



UD TRUCKS



# UD Trucks

## Range Brochure

Going the Extra Mile





# UD Trucks Product History

Every great story begins with a dream. With UD Trucks, the dream began in 1935 when our founder Kenzo Adachi had the vision to create trucks that would meet the needs of the world today and in the future. He took this inspiration and made the legendary 3000 km test drive across Japan, an astounding journey that clearly demonstrated the outstanding durability of the company's trucks.

Our goal is to make fleet owners' days simpler and more productive, no matter what business they are in. We've been setting industry standards and going the extra mile to offer dependable solutions to our customers worldwide. Our mission is to reduce fuel costs, maximize uptime, and help fleet owners to gain a quick return on their investment, leading to increased profitability.

Being part of one of the world's leading commercial vehicle manufacturers, we utilise and adapt global technology, knowledge and resources to provide trucks and services that perfectly fit the needs of customers. Globally, our innovation efforts focus on autonomous driving, electromobility and connectivity – three pillars that will shape the future of smart logistics. These advancements are built on the principles of driveability, fuel efficiency, safety, productivity and uptime.

# UD Connected Services **Benefits**

To maximise your business 's profitability, you need to be able to manage your fleet effectively, keeping it on the road for longer while reducing operating costs. UD Connected Services services is a high-tech wireless communi-

cation system designed to help you improve profitability by increasing vehicle uptime and enabling better fuel efficiency; while reducing unplanned stops and operational costs.

# 1

## Keeps you up to date about your business

Real time tracking - provides you with the necessary information about your fleet to enable you to know where your trucks are and the progress or status of your deliveries.

# 2

## Provides essential fuel optimisation

Generates easy to read reports on fuel usage. You will be able to help improve your driver's driving behavior. This will result in more efficient fuel consumption resulting in significant cost savings.

# 3

## Helps manage fleet uptime

Maintain vehicle uptime through uptime. Be it through regular preventive maintenance planning or remote assistance, we want to build a closer relationship with you so that your business can go the extra mile.

## What UD Connected Services **can do for you**



Real Time Tracking



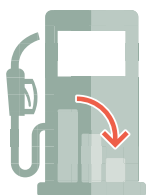
Trace



Geofencing



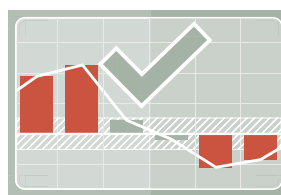
Driving Behaviour



Fuel Utilization



Fuel loss alerts



Historical Reports



Mobile App

Purchase any new truck and receive \*Free UD Connected Services for 2 years on the Kuzer and 3 years on the Quon, Quester and Croner.

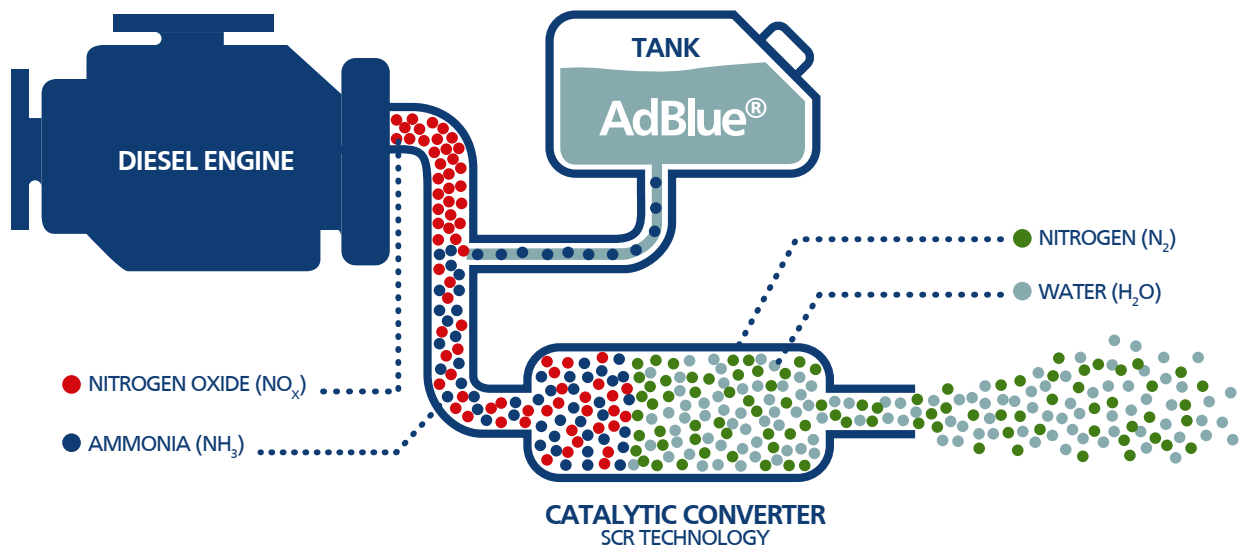
# Drive for better

Climate change is accelerating and air pollution which comes from diesel emissions is worsening. There is an increasing societal demand for stricter emissions regulations around the world and as a key industry player, we have the responsibility to provide sustainable transport solutions to ensure "Better Life" for our

customers, society and planet.

