2006 MY

BODY BUILDER'S BOOK

UD1800HD/MKA370
UD2000/MKB370
UD2300/LKC370
UD2600/PKA370
UD3300/PKC370

Pubrication No. BBL3U06E00
0412DRD-14150-S

CONTENTS

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 Nissan Diesel Motor Co., Ltd. This Book is not intended to provide instructions or authorization by Nissan Diesel Motor Co., Ltd. for modification, alteration or completion of any vehicle and nothing contained herein is to be regarded as providing any such instructions or authorization. Nissan Diesel Motor Co., Ltd. and Nissan Diesel 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 Nissan Diesel Motor Co., Ltd. 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 Nissan Diesel Motor Co., Ltd. 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.

Regulations such as those issued by the Federal Highway Administration or issued pursuant to the Occupational Safety and Health Act (OSHA) and/or state and local laws and regulations may require installation of additional equipment for the particular use intended for the vehicle. Nothing contained herein is to be construed as a representation that such equipment required for the particular use intended 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.

Nissan Diesel Motor Co., Ltd. and Nissan Diesel 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 Nissan Diesel America, Inc. authorized dealer or Nissan Diesel America, Inc. Inquiries about the contents of this Book or requests for technical information should be directed to Nissan Diesel America, Inc., P.O. Box 152034, Irving, Texas 75015-2034.

A : GENERAL INFORMATION

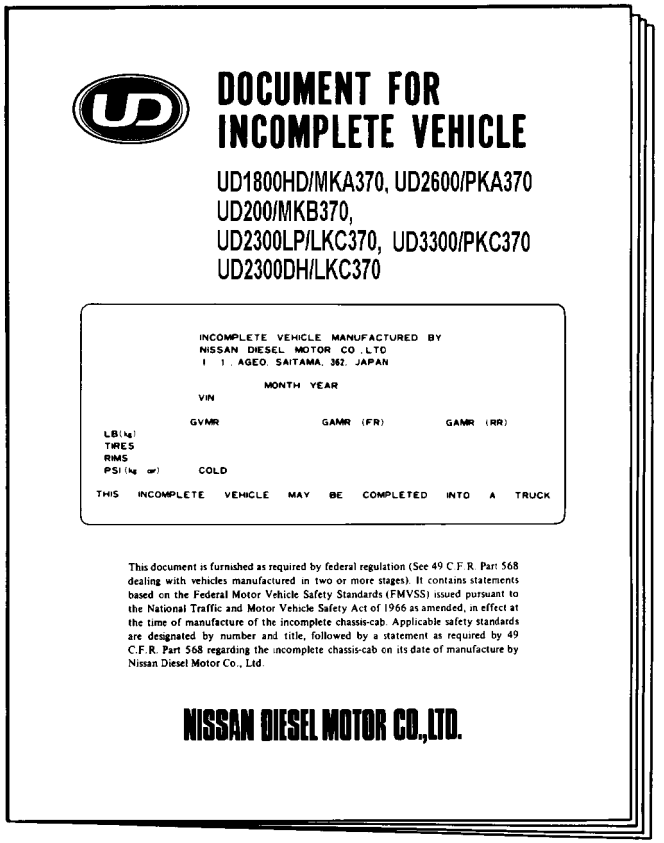
INCOMPLETE VEHICLES-SUBSEQUENT MANUFACTURERS AND CERTIFICATION

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.

Nissan Diesel Motor Co., Ltd. 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 Nissan Diesel Motor Co., Ltd. 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


DOCUMENT FOR
INCOMPLETE VEHICLE

UD1800HD/MKA370, UD2600/PKA370
UD200/MKB370,
UD2300LP/LKC370, UD3300/PKC370
UD2300DH/LKC370

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

MONTH YEAR

VIN

GVMR GAMR (FR) GAMR (RR)

LB(kg)
TIRES
RIMS
PSI(kg/cm²) 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 Nissan Diesel Motor Co., Ltd.

NISSAN DIESEL MOTOR CO.,LTD.

WBM932A

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 manufacturers 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.

LIST OF MOTOR VEHICLE SAFETY STANDARDS AND REGULATIONS APPLICABLE TO TRUCKS WITH A GVMR 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 Nissan Diesel Motor Co., Ltd.

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

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

NOISE EMISSION CONTROL SYSTEMS AND MODIFICATIONS

All new Nissan Diesel Motor Co., Ltd. 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 GVMR (40 CFR §205.).

The Noise Emission Warranty is provided in the Warranty and Service Booklet. The Nissan Diesel Motor Co., Ltd. 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	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 Nissan Diesel Motor Co., Ltd. chassis-cabs and engines installed in Nissan Diesel Motor Co., Ltd. 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 Nissan Diesel Motor Co., Ltd. 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 (Air Control Valve and Lines)
- Exhaust Inlet and Outlet Pipes and Muffler
- And any other emission control system components

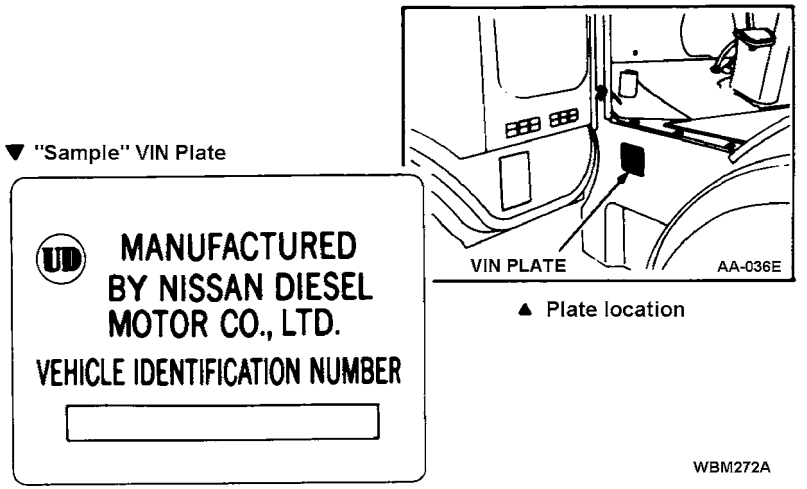
Do not change the back pressure of the exhaust manifold. Any change to the exhaust inlet and outlet pipes or muffler must not result in an increase in vehicle noise.

LABEL AND IDENTIFICATION PLATE

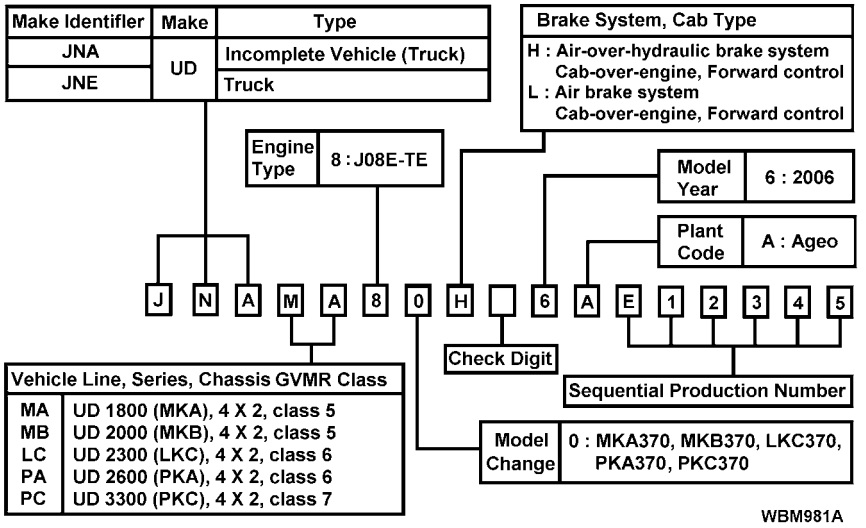
Label and identification plate required or contemplated by federal regulation and their location are listed in the following table. These labels are reproduced on pages A5 through A6.

LBEL NAME	LOCATION
1. VEHICLE IDENTIFICATION NUMBER PLATE (Required by 49 CFR §565)	On the 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 COTROL 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)	lnward facing surface of the door next to the driver's seating position

1. Vehicle Identification Number (VIN) Plate



<Vehicle Identification Number (VIN) Structure>



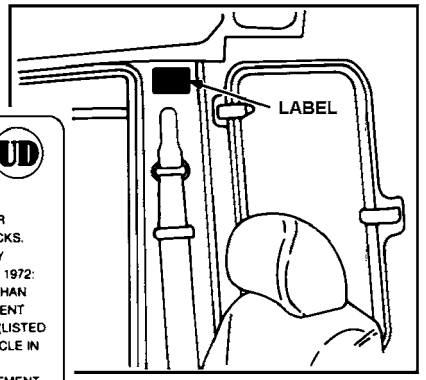
2. Vehicle Noise Emission Control Information Label

▼ "Sample" Label

VEHICLE NOISE EMISSION CONTROL INFORMATION
NISSAN DEISEL MOTOR CO., LTD.

THIS VEHICLE CONFORMS TO U. S. EPA REGULATIONS FOR NOISE EMISSION APPLICABLE TO MEDIUN AND HEAVY TRUCKS.
THE FOLLOWING ACTS OR THE CAUSING THEREOF BY ANY PERSON ARE PROHIBITED BY THE NOISE CONTROL ACT OF 1972:
(A) THE REMOVAL OR RENDERING INOPERATIVE, OTHER THAN FOR PURPOSES OF MAINTENANCE, REPAIR, OR REPLACEMENT OF ANY NOISE CONTROL DEVICE OR ELEMENT OF DESIGN (LISTED IN THE OWNER'S MANUAL) INCORPORATED INTO THIS VEHICLE IN COMPLIANCE WITH THE NOISE CONTROL ACT;
(B) THE USE OF THIS VEHICLE AFTER SUCH DEVICE OR ELEMENT OF DESIGN HAS BEEN REMOVED OR RENDERED INOPERATIVE.

