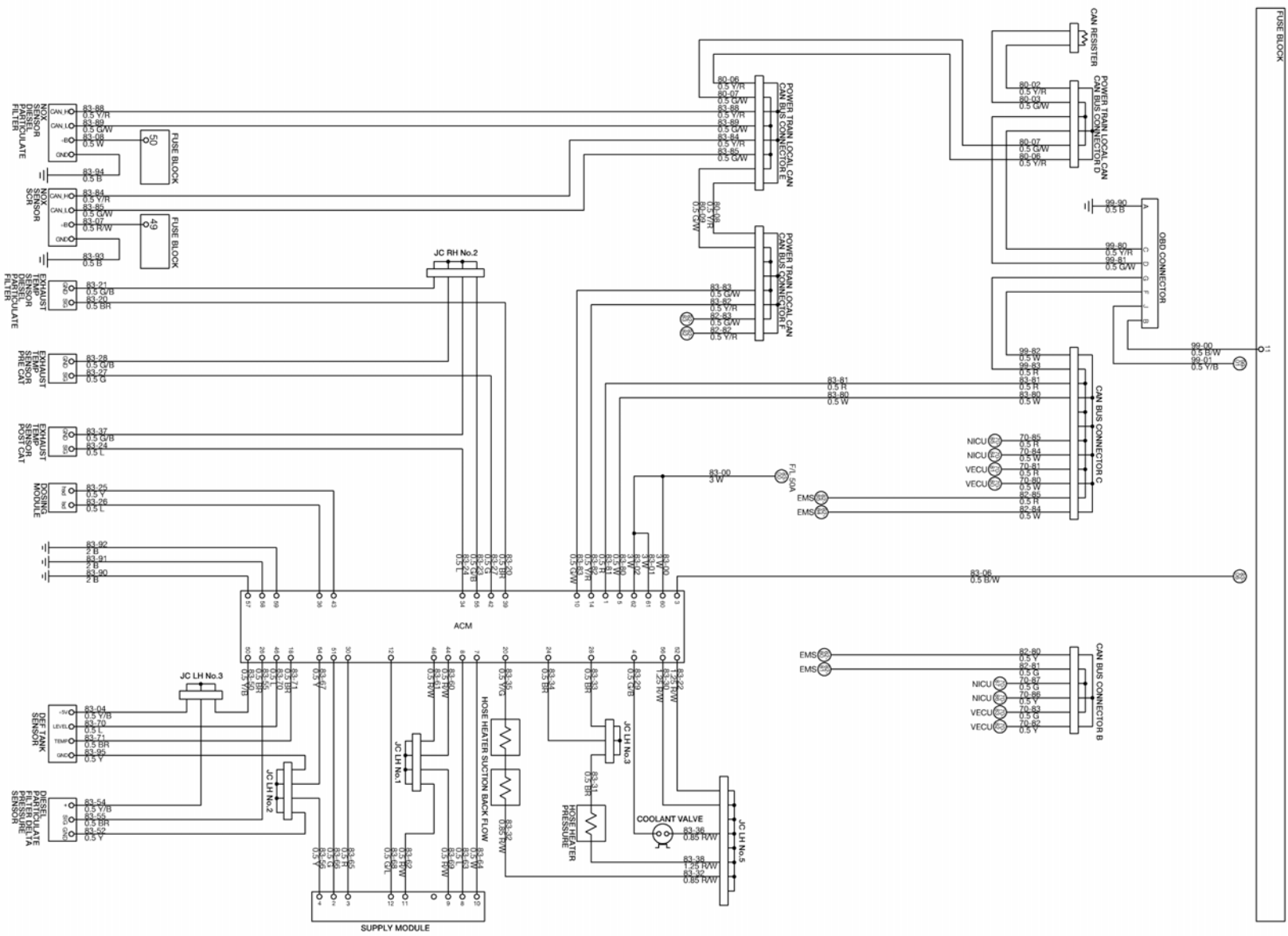
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