UD Trucks Croner, Quester and Quon are all available in Euro 5, with Croner and Quester offered only on selected models and Quon offered for all models. The vehicles use the SCR technology which injects AdBlue into the exhaust system reducing the amount of pollutants released to the

atmosphere. UD Trucks is the first vehicle manufacturer in the world to commercialize SCR technology which is now adopted by various OEM's around the world. The benefits of SCR technology featured in our Euro models include reduced total cost of ownership, sustainability and increased uptime.



## TOTAL COST OF OWNERSHIP

We have improved fuel efficiency through our optimized combustion process featured in Euro 5 models. In addition to the optimized combustion, we have increased horsepower and torque rating on selected Quester and Croner Euro 5 models resulting in a further improvement in fuel efficiency and vehicle performance subsequently reducing total cost of ownership.



## SUSTAINABILITY

We are committed to playing our part to ensure cleaner air that allows a sustainable environment for everyone. With Euro 5 SCR, Nitrogen emissions are 43% lower than Euro 4, 60% lower than Euro 3 levels. Particulate matter is 80% lower than Euro 3 levels. Compared with Euro 4 levels, Nitrogen oxides are 43% less.



## UPTIME

The SCR system featured in Euro 5 models requires less maintenance giving our customers maximized uptime. Uptime is also boosted with a stable and expanded AdBlue supply network. AdBlue is available at all authorized UD Trucks dealerships and can also be found at selected fuel stations across the country.

# Kuzer



A light medium duty truck for easy urban driving leverages flexibility, productivity, uptime, and fuel efficiency to serve your business needs. The powerful engine matched with less gear shifting transmission has created a completely new product category.

## Fuel efficiency

Kuzer has a leading fuel efficiency when compared to its rivals in the bottom end of the medium duty segment. The vehicle features an in-line four-cylinder diesel engine with a displacement of 3.8 litres, equipped with turbocharger and intercooler. The 3.8 litre engine produces a great deal of torque even at low engine speeds. This results in quick response and smooth driving properties, which in turn contributes to low fuel consumption.




### **Productivity**

Kuzer axles are designed from light and robust material leading to maximized payload and reliability. The vehicle 's permissible carrying capacity is 8 999 kg and the towing capacity is rated at 10 000 kg.

### **Durability**

Kuzer features parabolic leaf spring suspension system made from special steel. The suspension is dimensioned in such a way that the load is equally distributed over the cross-section of the leaf springs to ensure durability in both smooth and rough road conditions.

		<b>Kuzer</b>
<b>MODEL &amp; CODE</b>		<b>RKE150 (D04)</b>
<b>APPLICATION</b>	<b>FREIGHT CARRIER</b>	
	<b>TRUCK TRACTOR</b>	
	<b>CONSTRUCTION</b>	
<b>CONFIGURATION WIBASE (MM)</b>		4x2 3 850
<b>ENGINE</b>		UD Trucks GH4E
<b>OUTPUT: KW@R/MIN NM@R/MIN</b>		112 @ 2 800 400 @ 1 400 ~ 1 800
<b>TRANSMISSION: TYPE SPEED/SYSTEM</b>		UD Trucks ST00506-1 6/SYNCHRO
<b>RETARDER</b>		Without
<b>PTO (PREP OR FITTED)</b>		Without
<b>HUB REDUCTION</b>		Single Reduction
<b>FINAL DRIVE RATIO</b>		4.8 : 1
<b>PERFORMANCE: GEARED SPEED (KMIH)/ MAXIMUM GRADE (%)</b>		111 32.3 @ V
<b>MASS RATING (KG)</b>	<b>CHASSIS/ CAB MASS</b>	3 230
	<b>GVM V</b>	8 999 8 999
	<b>GCM D/T</b>	10 000 10 000
	<b>GA (FRONT) A (FRONT)</b>	3 200 3 200
	<b>GA (REAR) A/U (REAR)</b>	6 200 6 200
<b>BODY LENGTH MAXIMUM ALLOWED (LEGAL)</b>		5 373
<b>LEGAL BODY &amp; PAYLOAD ALLOWANCE (KG)</b>		5 769

# Croner



The Croner is named after Chronos, the Greek god of time, and is equipped with an impressive list of features, such as a simple, clean, and comfortable cab environment, air and steel suspension, and automatic transmission for extremely safe and stable transportation of goods, all designed to save you time and money.

## Fuel efficiency

The Croner range feature fuel-efficient engines with a wider torque range contributing to excellent drivability. Our range of engines are suited for bulk- goods distributions, regional distribution and light constructions where both performance and fuel economy are critical. To further improve our fuel combustion efficiency and protect the environment we have expanded our Croner offering by adding the SCR technology ensuring compliance to Euro 5 emission standard.