2005	JAN	FEB	MAR	APR	MAY	JUN
2006	JUL	AUG	SEP	OCT	NOV	DEC

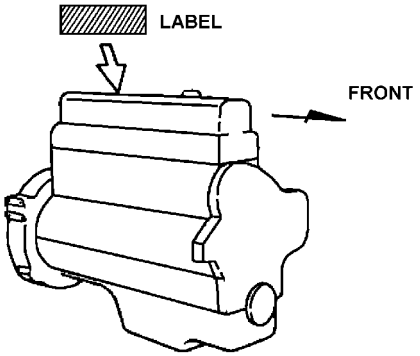


▲ Label location

WBM982A

3. Vehicle Emission Control Information Label

Label location



WBM766A

4. Chassis-Cab Manufacturer's Certification Label

▼ "Sample" Label

CHASSIS-CAB MANUFACTURED BY NISSAN DIESEL MOTOR CO., LTD.

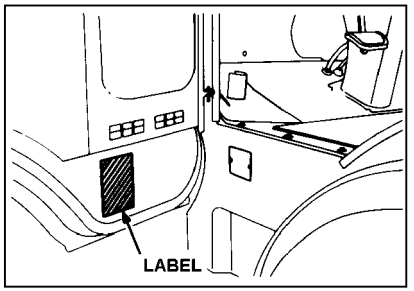
THIS CHASSIS-CAB CONFORMS TO FEDERAL MOTOR VEHICLE SAFETY STANDARD NOS. 101, 102, 103, 104, 106, 107, 111, 115, 116, 124, 205, 206, 207, 208, 209, 210, AND 302.

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.

2005	JAN	FEB	MAR	APR	MAY	JUN
2006	JUL	AUG	SEP	OCT	NOV	DEC

MADE IN JAPAN



▲ Label location

WBM983A

B : CHASSIS-CAB DATA

CHASSIS-CAB DATA CHART

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/cm^2)
TORQUE
1 newton-meter (N•m) =
0.7376 pound-feet (lbf•ft) =
0.1020 kilogram-meter (kgf•m)
TEMPERATURE
Degree Fahrenheit (°F) =
1.8 x degree Celsius (°C) + 32

CHASSIS-CAB DIMENSIONS AND MASSES

UD1800HD 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		258.46 (6,565)	276.57 (7,025)	302.56 (7,685)	320.28 (8,135)	359.65 (9,135)
OVERALL WIDTH		86.61 (2,200)	86.61 (2,200)	86.61 (2,200)	86.61 (2,200)	86.61 (2,200)
OVERALL HEIGHT		96.46 (2,450)	96.65 (2,455)	96.46 (2,450)	96.65 (2,455)	96.65 (2,455)
CAB TO REAR AXLE CENTER		112.17 (2,849)	130.28 (3,309)	142.09 (3,609)	153.90 (3,909)	180.28 (4,579)
MASSES Unit: lb. (kg)						
CHASSIS-CAB	FRONT	4,675 (2,120)	4,720 (2,140)	4,750 (2,155)	4,770 (2,165)	4,860 (2,205)
	REAR	2,260 (1,025)	2,290 (1,040)	2,315 (1,050)	2,350 (1,065)	2,415 (1,095)
	TOTAL	6,935 (3,145)	7,010 (3,180)	7,065 (3,205)	7,120 (3,230)	7,275 (3,300)
CENTER OF GRAVITY Unit: inch (mm)						
CHASSIS-CAB	V	26.38 (670)	26.38 (670)	26.38 (670)	26.38 (670)	26.38 (670)
	H	48.23 (1,225)	54.33 (1,380)	58.27 (1,480)	62.60(1,590)	71.65 (1,820)
	FEH	34.84 (885)	34.65 (880)	34.84 (885)	34.84 (885)	34.84 (885)
UNSPRUNG MASS Unit: lb. (kg)						
	FRONT	739 (335)				
	REAR	1,323 (600)				
GVMR & GAMR Unit: lb. (kg)						
GVMR		17,995 (8,160) 16,540 (7,500) for Garbage truck with an ATM (ON-Highway)				
GAMR	FRONT	7,275 (3,300)				
	REAR	13,000 (5,900)				
PERMISSIBLE LOAD Unit: lb. (kg)						
FRONT TIRE		3,750 (1,700) x 2				
REAR TIRE		3,530 (1,600) x 4				

NOTE: STANDARD SPECIFICATION WITH 215/75R 17.5 (G) TIRES

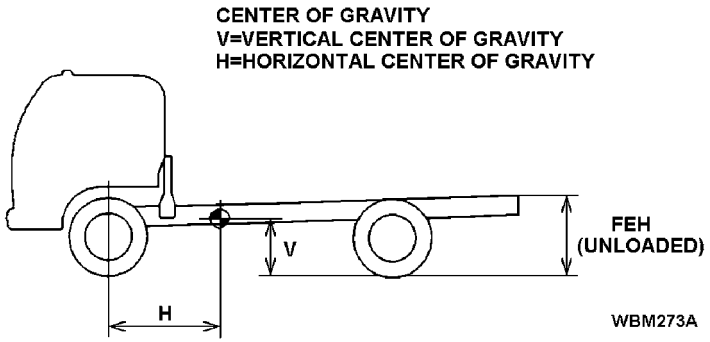
ADDITIONAL MASSES FOR OPTIONAL PARTS

(NISSAN DIESEL MOTOR CO., LTD. GENUINE PART)

Unit: lb. (kg)

PARTS ASSEMBLY NAME	FRONT	REAR	TOTAL
1000 series ATM TRANSMISSION	92.6 (42)	11.0 (5)	103.6 (47)
TRANSMISSION PTO	8.8 (4)	4.4 (2)	13.2 (6)
REAR WHEEL PARKING BRAKE	–	50.7 (23)	50.7 (23)
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		258.46 (6,565)	276.57 (7,025)	302.56 (7,685)	320.28 (8,135)	359.65 (9,135)
OVERALL WIDTH		86.61 (2,200)	86.61 (2,200)	86.61 (2,200)	86.61 (2,200)	86.61 (2,200)
OVERALL HEIGHT		96.85 (2,460)	96.85 (2,460)	96.85 (2,460)	97.05 (2,465)	97.05 (2,465)
CAB TO REAR AXLE CENTER		112.17 (2,849)	130.28 (3,309)	142.09 (3,609)	153.90 (3,909)	180.28 (4,579)
MASSES Unit: lb. (kg)						
CHASSIS-CAB	FRONT	4,675 (2,120)	4,720 (2,140)	4,750 (2,155)	4,770 (2,165)	4,860 (2,205)
	REAR	2,260 (1,025)	2,290 (1,040)	2,315 (1,050)	2,350 (1,065)	2,415 (1,095)
	TOTAL	6,935 (3,145)	7,010 (3,180)	7,065 (3,205)	7,120 (3,230)	7,275 (3,300)
CENTER OF GRAVITY Unit: inch (mm)						
CHASSIS-CAB	V	26.77 (680)	26.77 (680)	26.77 (680)	26.77 (680)	26.77 (680)
	H	48.23 (1,225)	54.33 (1,380)	58.27 (1,480)	62.60(1,590)	71.65 (1,820)
	FEH	34.65 (880)	34.45 (875)	34.65 (880)	34.65 (880)	34.65 (880)
UNSPRUNG MASS Unit: lb. (kg)						
	FRONT	739 (335)				
	REAR	1,323 (600)				
GVMR & GAMR Unit: lb. (kg)						
GVMR		19,500 (8,845) 16,540 (7,500) for Garbage truck with an ATM (ON-Highway)				
GAMR	FRONT	7,275 (3,300)				
	REAR	13,000 (5,900)				
PERMISSIBLE LOAD Unit: lb. (kg)						
FRONT TIRE		3,750 (1,700) x 2				
REAR TIRE		3,530 (1,600) x 4				

NOTE: STANDARD SPECIFICATION WITH 215/75R 17.5 (G) TIRES

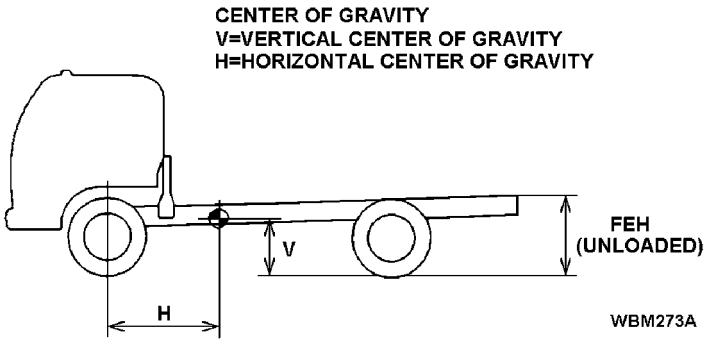
ADDITIONAL MASSES FOR OPTIONAL PARTS

(NISSAN DIESEL MOTOR CO., LTD. GENUINE PART)

Unit: lb. (kg)

PARTS ASSEMBLY NAME	FRONT	REAR	TOTAL
1000 series ATM TRANSMISSION	92.6 (42)	11.0 (5)	103.6 (47)
TRANSMISSION PTO	8.8 (4)	4.4 (2)	13.2 (6)
REAR WHEEL PARKING BRAKE	–	50.7 (23)	50.7 (23)
THIRD SEAT	13.2 (6)	–	13.2 (6)

NOTE : THE ABOVE DATA CONCERN THE UD2000F.