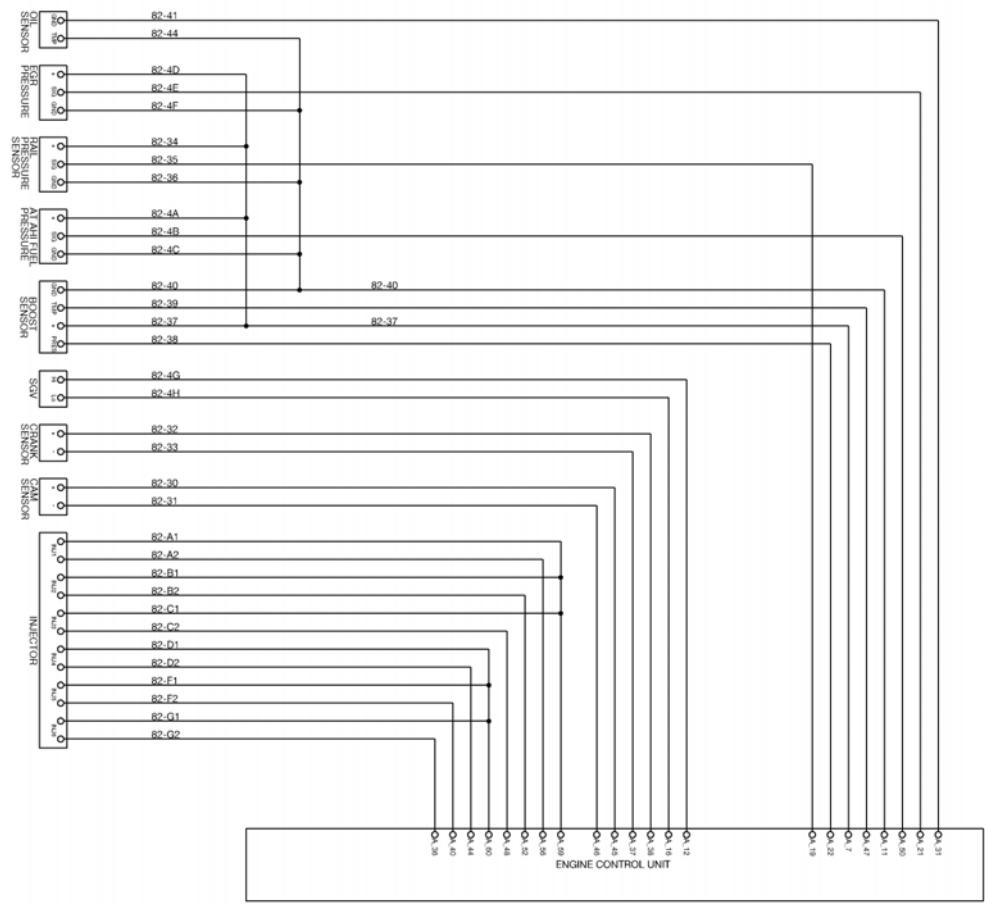
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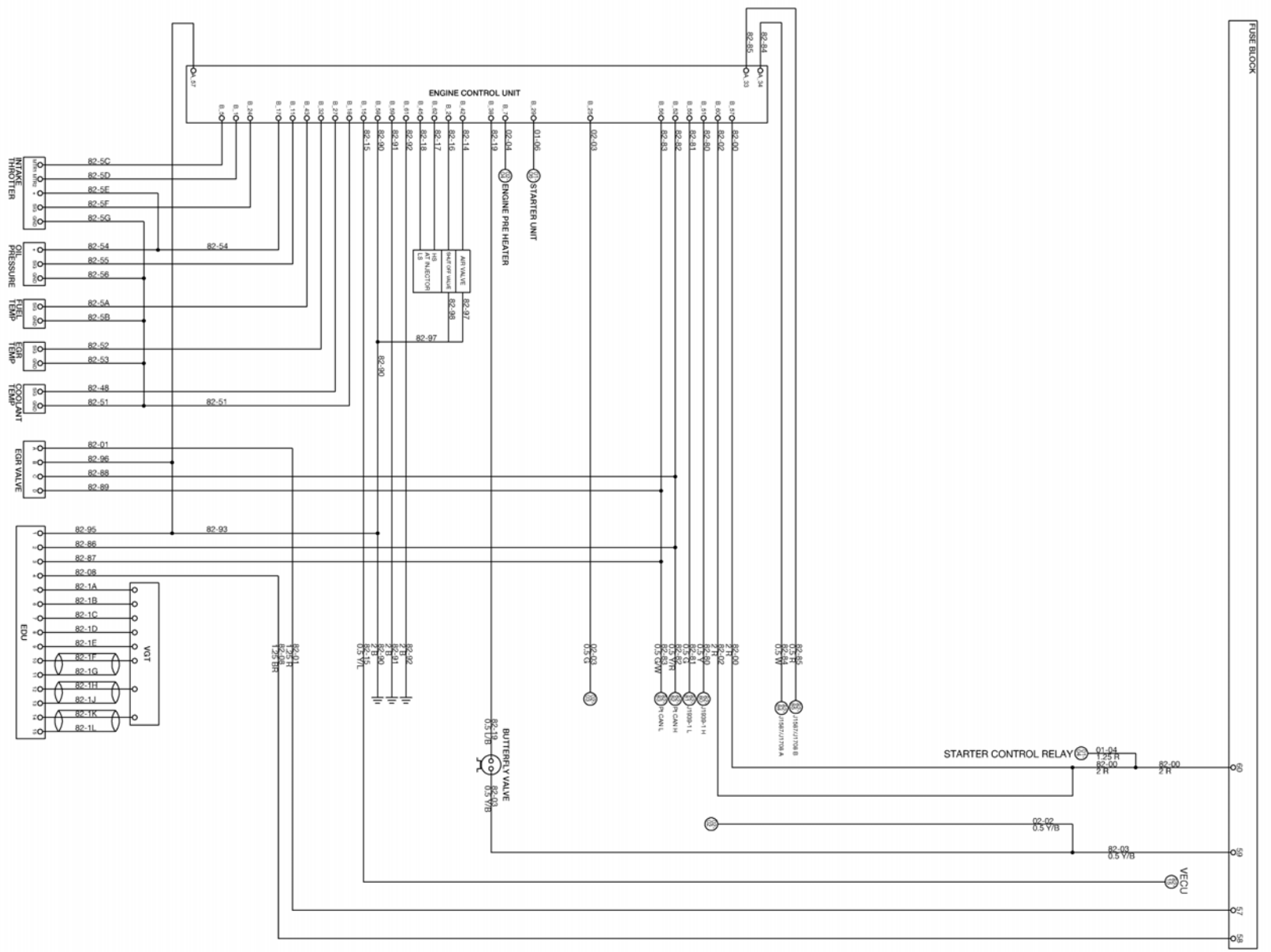