## Productivity

The UD Croner range drive line features an Allison gear box which is engineered to adapt and operate efficiently in variety of applications . The Allison gearbox has a wide gear ratio coverage that makes it suitable for vehicles in distribution, municipal service operations, garbage and light construction applications. The transmission features a torque converter with an early automatic lock-up function preventing power loss thus resulting in high efficiency rating and improved fuel economy.


















	<i>Croner</i>	<i>Croner</i>	<i>Croner</i>	<i>Croner</i>	<i>Croner</i>	<i>Croner</i>	<i>Croner</i>	
<b>MODEL &amp; CODE</b>	MKE 210 (H22)	PKE 250 (H28)	PKE 250 (H29)	PKE 250 (H30)	PKE 250 (H31)	PKE 280 (H32 TT)	PKE 280 (H33)	
<b>APPLICATION</b>	<b>FREIGHT CARRIER</b>							
	<b>TRUCK TRACTOR</b>							
	<b>CONSTRUCTION</b>							
<b>CONFIGURATION W/BASE (MM)</b>	4x2 4 750	4x2 3 750	4x2 5 500	4x2 6 000	4x2 5 500	4x2 3 750	4x2 5 500	
<b>ENGINE</b>	UD Trucks GH5E	UD Trucks GH8E	UD Trucks GH8E	UD Trucks GH8E	UD Trucks GH8E	UD Trucks GH8E	UD Trucks GH8E	
<b>OUTPUT: KW@R/MIN NM@R/MIN</b>	158 @ 2 200 825 @ 1 200~1 600	184 @ 2 200 950 @ 1 100~1 700	184 @ 2 200 950 @ 1 100~1 700	184 @ 2 200 950 @ 1 100~1 700	184 @ 2 200 950 @ 1 100~1 700	206 @ 2 200 1 050 @ 1 100~1 700	206 @ 2 200 1 050 @ 1 100~1 700	
<b>TRANSMISSION: TYPE SPEED/SYSTEM</b>	UD Trucks 6DS100TA 6/SYNCHRO	Allison 3000 6/Automatic	UD Trucks ST1006 6/SYNCHRO	Allison 3000 6/Automatic	Allison 3000 6/Automatic	Allison 3000 6/Automatic	UD Trucks ST1199 6/SYNCHRO	
<b>RETARDER</b>	Without	Without	Without	Without	Without	Without	Without	
<b>PTO (PREP OR FITTED)</b>	Prepared for PTO fitment	488Nm, 6spd, 103% Eng Spd, ccw viewed from rear, DIN 5462-4hole	Prepared for PTO fitment	Prepared for PTO fitment	Prepared for PTO fitment	Prepared for PTO fitment	Prepared for PTO fitment	
<b>HUB REDUCTION</b>	Single Reduction Single	Single Reduction Single	Single Reduction Single	Single Reduction Single	Single Reduction Single	Single Reduction Single	Single Reduction Single	
<b>FINAL DRIVE RATIO</b>	3.31 : 1	5.57 : 1	4.33 : 1	5.57 : 1	5.57 : 1	5.57 : 1	4.63 : 1	
<b>PERFORMANCE: GEARED SPEED (KMI/H)/ MAXIMUM GRADE (%)</b>	108 48.3 @ V	136 45.2 @ V	100 42.7 @ V	126.9 45.7 @ V	126.9 45.7 @ V	121.6 45 @ V	108 71.48 @ V	
<b>MASS RATING (KG)</b>	<b>CHASSIS/ CAB MASS</b>	3 780	5 120	5 520	5 410	5 280	5 520	
	<b>GVM V</b>	11 500 11 500	16 000 15 500	16 000 15 500	16 000 15 500	16 000 15 500	17 000 15 500	17 000 15 500
	<b>GCM D/IT</b>	14 000 14 000	24 500 24 500	24 500 24 500	24 500 24 500	24 500 24 500	32 000 32 000	32 000 32 000
	<b>GA (FRONT) A (FRONT)</b>	4 200 4 000	6 500 6 500	6 500 6 500	6 500 6 500	6 500 6 500	6 500 6 500	6 500 6 500
	<b>GA (REAR) A/U (REAR)</b>	7 500 7 500	11 000 9 000	11 000 9 000	11 000 9 000	11 000 9 000	11 000 9 000	11 000 9 000
<b>BODY LENGTH MAXIMUM ALLOWED (LEGAL)</b>	6 815	5 100	7 900	8 700	7 900	N/A	7 900	
<b>LEGAL BODY &amp; PAYLOAD ALLOWANCE (KG)</b>	7 720	10 380	9 980	10 090	10 220	N/A	10 520	

We have recently extended our Croner product offering to include a 4x2, 280hp truck tractor with an Allison transmission and a heavy-duty rear axle with maximum towing capacity of 32 000 kg.