*UD2300LP SERIES

MODEL		UD2300D	UD2300F	UD2300H	UD2300K	UD2300N
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		258.46 (6,565)	276.57 (7,025)	302.56 (7,685)	320.28 (8,135)	359.65 (9,135)
OVERALL WIDTH		86.61 (2,200)	86.61 (2,200)	86.61 (2,200)	86.61 (2,200)	86.61 (2,200)
OVERALL HEIGHT		98.82 (2,510)	98.82 (2,510)	98.82 (2,510)	98.82 (2,510)	98.82 (2,510)
CAB TO REAR AXLE CENTER		112.17 (2,849)	130.28 (3,309)	142.09 (3,609)	153.90 (3,909)	180.28 (4,579)
MASSES Unit:lb. (k)g						
CHASSIS-CAB	FRONT	5,005 (2,270)	5,015 (2,275)	5,070 (2,300)	5,135 (2,330)	5,215 (2,365)
	REAR	2,490 (1,130)	2,545 (1,155)	2,555 (1,160)	2,565 (1,165)	2,690 (1,220)
	TOTAL	7,495 (3,400)	7,560 (3,430)	7,625 (3,460)	7,700 (3,495)	7,905 (3,585)
CENTER OF GRAVITY Unit: inch (mm)						
CHASSIS-CAB	V	28.15 (715)	28.15 (715)	28.15 (715)	28.15 (715)	28.15 (715)
	H	50.79 (1,290)	57.48 (1,460)	61.02 (1,550)	64.76 (1,645)	74.80 (1,900)
	FEH	37.01 (940)	36.81 (935)	37.01 (940)	37.01 (940)	37.01 (940)
UNSPRUNG MASS Unit: lb. (kg)						
	FRONT	882 (400)				
	REAR	1,653 (750)				
GVMR & GAMR Unit: lb. (kg)						
GVMR		23,000 (10,435)				
GAMR	FRONT	7,715 (3,500)				
	REAR	16,535 (7,500)				
PERMISSIBLE LOAD Unit: lb. (kg)						
FRONT TIRE		4,540 (2,060) x 2				
REAR TIRE		4,300 (1,950) x 4				

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

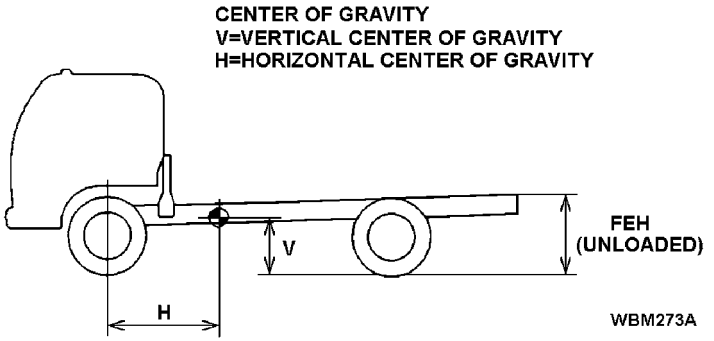
ADDITIONAL MASSES FOR OPTIONAL PARTS

(NISSAN DIESEL MOTOR CO., LTD. GENUINE PART)

Unit: lb. (kg)

PARTSASSEMBLYNAME	FRONT	REAR	TOTAL
2400/2500 series ATM TRANSMISSION	92.6 (42)	11.0 (5)	103.6 (47)
TRANSMISSION PTO	8.8 (4)	4.4 (2)	13.2 (6)
REAR WHEEL PARKING BRAKE	–	66.1 (30)	66.1 (30)
THIRD SEAT	13.2 (6)	–	13.2 (6)

NOTE : THE ABOVE CONCERN THE UD2300F.



*UD2300DH SERIES

MODEL		UD2300D	UD2300F	UD2300H	UD2300K	UD2300N
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		258.46 (6,565)	276.57 (7,025)	302.56 (7,685)	320.28 (8,135)	359.65 (9,135)
OVERALL WIDTH		86.61 (2,200)	86.61 (2,200)	86.61 (2,200)	86.61 (2,200)	86.61 (2,200)
OVERALL HEIGHT		102.95 (2,615)	102.95 (2,615)	102.95 (2,615)	102.95 (2,615)	102.95 (2,615)
CAB TO REAR AXLE CENTER		112.17 (2,849)	130.28 (3,309)	142.09 (3,609)	153.90 (3,909)	180.28 (4,579)
MASSES Unit: lb. (kg)						
CHASSIS-CAB	FRONT	5,080 (2,305)	5,105 (2,315)	5,170 (2,345)	5,235 (2,375)	5,325 (2,415)
	REAR	2,790 (1,265)	2,830 (1,285)	2,830 (1,285)	2,845 (1,290)	2,955 (1,340)
	TOTAL	7,870 (3,570)	7,935 (3,600)	8,000 (3,630)	8,080 (3,665)	8,280 (3,755)
CENTER OF GRAVITY Unit: inch (mm)						
CHASSIS-CAB	V	25.39 (645)	25.39 (645)	25.39 (645)	25.39 (645)	25.39 (645)
	H	52.76 (1,340)	59.65 (1,515)	63.39 (1,610)	67.13 (1,705)	77.56 (1,970)
	FEH	40.75 (1,035)	40.35 (1,025)	40.75 (1,035)	40.75 (1,035)	40.75 (1,035)
UNSPRUNG MASS Unit: lb. (kg)						
	FRONT	926 (420)				
	REAR	1,874 (850)				
GVMR & GAMR Unit: lb. (kg)						
GVMR		23,000 (10,435)				
GAMR	FRONT	7,715 (3,500)				
	REAR	16,535 (7,500)				
PERMISSIBLE LOAD Unit: lb. (kg)						
FRONT TIRE		4,920 (2,232) x 2 {Si unit : 2,240 kg (4,940 lbs)}				
REAR TIRE		4,320 (1,960) x 4 {Si unit : 2,120 kg (4,675 lbs)}				

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

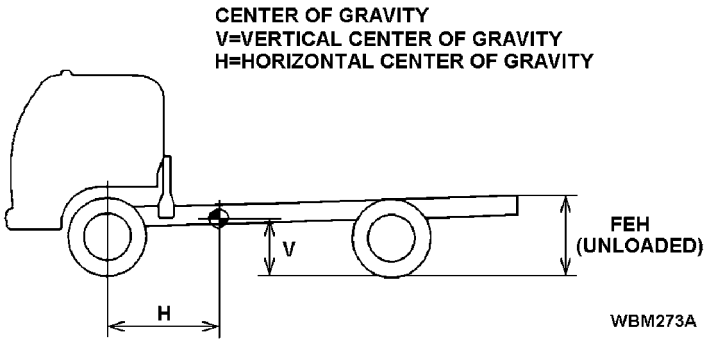
ADDITIONAL MASSES FOR OPTIONAL PARTS

(NISSAN DIESEL MOTOR CO., LTD. GENUINE PART)

Unit: lb. (kg)

PARTS ASSEMBLY NAME	FRONT	REAR	TOTAL
2400/2500 series ATM TRANSMISSION	92.6 (42)	11.0 (5)	103.6 (47)
TRANSMISSION PTO	8.8 (4)	4.4 (2)	13.2 (6)
REAR WHEEL PARKING BRAKE	–	66.1 (30)	66.1 (30)
THIRD SEAT	13.2 (6)	–	13.2 (6)

NOTE : THE ABOVE DATA CONCERN THE UD2300F.



UD2600 SERIES

MODEL		UD2600E	UD2600G	UD2600K	UD2600L	UD2600N	UD2600S
DIMENSIONS Unit: inch (mm)							
WHEELBASE		150.39 (3,820)	171.26 (4,350)	187.01 (4,750)	202.76 (5,150)	218.50 (5,550)	253.94 (6,450)
OVERALL LENGTH		245.67 (6,240)	300.39 (7,630)	320.28 (8,135)	347.64 (8,830)	371.26 (9,430)	418.50 (10,630)
OVERALL WIDTH		95.08 (2,415)	95.08 (2,415)	95.08 (2,415)	95.08 (2,415)	95.08 (2,415)	95.08 (2,415)
OVERALL HEIGHT		106.30 (2,700)	106.30 (2,700)	106.30 (2,700)	106.30 (2,700)	106.30 (2,700)	106.50 (2,705)
CAB TO REAR AXLE CENTER		118.27 (3,004)	139.13 (3,534)	154.88 (3,934)	170.63 (4,334)	186.38 (4,734)	221.81 (5,634)
MASSES Unit: lb. (kg)							
CHASSIS-CAB	FRONT	5,665 (2,570)	5,800 (2,630)	5,840 (2,650)	5,865 (2,660)	5,930 (2,690)	5,975 (2,710)
	REAR	3,625 (1,645)	3,580 (1,625)	3,605 (1,635)	3,670 (1,665)	3,735 (1,695)	3,790 (1,720)
	TOTAL	9,290 (4,215)	9,380 (4,255)	9,445 (4,285)	9,535 (4,325)	9,665 (4,385)	9,765 (4,430)
CENTER OF GRAVITY Unit: inch (mm)							
CHASSIS-CAB	V	30.12 (765)	30.12 (765)	30.12 (765)	30.12 (765)	30.12 (765)	30.12 (765)
	H	58.66 (1,490)	65.35 (1,660)	71.26 (1,810)	78.15 (1,985)	84.45 (2,145)	98.62 (2,505)
	FEH	42.72 (1,085)	43.50 (1,105)	43.50 (1,105)	43.50 (1,105)	43.50 (1,105)	43.50 (1,105)
UNSPRUNG MASS Unit: lb. (kg)							
	FRONT	1,499 (680)					
	REAR	2,260 (1,025)					
GVMR & GAMR Unit: lb. (kg)							
GVMR		25,995 (11,790)					
GAMR	FRONT	9,480 (4,300)					
	REAR	18,080 (8,200)					
PERMISSIBLE LOAD Unit: lb. (kg)							
FRONT TIRE		6,040 (2,735) x 2 {Si unit : 2,800 kg (6,175 lbs)}					
REAR TIRE		5,300 (2,400) x 4 {Si unit : 2,650 kg (5,840 lbs)}					

