



NEW
HINO 500 SERIES
Medium Duty Class with Large Load Capacity

EURO 4





HINO 500 SERIES

DRIVE YOUR BUSINESS EASIER

The new 500 series is yet another classic result of HINO's famous development concept - QDR - Quality, Durability & Reliability. These models are developed with the aim of delivering powerful driving performance, high durability, greater ergonomic comfort with high transport quality and better adaptation to various applications.

The new 500 series firmly focus on achieving maximum operational effectiveness and minimum life cycle cost. Along with the dynamic facelift, it features full air brake, ABS, highest front axle capacity in its class, great amount of driving comfort, flexible body building capability and a large loading area.

New technologies and approaches including emotional elements have been incorporated throughout the development and manufacturing process to enhance not only the performance of each component but also the assembly precision and overall product quality.



CABIN

Hino 500 Series medium duty trucks are equipped with a range of interior comfort and convenience features designed to reduce fatigue and enhance the driver experience.

Driver Seat

The seat slide range has been increased, enabling a greater range of driver heights to be accommodated. Additionally, the frame and pad shapes as well as the cushion pads have been improved to enhance holding performance and seating comfort, helping to reduce driver fatigue.

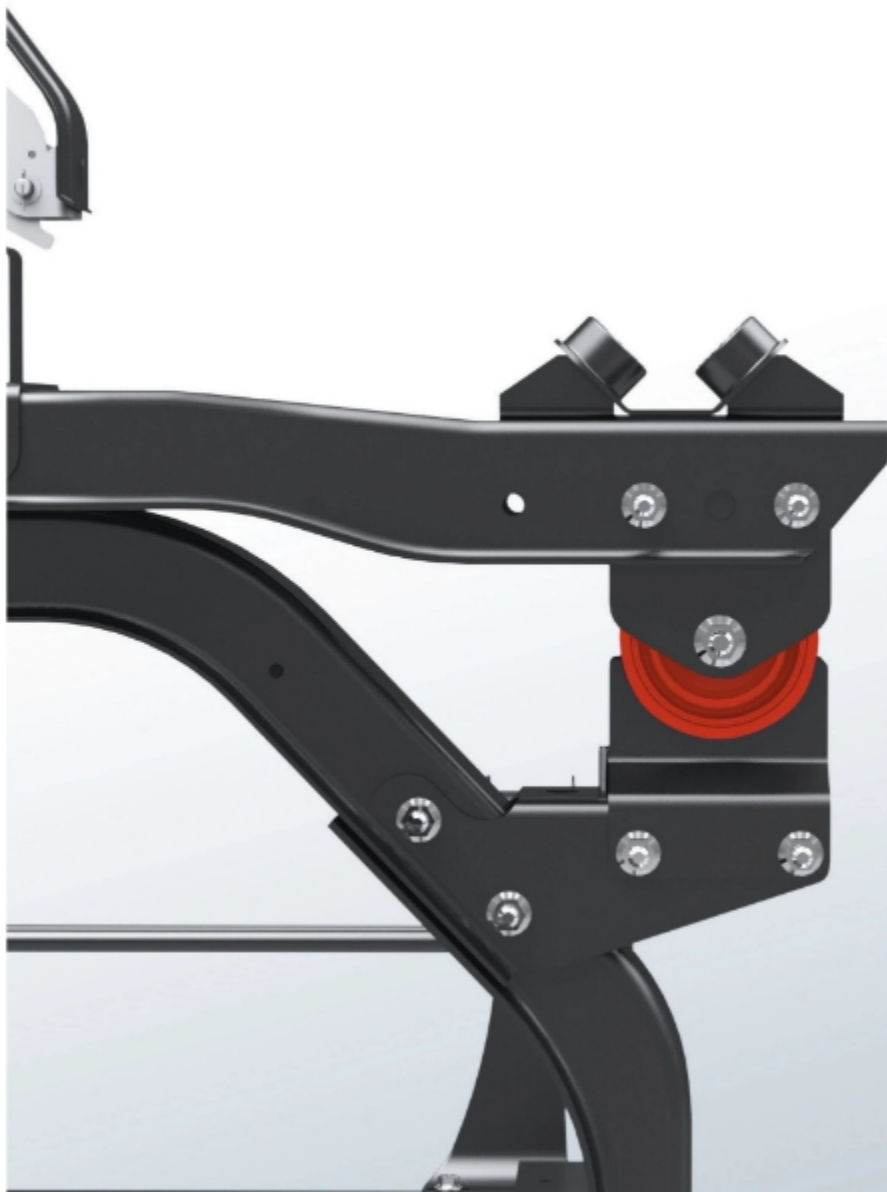
Combination Meter

Main meters and gauges such as the speedometer, tachometer, and air pressure gauge feature an analog design, while frequently viewed information is shown on an LCD display. Various indicators have been grouped together, enhancing the visibility and readability.