### Durability

The rear axle casing is made of high-strength cold-rolled sheet steel which combines the requirements for high strength and low weight ensuring a durable truck with light tare weight.

<b>Croner</b>	<b>Croner</b>	<b>Croner</b>	<b>Croner</b>	<b>Croner</b>	<b>Croner</b>	<b>Croner</b>	<b>Croner</b>	<b>Croner</b>	<b>Croner</b>	<b>Croner</b>	<b>Croner</b>	<b>Croner</b>
<b>PKE 280 (H35)</b>	<b>PKE 280 (H36)</b>	<b>PKE 250 (H37)</b>	<b>PKE 250 (H38)</b>	<b>MKE 210 (H40)</b>	<b>PDE 250 (H43)</b>	<b>LKE 210 (H44)</b>	<b>PKE 250 (H50)</b>	<b>PKE 250 (H51)</b>	<b>PKE 280 (H53)</b>	<b>PKE 250 (H57)</b>	<b>PDE 250 (H59)</b>	<b>LKE 240 (H60)</b>
												
												
												
4x2 6 000	4x2 6 000	4x2 5 500	4x2 5 500	4x2 4 750	6x2 5 700	4x2 5 500	4x2 3750	4x2 6000	4x2 3750	4x2 5500	6x2 5700	4x2 5500
UD Trucks GH8E	UD Trucks GH8E	UD Trucks GH8E	UD Trucks GH8E	UD Trucks GH5E	UD Trucks GH8E	UD Trucks GH5E	UD TRUCKS GH8E	UD TRUCKS GH8E	UD TRUCKS GH8E	UD TRUCKS GH8E	UD TRUCKS GH8E	UD TRUCKS GH5E
206 @ 2 200 1 050 @ 1 100~1 700	206 @ 2 200 1 050 @ 1 100~1 700	184 @ 2 200 950 @ 1 100~1 700	184 @ 2 200 950 @ 1 100~1 700	158 @ 2 200 825 @ 1 200~1 600	184 @ 2 200 950 @ 1 100 ~1 700	158 @ 2 200 825 @ 1 200~1 600	184 @ 2 200 950 @ 1 000~1 800	184 @ 2 200 950 @ 1 000~1 800	206 @ 2 200 1 050 @ 1 100~1 800	184 @ 2 200 950 @ 1 000~1 800	184 @ 2 200 950 @ 1 000~1 800	177 @ 2 200 900 @ 1 300~1 600
Allison 3000 6/Automatic	Allison 3000 6/Automatic	Allison 3000 6/Automatic	UD Trucks ST1006 6/SYNCHRO	Allison 2500 6/Automatic	Allison 3000 6/Automatic	Allison 2500 6/Automatic	Allison 3000 6 spd/Auto- matic	Allison 3000 6 spd/Auto- matic	Allison 3000 6 spd/Auto- matic	Allison 3000 6 spd/Auto- matic	Allison 3000 6 spd/Auto- matic	Allison 2500 6 spd/Auto- matic
Without	Without	Without	Without	Without	Without	Without	Without	Without	Without	Without	Without	Without
Prepared for PTO fitment	Prepared for PTO fitment	Prepared for PTO fitment	Prepared for PTO fitment	Prepared for PTO fitment	Prepared for PTO fitment	Prepared for PTO fitment	488Nm, 6spd, 103% Eng Spd, ccw viewed from rear, DIN 5462- 4 hole	Prepared for PTO fitment	Prepared for PTO fitment	Prepared for PTO fitment	Prepared for PTO fitment	Prepared for PTO fitment
Single Reduction Single	Single Reduction Single	Single Reduction Single	Single Reduction	Single Reduction Single	Single Reduction Single	Single Reduction Single	Single reduction	Single reduction	Single reduction	Single reduction	Single reduction Single	Single reduction Single
5.57 : 1	5.57 : 1	5.57 : 1	4.3 : 1	4.55 : 1	5.57 : 1	5.57 : 1	5.57	5.57	5.57	5.57	5.57	5.57
126.9 51.9 @ V	126.9 51.9 @ V	126.9 45.7 @ V	116.4 43.2 @ V	120 46.2 @ V	126.9 28.09 @ V	119 31.02 @ V	136 43.8 @ V	136 43.8@ V	136 24.2@D/T	126.9 43.48@ V	136 28@ V	135 37.57@ V
5 580	5 580	5 410	5 520	3 680	6 580	4 448	5 184	5 492	5 276	5 556	6 877	4 535
17 000 15 500	17 000 15 500	16 000 15 500	16 000 15 500	11 500 11 500	25 000 24 500	15 000 14 500	18 000 16 000	18 000 16 000	17 000 15 500	18 000 16 000	26 000 25 000	15 000 14 500
32 000 32 000	32 000 32 000	24 500 24 500	24 500 24 500	14 000 14 000	32 000 32 000	16 000 16 000	24 500 24 500	24 500 24 500	32 000 32 000	24 500 24 500	32 000 32 000	16 000 16 000
6 500 6 500	6 500 6 500	6 500 6 500	6 500 6 500	4 200 4 000	6 500 6 500	5 500 5 500	7 100 7 100	7 100 7 100	6 500 6 500	7 100 7 100	7 100 7 100	5 500 5 500
11 000 9 000	11 000 9 000	11 000 9 000	11 000 9 000	7 500 7 500	19 000 18 000	9 500 9 000	11 000 9 000	11 000 9 000	11 000 9 000	11 000 9 000	19 000 18 000	9 500 9 000
8 700	7 996	7 900	7 900	6 815	8 220	7 432	5 046	8 646	N/A	7 846	8 166	7 966
9 920	9 920	9 920	9 980	7 820	17 920	10 052	10 816	10 508	N/A	10 444	18 420	10 052