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

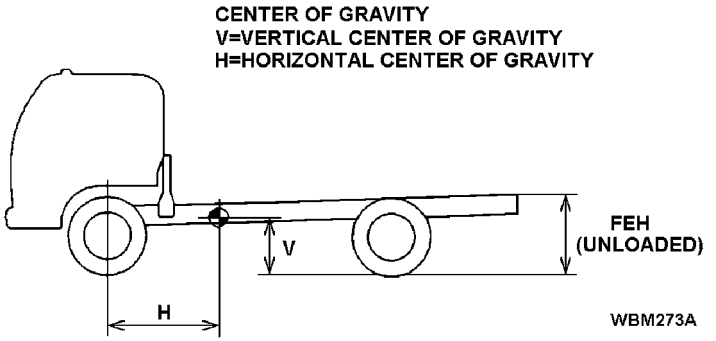
ADDITIONAL MASSES FOR OPTIONAL PARTS

(NISSAN DIESEL MOTOR CO., LTD. GENUINE PART)

Unit: lb. (kg)

PARTS ASSEMBLY NAME	FRONT	REAR	TOTAL
2400/2500 series ATM TRANSMISSION	92.6 (42)	11.0 (5)	103.6 (47)
TRANSMISSION PTO	8.8 (4)	4.4 (2)	13.2 (6)
REAR WHEEL PARKING BRAKE	–	66.1 (30)	66.1 (30)
THIRD SEAT	13.2 (6)	–	13.2 (6)
REAR SHOCK ABSORBER	–	55.1 (25)	55.1 (25)

NOTE : THE ABOVE DATA CONCERN THE UD2600G.



UD3300 SERIES

MODEL		UD3300E	UD3300H	UD3300K	UD3300M	UD3300R
DIMENSIONS Unit: inch (mm)						
WHEELBASE		156.30 (3,970)	177.17 (4,500)	192.91 (4,900)	208.66 (5,300)	238.19 (6,050)
OVERALL LENGTH		276.57 (7,025)	300.39 (7,630)	320.28 (8,135)	347.64 (8,830)	398.82 (10,130)
OVERALL WIDTH		95.47 (2,425)	95.47 (2,425)	95.47 (2,425)	95.47 (2,425)	95.47 (2,425)
OVERALL HEIGHT		107.28 (2,725)	107.28 (2,725)	107.28 (2,725)	107.28 (2,725)	107.28 (2,725)
CAB TO REAR AXLE CENTER		124.17 (3,154)	145.04 (3,684)	160.79 (4,084)	176.54 (4,484)	206.06 (5,234)
MASSES Unit: lb. (kg)						
CHASSIS-CAB	FRONT	6,040 (2,740)	6,105 (2,770)	6,170 (2,800)	6,215 (2,820)	6,340 (2,875)
	REAR	4,045 (1,835)	4,090 (1,855)	4,135 (1,875)	4,200 (1,905)	4,285 (1,945)
	TOTAL	10,085 (4,575)	10,195 (4,625)	10,305 (4,675)	10,415 (4,725)	10,625 (4,820)
CENTER OF GRAVITY Unit: inch (mm)						
CHASSIS-CAB	V	30.91 (785)	30.91 (785)	30.91 (785)	30.91 (785)	30.91 (785)
	H	62.68 (1,592)	71.06 (1,805)	77.36 (1,965)	84.13 (2,137)	96.10 (2,441)
	FEH	42.91 (1,090)	42.91 (1,090)	42.91 (1,090)	42.91 (1,090)	42.91 (1,090)
UNSPRUNG MASS Unit: lb. (kg)						
	FRONT	1,544 (700)				
	REAR	2,867 (1,300)				
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		6,040 (2,735) x 2 {Si unit : 2,800 kg (6,175 lb)}				
REAR TIRE		5,300 (2,400) x 4 {Si unit : 2,650 kg (5,840 lb)}				

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

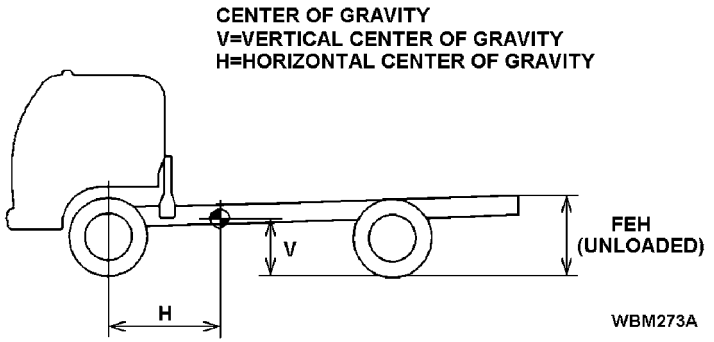
ADDITIONAL MASSES FOR OPTIONAL PARTS

(NISSAN DIESEL MOTOR CO., LTD. GENUINE PART)

Unit: lb. (kg)

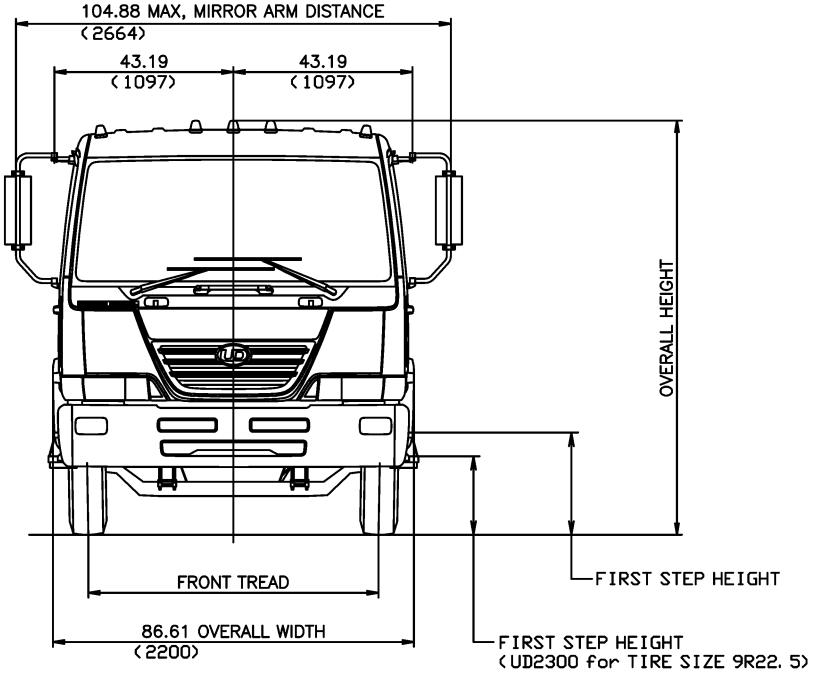
PARTS ASSEMBLY NAME	FRONT	REAR	TOTAL
TRANSMISSION PTO	11.0 (5)	4.4 (2)	15.4 (7)
THIRD SEAT	13.2 (6)	–	13.2 (6)
REAR SHOCK ABSORBER	–	55.1 (25)	55.1 (25)

NOTE : THE ABOVE DATA CONCERN THE UD3300H.