FUSE BLOCK



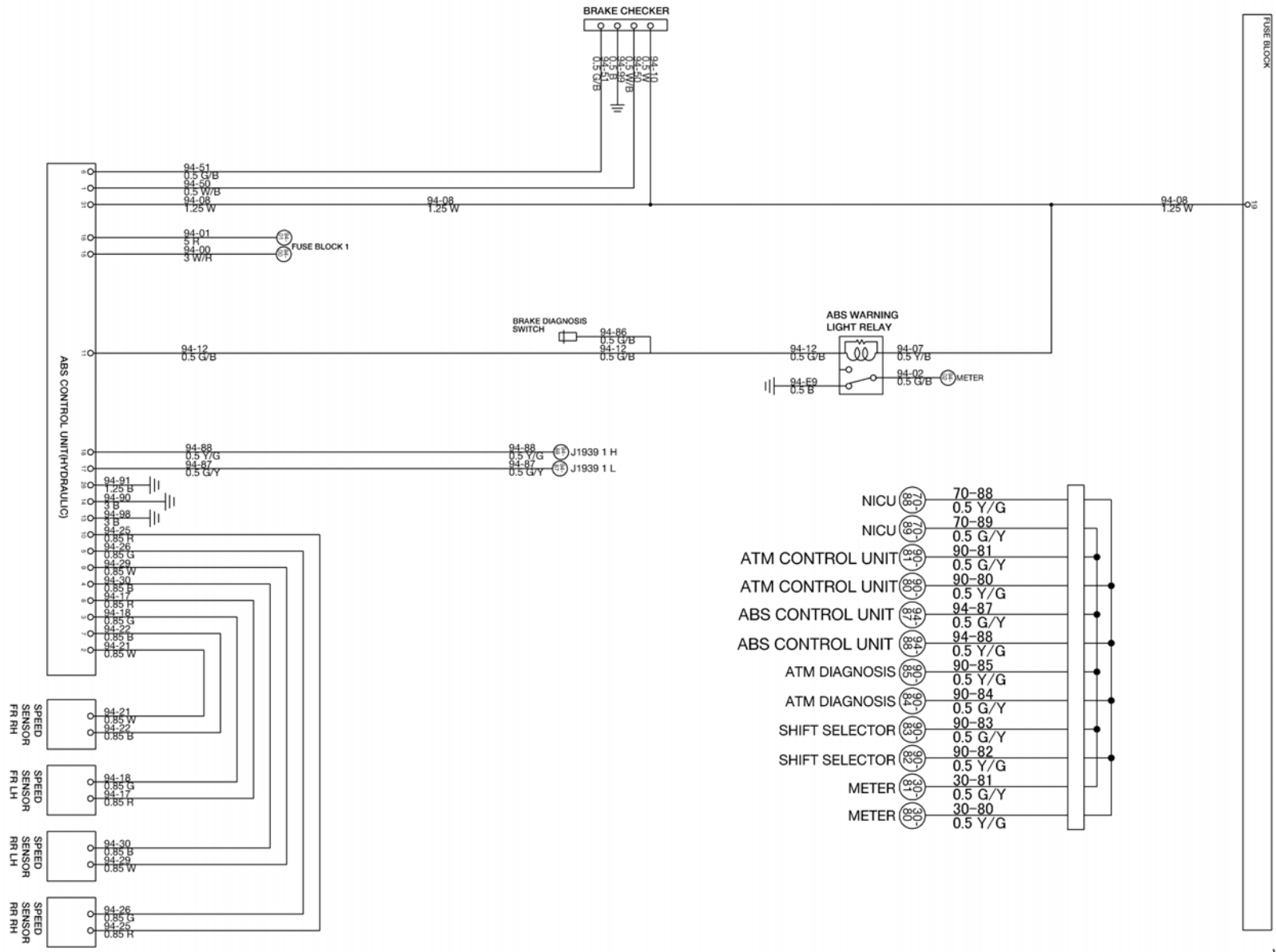
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