The contents are not binding and are for guidance only. Improvements and/or design changes may alter specifications. Dimensions and masses are subject to manufacturing tolerances. Illustrations may depict options or non-standard equipment.

# Quester



Known for its endurance, the Quester is an agile and versatile workhorse that is cost-effective over the long haul. The Quester comes with ESCOT automated manual transmission (AMT), designed for superior fuel-efficient driving.

## **Fuel efficiency**

The Quester range features GH8E and GH11E engines which are equipped with unit injectors that permit high injection pressure together with a

combustion chamber and air intake that are designed for optimum combustion. The design results in a fuel-efficient engine with high power and considerable torque within a wider rev range. To further optimize the vehicle fuel efficiency and reduce the amount of pollutants in our emissions we have extended our Quester offering with Euro 5 variants.













## **Productivity**

The Quester truck tractor is fitted with light weight aluminium rims for higher payload and optimum brake heat

dissipation. In addition to this the engine torque has been increased on our Euro 5 offering improving vehicle gradeability thus maximising performance on steep terrain.

## **Durability**

The chassis frame is made from high-strength steel. Its front section is bent outwards to accommodate the cab and engine it is reinforced with a 5 mm thick reinforcement profile along parts of the frame for optimal chassis strength and rigidity needed for tough operating conditions.