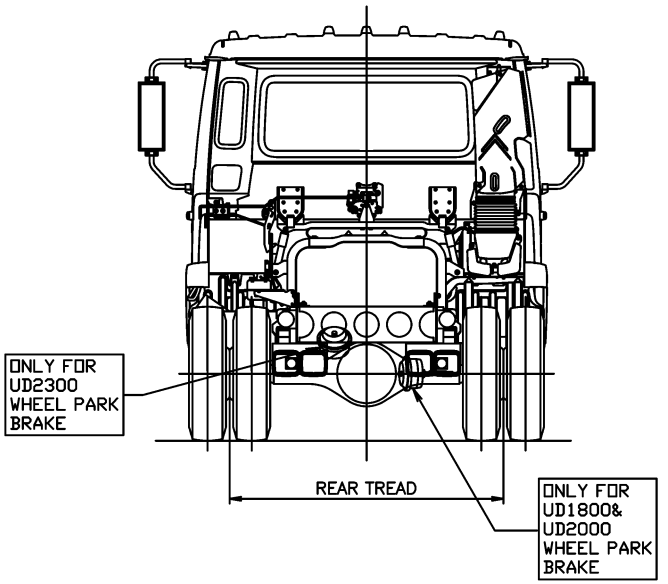


CHASSIS DIAGRAM FRONT AND REAR VIEW

UD1800, UD2000, UD2300



UNIT: INCH(MM)



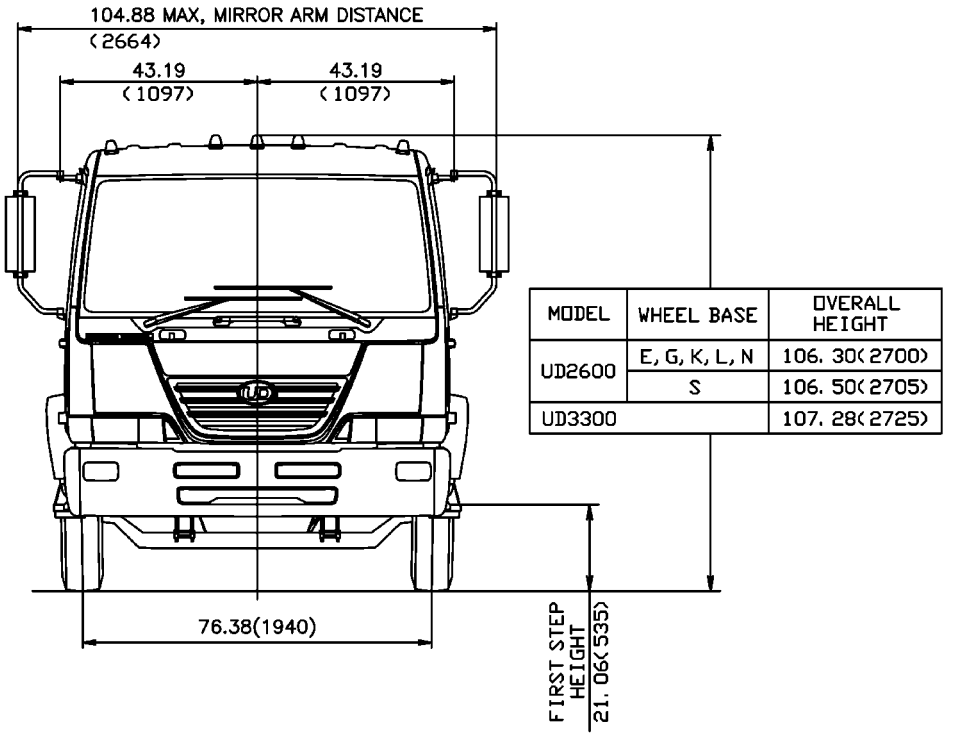
MODEL	TIRE SIZE	OVERALL HEIGHT	FRONT TREAD	REAR TREAD	FIRST STEP HEIGHT
UD1800E, H	215/75R 17.5	96.46(2450)	69.28(1760)	65.94(1675)	21.46(545)
UD1800F, K, N	215/75R 17.5	96.65(2455)	69.28(1760)	65.94(1675)	21.65(550)
UD2000E, F, H	215/75R 17.5	96.85(2460)	69.28(1760)	65.94(1675)	21.85(555)
UD2000K, N	215/75R 17.5	97.05(2465)	69.28(1760)	65.94(1675)	22.05(560)
UD2300LP	245/70R 19.5	98.82(2510)	69.49(1765)	66.14(1680)	23.82(605)
UD2300DH	9R22.5	102.95(2615)	67.91(1725)	66.14(1680)	18.90(480)

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.

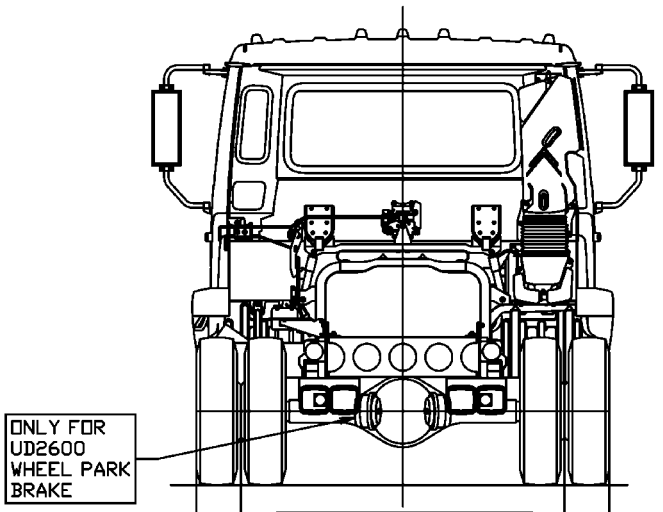
WBM984A

UD2600, UD3300

UNIT: INCH(MM)



MODEL	WHEEL BASE	OVERALL HEIGHT
UD2600	E, G, K, L, N	106.30(2700)
	S	106.50(2705)
UD3300		107.28(2725)



MODEL	REAR TREAD
UD2600	70.87(1800)
UD3300	71.26(1810)

MODEL	OVERALL WIDTH
UD2600	95.08(2415)
UD3300	95.47(2425)

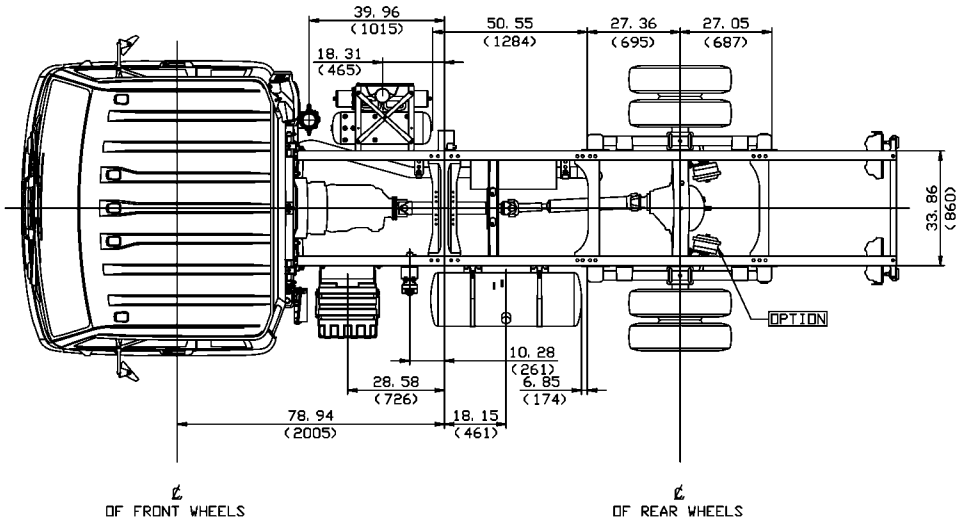
NOTE "OVERALL VEHICLE WIDTH" MEANS THE NOMINAL DESIGN DIMENSION OF THE WIDEST PART OF THE VEHICLE. EXCLUSIVE OF SIGNAL LIGHTS, FLEXIBLE FENDER EXTENSIONS AND MUD FLAPS. DETERMINED WITH DOORS AND WINDOWS CLOSED AND THE WHEELS IN THE STRAIGHT-AHEAD POSITION.
REAR COMBINATION LIGHTS AND LICENSE PLATE BRACKET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

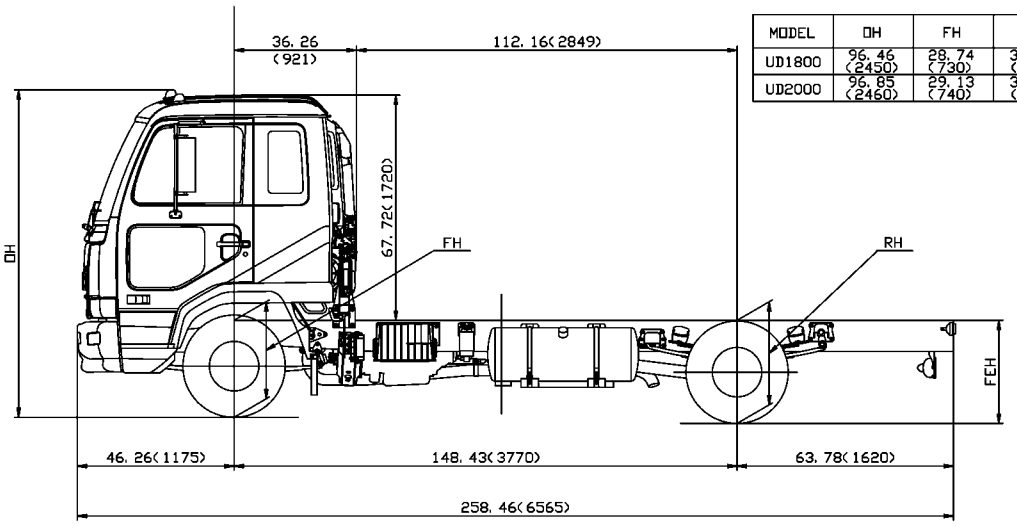
WBM985A

CHASSIS DIAGRAM PLAN AND SIDE VIEW

UD1800E, UD2000E

UNIT: INCH(MM)