CAB SUSPENSION

A semi-floating structure has been used for mounting the cab, enhancing the ride comfort on all types of roads including bumpy construction site roads, city roads and long distance transportation routes. The structure lessens the impact from all types of road surfaces to reduce vibration during driving, helping to reduce driver fatigue.



Built for hard work. Built to last.

WEB FRAME STRUCTURE

A web frame structure has been adopted for the side rails, and the strength and reliability have been enhanced. This enables cross members and chassis parts to be bolted to the sides of the side rails rather than riveted to the top and bottom.

Grid holes have been evenly spaced along the rails, enabling the use of common fixing brackets and enhancing compatibility with a range of superstructures. High tensile strength sheet steel (620 MPa) has been adopted, and the resulting increase in material toughness has helped to ensure excellent durability.

Electrodeposition coating has also been applied on the side rails and cross members, ensuring excellent rust-proofing.





ENGINE

The new 500 series engines are designed for overall driving economy and deliver a unique combination of high torque and HP at lower rpm. The new generation 500 series engine models are the perfect blend of economy and ecology and deliver both, improved driving dynamics and better fuel efficiency.

FRAME STRUCTURE

The adoption of grid holes enables the use of common fixing brackets, and the web structure enables the flat-top chassis rail that facilitates easier body installation.

PLATFORM LAYOUT

The platform layout is designed for easy customizability, reducing the cost of modification while maintaining the vehicle's quality and reliability.

SAFETY

ANTI-LOCK BRAKING SYSTEM (ABS)

ABS contributes to enhancing stable and consistent braking without the wheels locking up when the brakes are applied, consistently maintaining stable controllability and helping the driver to avoid accidents.

FULL AIR BRAKES

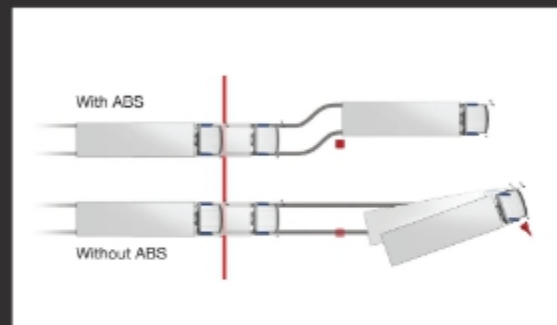
With the addition of full air brakes, the braking distance has been significantly reduced which in turn results in fewer collision damages.

BUMPER REINFORCEMENT

Plastic bumper material returns easily to the original shape after a light impact, helping to reduce damage such as cracking while enhancing recyclability. Bumper reinforcement helps to ensure strength equivalent to the metal bumper on the current model. The headlight mount stays have also been changed and repositioned, increasing the strength.

HEADLIGHTS

Multi-reflector headlights have increased the brightness as well as extending the lateral spread and distance in front of the vehicle, enhancing the nighttime visibility. Greatly enhanced illumination performance helps comfortable driving even at night.





Specification

DESCRIPTION & MODEL		FD8 JL7A CABIN CHASSIS	FG8 JP7A CABIN CHASSIS	GH8 JM7A / JR7A CABIN CHASSIS
WEIGHT	GVW kg	10,400	16,000	19,000
	Kerb Weight kg	3,470	5,715	5,830
	Chassis Payload kg	6,930	10,285	13,170
	Front Axle Capacity kg	3,600	6,500	7,500
DIMENSION	Wheelbase mm	4,850	5,530	5,080 / 5,830
	Available Chassis Length mm	6,000	7,375	6,725 / 7,825
ENGINE	Emission Standard	Euro 4		
	Engine Type	HINO J08E-UE, 7,684 CC, 6 Cylinder Engine with Turbo Charger & Intercooler		HINO J08E-WF 7,684 CC, 6 Cylinder Engine with Turbo Charger & Intercooler
	Max. Power	240 PS @ 2500 rpm		260 HP @ 2,500 rpm
	Max. Torque	716 Nm @ 1500 rpm		794 Nm @ 1,500 rpm
TYRE	Tyre/Wheel (With Spare)	235/75R17.5	11 R22.5 - 16	Front: 315/80R22.5 Rear: 12R22.5
TRANSMISSION	Clutch Type	Dry Single Plate - 350 mm Dia	Dry Single Plate - 380 mm Dia	Dry Single Plate - 380 mm Dia
	Gearbox	LX06 - 5+1 Speed, Manual transmission with overdrive	MX08 - 6+1 Speed manual transmission with overdrive	
BRAKE	Service Brakes	Air over hydraulic dual circuit brake with ABS	Full air, Dual Circuit brake with ABS	
SUSPENSION TYPE	Semi-Elliptic leaf Springs with Shock Absorbers			
STEERING	Power, Telescopic and Tilt Steering Column with Recirculating Ball Type			
FUEL TANK CAPACITY	200 L			
COMFORT FEATURES	Factory Fitted A/C With AM/FM Music System			

* Subject to availability in the factory



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