		Quester	Quester	Quester	Quester	Quester	Quester	Quester	Quester	Quester	Quester	Quester	
MODEL & CODE		CWE330 (E23)	CWE330 (E24)	CWE370 (E25)	CWE370 (E26)	CDE330 (E40)	CWE330 (E41)	CWE330 (E42)	CWE330 (E44)	CWE370 (E45)	CWE370 (E46)	CGE370 (E47)	CWE370 (E48)
APPLICATION	FREIGHT CARRIER												
	TRUCK TRACTOR												
	CONSTRUCTION												
CONFIGURATION W/BASE (MM)		6x4 4 085	6x4 5 885	6x4 4 085	6x4 5 285	6x2 5 285	6x4 4 085	6x4 4 085	6x4 5 285	6x4 5 285	6x4 4 085	8x4 3 988	6x4 4 085
ENGINE		UD Trucks GH8E	UD Trucks GH8E	UD Trucks GH11E	UD Trucks GH11E	UD Trucks GH8E	UD Trucks GH8E	UD Trucks GH8E	UD Trucks GH8E	UD Trucks GH11E	UD Trucks GH11E	UD Trucks GH11E	UD Trucks GH11E
OUTPUT: KW@R/MIN NM@R/MIN		243 @ 2 200 1 200 @ 1 200-1 600	243 @ 2 200 1 200 @ 1 200-1 600	278 @ 1 900 1 734 @ 1 000-1 400	278 @ 1 900 1 734 @ 1 000-1 400	243 @ 2 200 1 200 @ 1 200-1 600	243 @ 2 200 1 200 @ 1 200-1 600	243 @ 2 200 1 200 @ 1 200-1 600	243 @ 2 200 1 200 @ 1 200-1 600	278 @ 1 900 1 734 @ 1 000-1 400	278 @ 1 900 1 734 @ 1 000-1 400	278 @ 1 900 1 734 @ 1 000-1 400	243 @ 2 200 1 200 @ 1 200-1 600
TRANSMISSION: TYPE SPEED/SYSTEM		UD Trucks ST1199 9/SYNCHRO	UD Trucks ST1199 9/SYNCHRO	UD Trucks ST02009 9/SYNCHRO	UD Trucks ST02012 12/SYNCHRO	Allison 3000 (AL306) 6/Automatic	Allison 3000 (AL306) 6/Automatic	Allison 3000 (AL306) 6/Automatic	Allison 3200 (AL326) 6/Automatic	Allison 4440 (AL446) 6/Automatic	Allison 4440 (AL446) 6/Automatic	Allison 4440 (AL446) 6/Automatic	Allison 3200 (AL326) 6/Automatic
RETARDER		Without	Without	Without	Without		Without	Without	Standard	Standard	Standard	Standard	Standard
PTO (PREP OR FITTED)		700 Nm, 50%-135% eng speed, CCW viewed from rear, DIN 5462-4 hole	700 Nm, 50%-135% eng speed, CCW viewed from rear, DIN 5462-4 hole	700 Nm, 50%-135% eng speed, CCW viewed from rear, DIN 5462-4 hole	700Nm, 36% -126%, CCW viewed from rear, DIN5462-4 hole	Prepared for PTO fitment	Prepared for PTO fitment	Prepared for PTO fitment	Prepared for PTO fitment	Prepared for PTO fitment	Close couple DIN5462 - 556Nm, cw-rear view, ratio: 103% eng. spd	Prepared for PTO fitment	Close couple DIN5462 - 480Nm, cw-rear view, 126% spd
HUB REDUCTION		Single Reduction Tandem	Single Reduction Tandem	Single Reduction Tandem	Single Reduction Tandem	Single Reduction +Tag axle with lift function	Single Reduction Tandem	Single Reduction Tandem	Single Reduction Tandem	Single Reduction Tandem	Single Reduction Tandem	Single Reduction Tandem	Single Reduction Tandem
FINAL DRIVE RATIO		4.63 : 1	4.11 : 1	4.63 : 1	4.63 : 1	5.57 : 1	6.17 : 1	6.17 : 1	6.17 : 1	6.17 : 1	6.17 : 1	6.17 : 1	6.17 : 1
PERFORMANCE: GEARED SPEED (KMIH)/ MAXIMUM GRADE (%)		120 46.9 @ D/T	120 46.9 @ D/T	123 46.5 @ D/T	115 39 @ D/T	113 23.8 @ D/T	102 28.2 @ D/T	102 26.6 @ D/T	102 28.2 @ D/T	102 38.3 @ D/T	102 38.3 @ D/T	102 38.3 @ D/T	102 28.2 @ D/T
MASS RATING (KG)	CHASSIS/ CAB MASS	7 870	8 360	8 380	8 660	7 700	7 620	7 660	7 880	8 660	8 405	9 783	7 870
	GVM V	31 000 25 700	31 000 25 700	31 000 25 700	31 000 25 700	30 000 25 700	28 500 25 700	30 000 25 700	28 500 25 700	31 000 25 700	31 000 25 700	38 000 33 000	28 500 25 700
	GCM D/T	36 000 36 000	36 000 36 000	45 000 45 000	45 000 45 000	30 000 30 000	28 500 28 500	30 000 30 000	28 500 28 500	45 000 45 000	45 000 45 000	45 000 45 000	28 500 28 500
	GA (FRONT) A (FRONT)	8 000 7 700	8 000 7 700	8 000 7 700	8 000 7 700	8 000 7 700	8 000 7 700	8 000 7 700	8 000 7 700	8 000 7 700	8 000 7 700	15 000 15 000	8 000 7 700
	GA (REAR) A/U (REAR)	26 000 18 000	23 000 18 000	23 000 18 000	23 000 18 000	23 000 18 000	23 000 18 000	23 000 18 000	23 000 18 000	23 000 18 000	23 000 18 000	23 000 18 000	23 000 18 000
BODY LENGTH MAXIMUM ALLOWED (LEGAL)		5 601	8 476	5 606	7 521	6 931	5 596	5 011	7 521	7 521	5 596	6 916	5 601
LEGAL BODY & PAYLOAD ALLOWANCE (KG)		17 830	17 340	17 320	17 040	18 000	18 080	18 040	17 820	17 040	17 295	23 570	17 830



# Quon



The Quon embodies innovation in five essential areas to meet today's diverse business needs.

- Reliability and durability for long distances
- Excellent fuel efficiency with ESCOT
- Smooth, efficient driving with ESCOT increases productivity
- Robust components maximize uptime
- High average speed for faster assignments

Innovation that puts people first.

It's the next generation truck for the age of smart logistics.

## **Advance safety features**

### **Headway support system**

Quon is fitted with a millimetre wave radar (which is located in front of cabin under the front grill, middle of front bumper and it measures the distance between two vehicles) detects the possibility that the truck may collide a preceding vehicle in front and in the same lane, the system alert the driver by buzzer sound and warning display. If no action is taken the feature enables the vehicle to automatically activate emergency brake force in the event of an imminent risk of collision.

### **Lane departure warning system**

Lane departure warning system (LSS-DW) assists the driver in preventing accidents during high speed driving by unconsciousness lane changes. It is part of UD' wide range of safety improvements on the Quon range. The

system monitors lane marking on the road and once a vehicle departs the lane without intention of driver, an alert is sent to the driver with sound & warning signs on instrument cluster.

### **Fuel efficiency**









The fuel efficient GH11E engine in Quon is matched with ESCOT 12 transmission for a better fuel economy. With ESCOT 12, the driver can choose "Performance" and "Economy" mode which offers different gear change strategies depending on the road conditions. The economy mode provides good fuel economy .Performance mode provides more responsive gear changing when extra engine power is needed. To further improve our fuel combustion efficiency and protect the environment we are now offering all Quon variants in Euro 5.