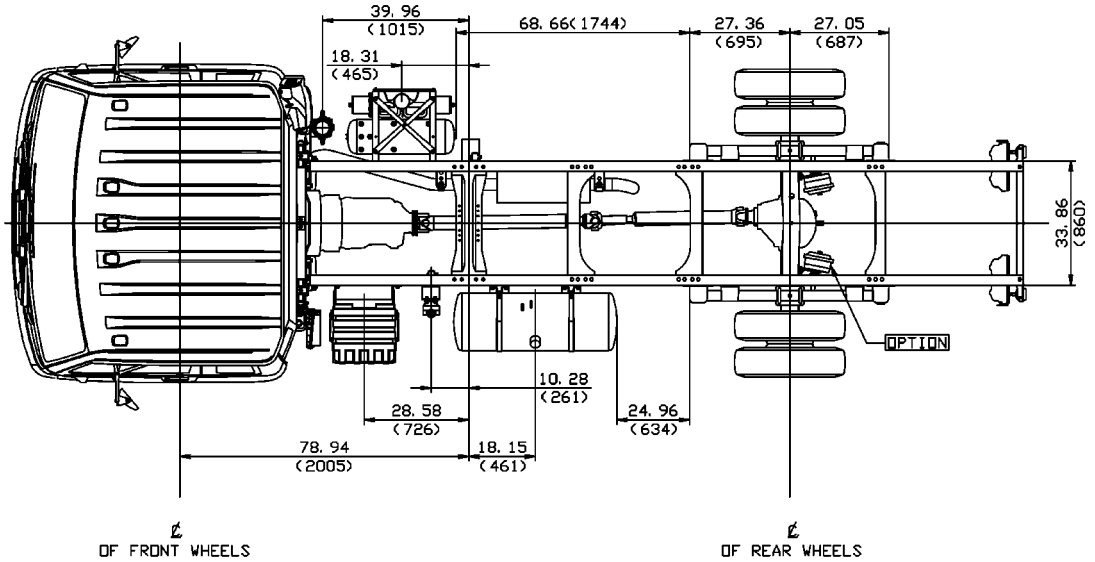




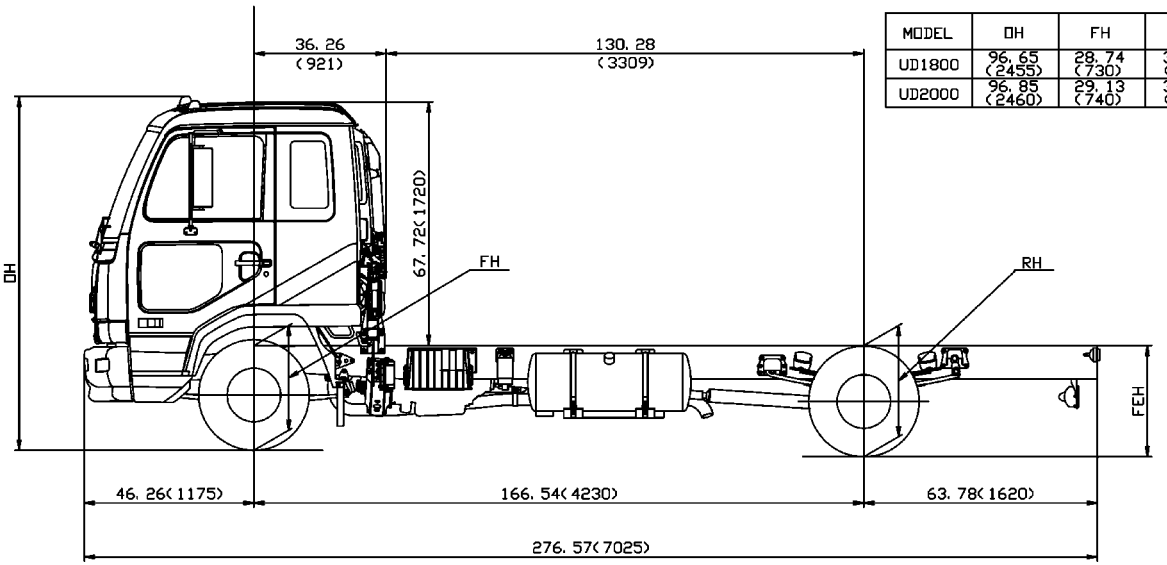
MODEL	OH	FH	RH	FEH
UD1800	96.46 (2450)	28.74 (730)	33.07 (840)	34.84 (885)
UD2000	96.85 (2460)	29.13 (740)	32.87 (835)	34.64 (880)

WBM986A

UD1800F, UD2000F



UNIT: INCH(MM)

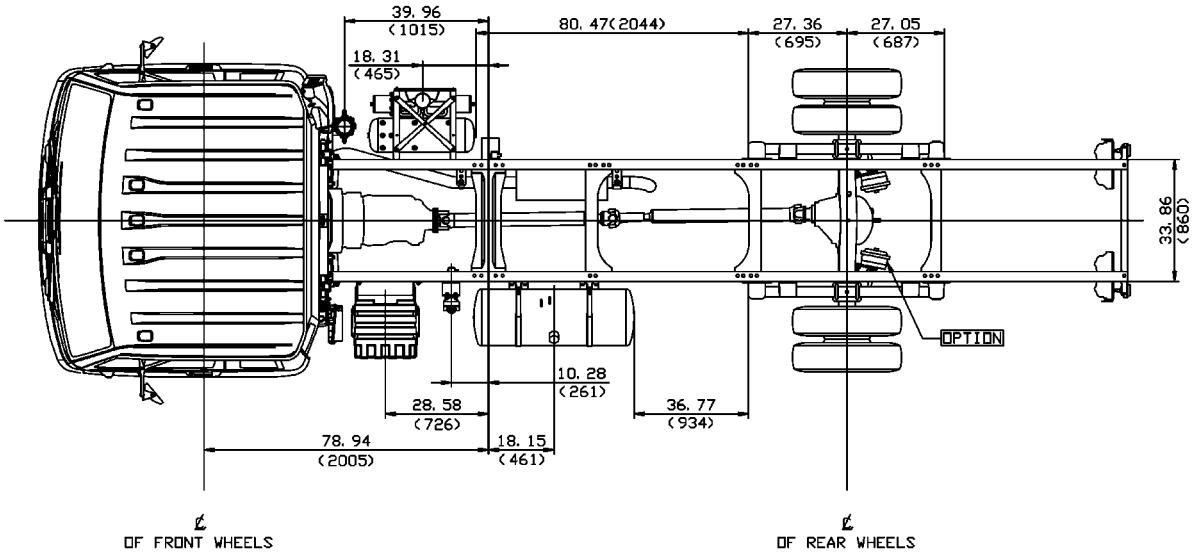


MODEL	OH	FH	RH	FEH
UD1800	96. 65 (2455)	28. 74 (730)	33. 07 (840)	34. 64 (880)
UD2000	96. 85 (2460)	29. 13 (740)	32. 87 (835)	34. 45 (875)

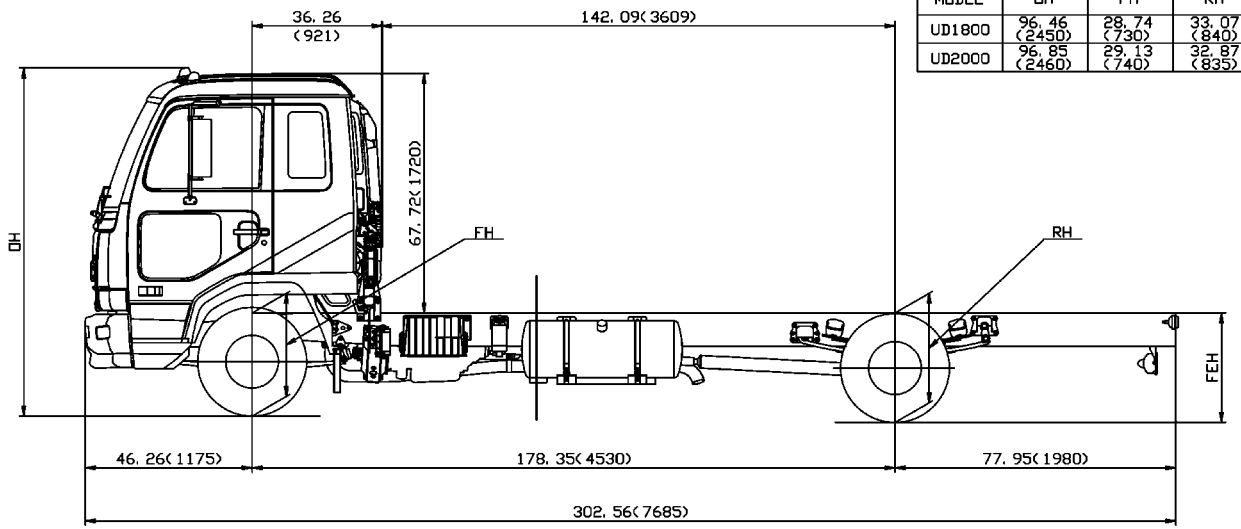
WBM987A

UD1800H, UD2000H

UNIT: INCH(MM)