## **Productivity**

The AT2612F-ESCOT VI gearbox has wide ratio coverage and capacity for both high starting traction and high average speeds. The advanced software is well-adapted for optimized gear changing strategies. The gears are dimensioned for gross combination weights of up to 60 tons and are suitable to drive high productivity in long-haul operations, regional and urban transportation duties.

## **Durability**

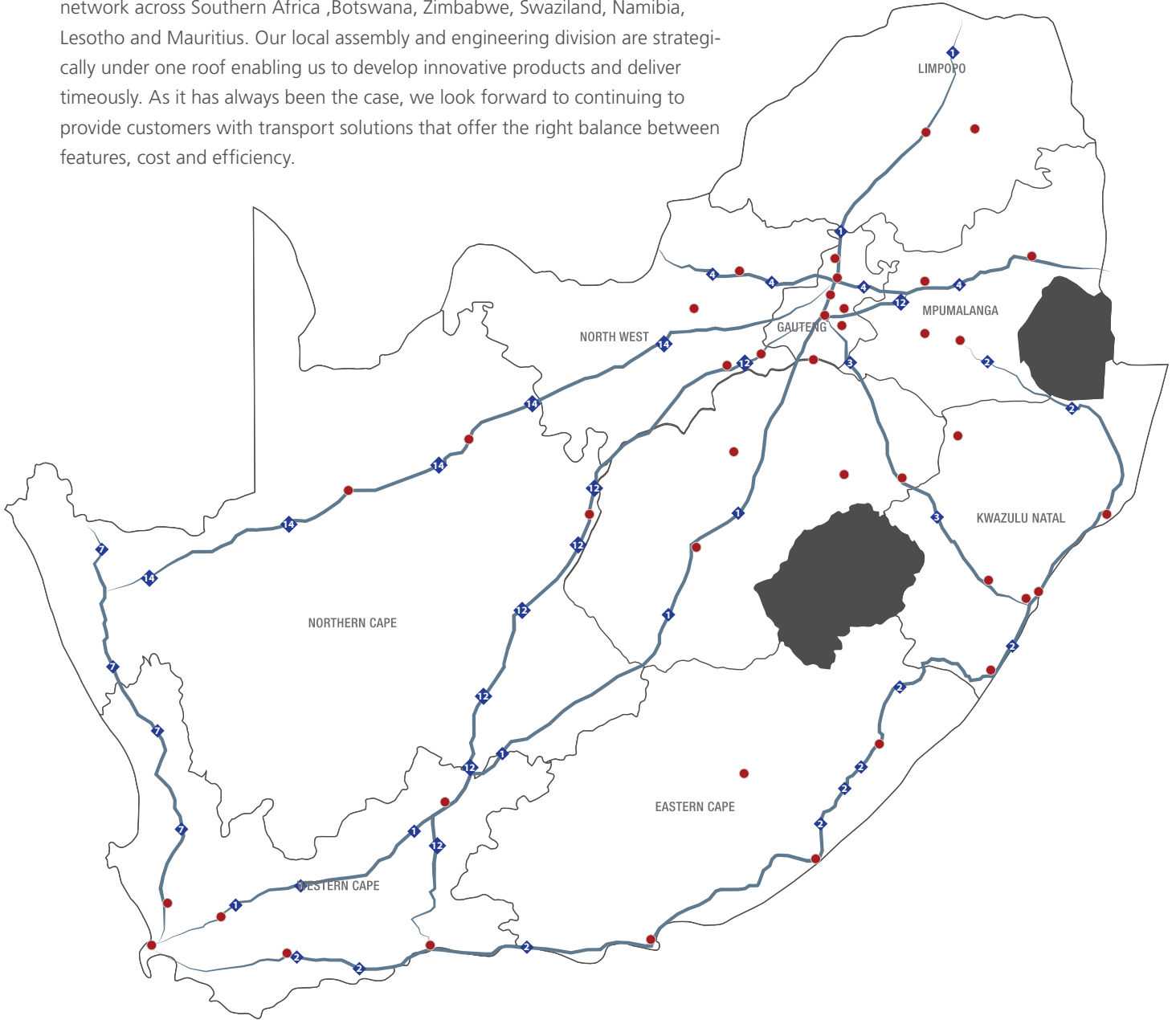
The Quon range features multi-leaf spring suspension with an option for air suspension. The multileaf suspension is designed for high strength ,durability with good comfort and is adapted for heavy distribution and long haul operations.