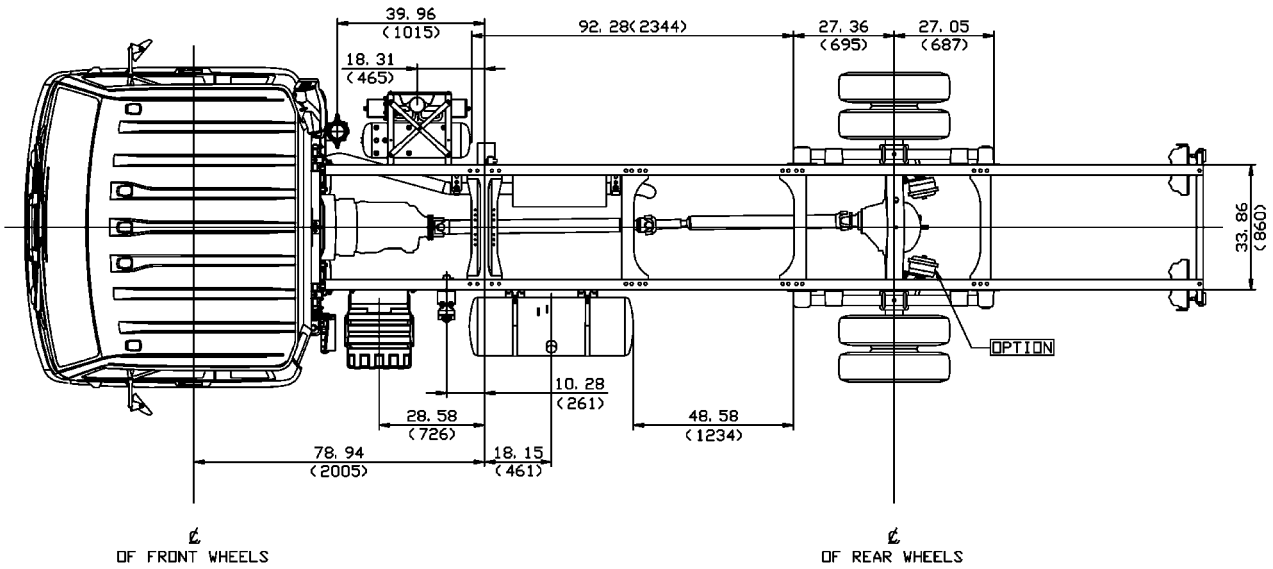
MODEL	OH	FH	RH	FEH
UD1800	96. 46 (2450)	28. 74 (730)	33. 07 (840)	34. 84 (885)
UD2000	96. 85 (2460)	29. 13 (740)	32. 87 (835)	34. 64 (880)

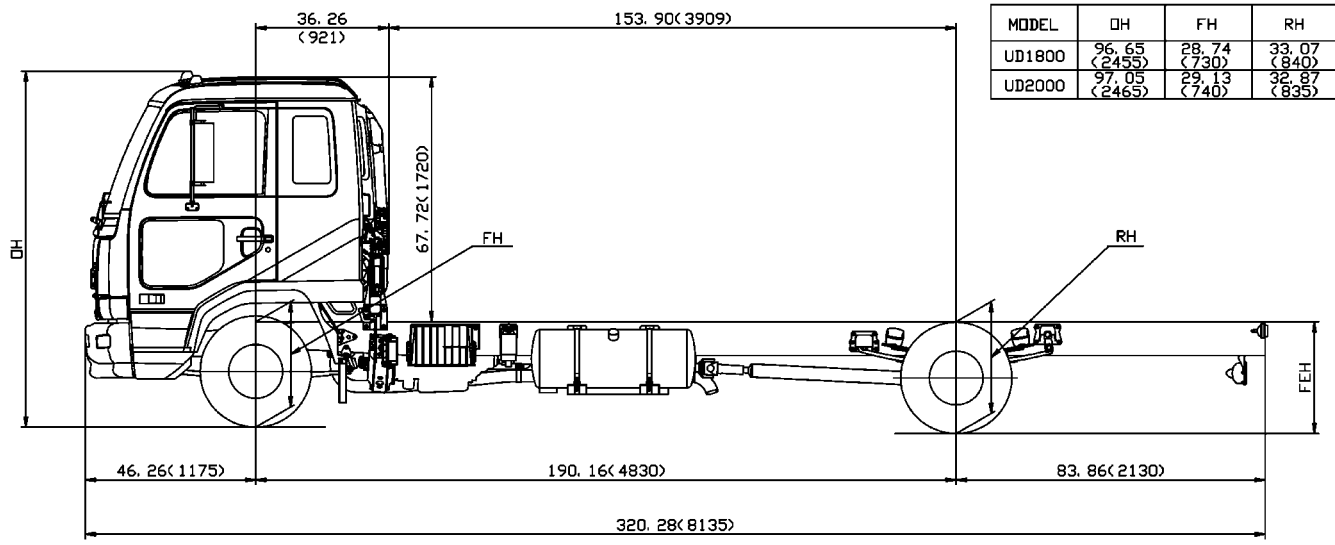


WBM988A

UD1800K, UD2000K

UNIT: INCH(MM)



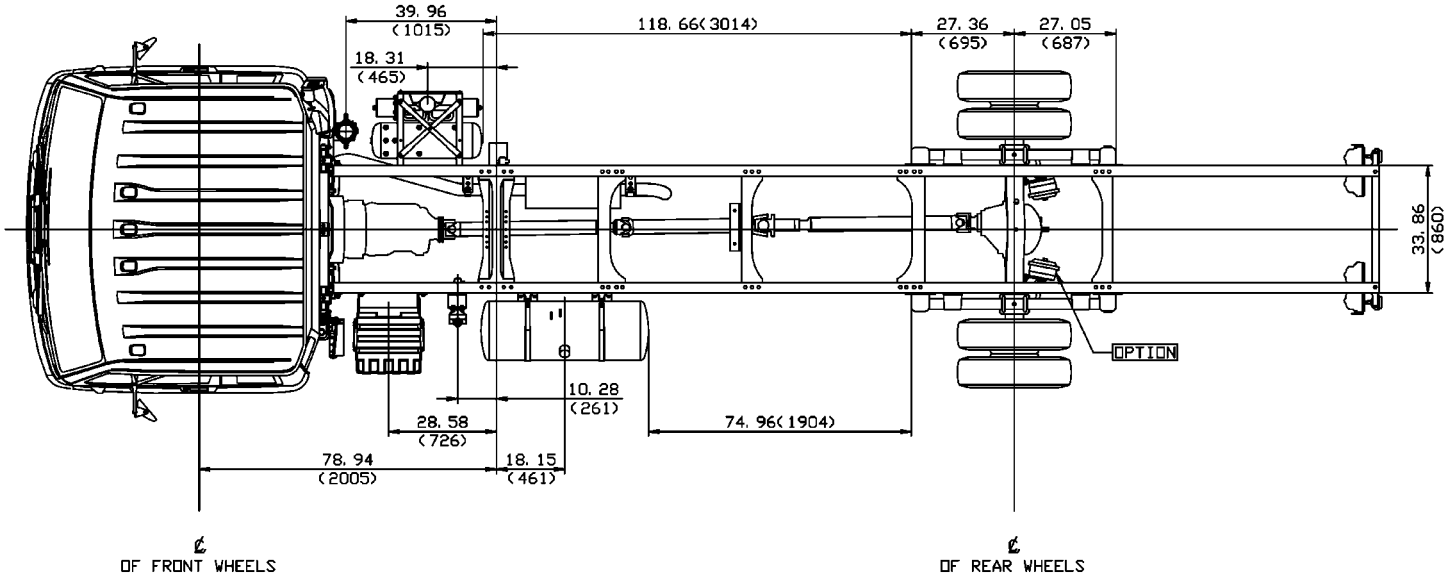


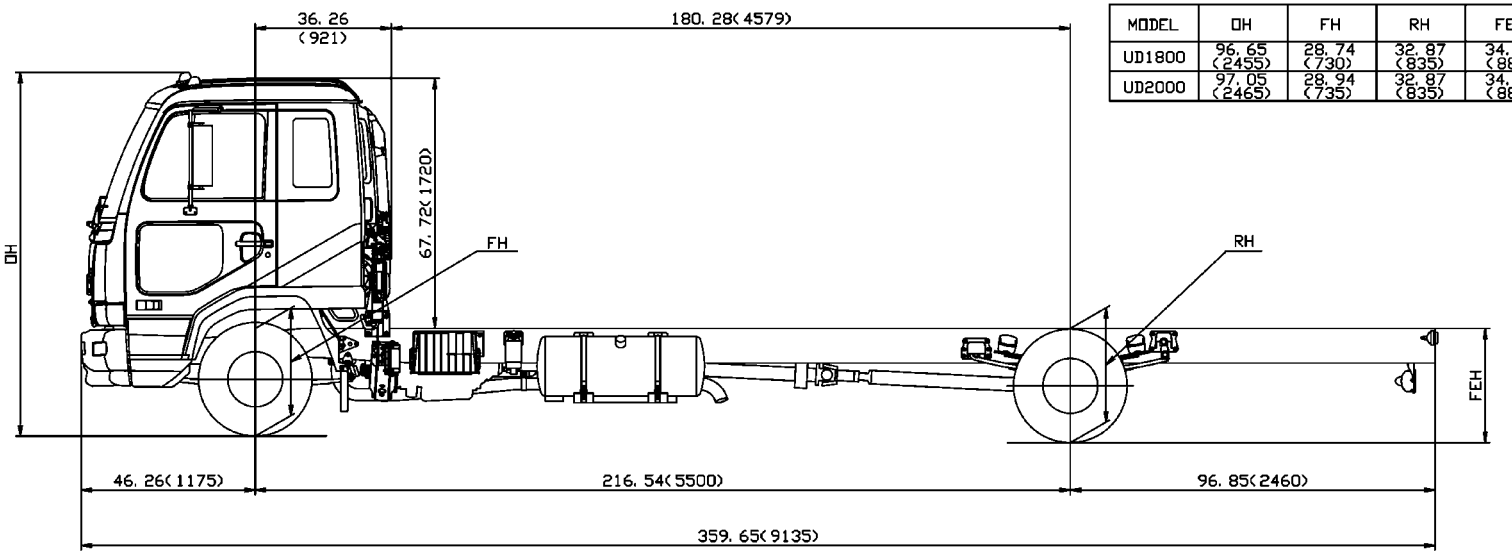
MODEL	OH	FH	RH	FEH
UD1800	96.65 (2455)	28.74 (730)	33.07 (840)	34.84 (885)
UD2000	97.05 (2465)	29.13 (740)	32.87 (835)	34.64 (880)