	<i>Quon</i>	<i>Quon</i>	<i>Quon</i>	<i>Quon</i>	<i>Quon</i>	<i>Quon</i>	<i>Quon</i>	<i>Quon</i>	
<b>MODEL &amp; CODE</b>	GW 26 460 (E70)	GW 26 460 (E71)*	CW 26 460 (E72)	CW 26 460 (E73)*	GW 26 460 (E74)**	GW 26 460 (E75)* **	CW 26 460 (E76)**	CW 26 460 (E77)* **	
<b>APPLICATION</b>	<b>FREIGHT CARRIER</b>								
	<b>TRUCK TRACTOR</b>								
	<b>CONSTRUCTION</b>								
<b>CONFIGURATION W/BASE (MM)</b>	6X4 3 985	6X4 3 985	6X4 5 285	6X4 5 285	6X4 3 985	6X4 3 985	6X4 5 285	6X4 5 285	
<b>ENGINE</b>	GH11E	GH11E	GH11E	GH11E	GH11E	GH11E	GH11E	GH11E	
<b>OUTPUT: KW@R/MIN NM@R/MIN</b>	346 @ 1 800~1 900 2240 @ 900~1 400	346 @ 1 800~1 900 2 240 @ 900~1 400	346 @ 1 800~1 900 2 240 @ 900~1 400	346 @ 1 800~1 900 2 240 @ 900~1 400	346 @ 1 800~1 900 2 240 @ 900~1 400	346 @ 1 800~1900 2 240 @ 900~1 400	346 @ 1 800~1900 2 240 @ 900~1 400	346 @ 1 800~1900 2 240 @ 900~1 400	
<b>TRANSMISSION: TYPE SPEED/SYSTEM</b>	AT612F-ESCOT VI 12/NON SYN- CHRO	AT612F-ES- COT VI 12/NON SYN- CHRO	AT612F-ESCOT VI 12/NON SYN- CHRO	AT612F-ESCOT VI 12/NON SYN- CHRO	AT612F-ESCOT VI 12/NON SYN- CHRO	AT612F-ESCOT VI 12/NON SYN- CHRO	AT612F-ESCOT VI 12/NON SYN- CHRO	AT612F-ESCOT VI 12/NON SYN- CHRO	
<b>RETARDER</b>	Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard	
<b>PTO (PREP OR FITTED)</b>	Prepared for PTO fitment	Prepared for PTO fitment	Prepared for PTO fitment	Prepared for PTO fitment	Prepared for PTO fitment	Prepared for PTO fitment	Prepared for PTO fitment	Prepared for PTO fitment	
<b>HUB REDUCTION</b>	Single reduction hypoid	Single reduction hypoid	Single reduction hypoid	Single reduction hypoid	Single reduction hypoid	Single reduction hypoid	Single reduction hypoid	Single reduction hypoid	
<b>FINAL DRIVE RATIO</b>	3.78:1	3.78:1	3.78:1	3.78:1	3.78:1	3.78:1	3.78:1	3.78:1	
<b>PERFORMANCE: GEARED SPEED (KM/H)/ MAXIMUM GRADE (%)</b>	125.7 89.8 @ V	125.7 89.8 @ V	125.7 89.8 @ V	125.7 89.8 @ V	125.7 89.8 @ V	125.7 89.8 @ V	125.7 89.8 @ V	125.7 89.8 @ V	
<b>MASS RATING (KG)</b>	<b>CHASSIS/ CAB MASS</b>	8 418	8 503	8 708	8 708	8 420	8 505	8 548	8 629
	<b>GVM V</b>	26 000 25 700	26 000 25 700	26 000 25 700	26 000 25 700	26 000 25 700	26 000 25 700	26 000 25 700	26 000 25 700
	<b>GCM D/T</b>	60 000 56 000	60 000 56 000	60 000 56 000	60 000 56 000	60 000 56 000	60 000 56 000	60 000 56 000	60 000 56 000
	<b>GA (FRONT) A (FRONT)</b>	8 200 7 700	8 200 7 700	8 200 7 700	8 200 7 700	8 200 7 700	8 200 7 700	8 200 7 700	8 200 7 700
	<b>GA (REAR) A/U (REAR)</b>	23 000 18 000	23 000 18 000	23 000 18 000	23 000 18 000	23 000 18 000	23 000 18 000	23 000 18 000	23 000 18 000
<b>BODY LENGTH MAXIMUM ALLOWED (LEGAL)</b>	N/A	N/A	9 760	9 760	N/A	N/A	9 760	9 760	
<b>LEGAL BODY &amp; PAYLOAD ALLOWANCE (KG)</b>	N/A	N/A	16 992	16 992	N/A	N/A	17 152	17 071	

The contents are not binding and are for guidance only. Improvements and/or design changes may alter specifications. Dimensions and masses are subject to manufacturing tolerances. Illustrations may depict options or non-standard equipment.

# UD Trucks Business

UD Trucks South Africa head office and manufacturing operations are situated in Pretoria, Rosslyn in South Africa. We are also represented by a regional dealer network across Southern Africa, Botswana, Zimbabwe, Swaziland, Namibia, Lesotho and Mauritius. Our local assembly and engineering division are strategically under one roof enabling us to develop innovative products and deliver timeously. As it has always been the case, we look forward to continuing to provide customers with transport solutions that offer the right balance between features, cost and efficiency.









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