WBM989A

UD1800N, UD2000N

UNIT: INCH(MM)

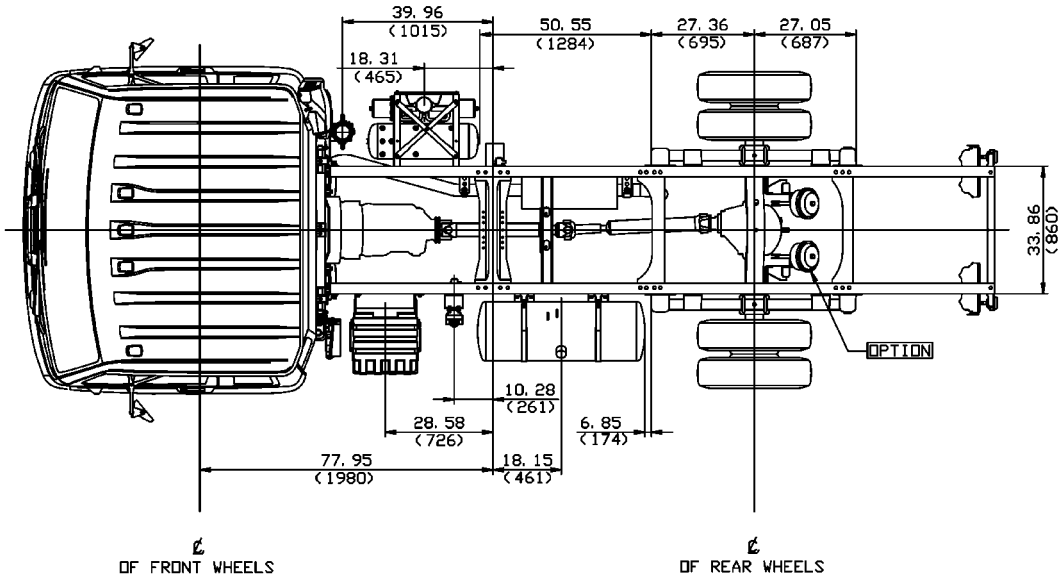


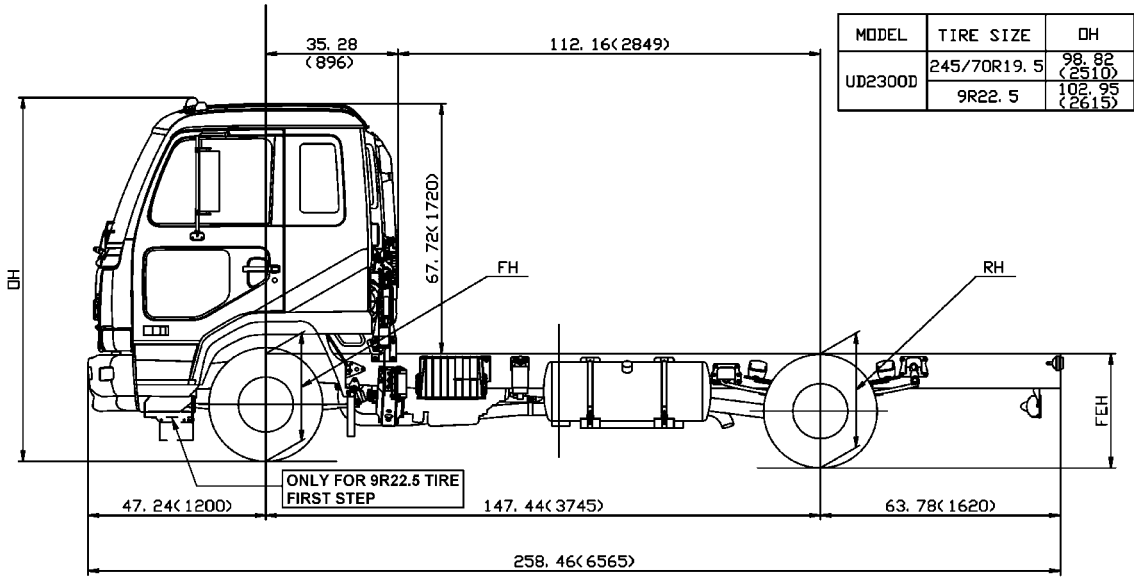


MODEL	OH	FH	RH	FEH
UD1800	96.65 (2455)	28.74 (730)	32.87 (835)	34.84 (885)
UD2000	97.05 (2465)	28.94 (735)	32.87 (835)	34.64 (880)

WBM990A

UD2300D



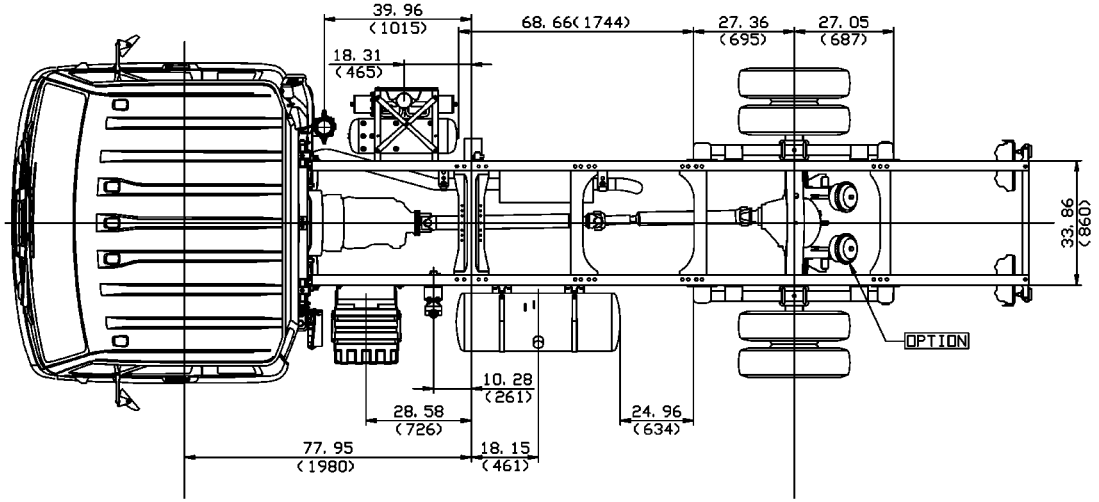


MODEL	TIRE SIZE	OH	FH	RH	FEH
UD2300D	245/70R19.5	98.82 (2510)	31.10 (790)	35.24 (895)	37.01 (940)
	9R22.5	102.95 (2615)	35.24 (895)	38.98 (990)	40.75 (1035)

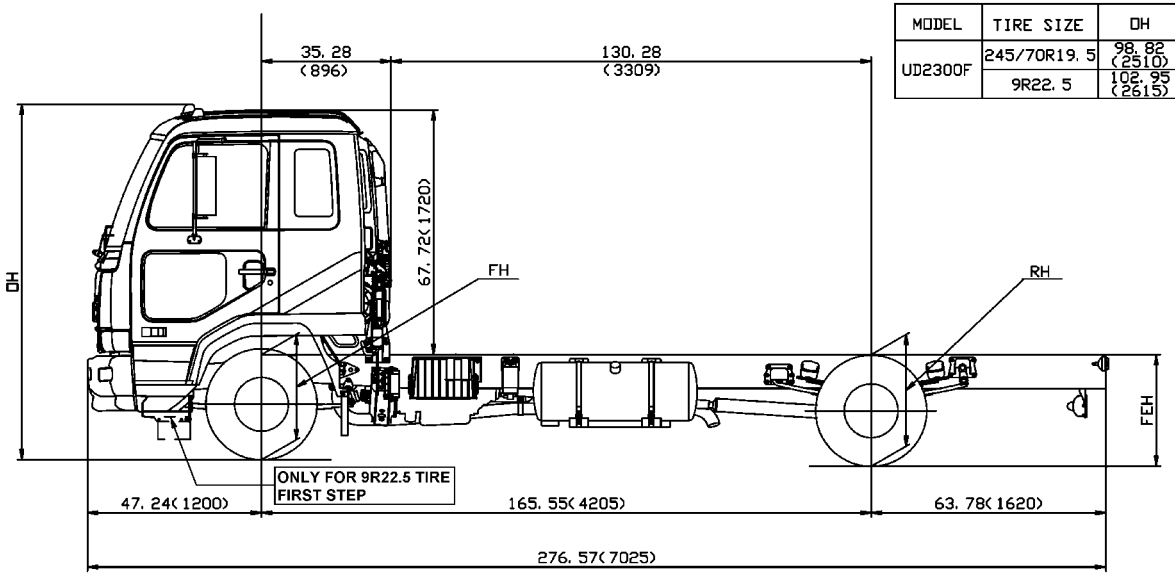
WBM991A

UD2300F

UNIT: INCH(MM)

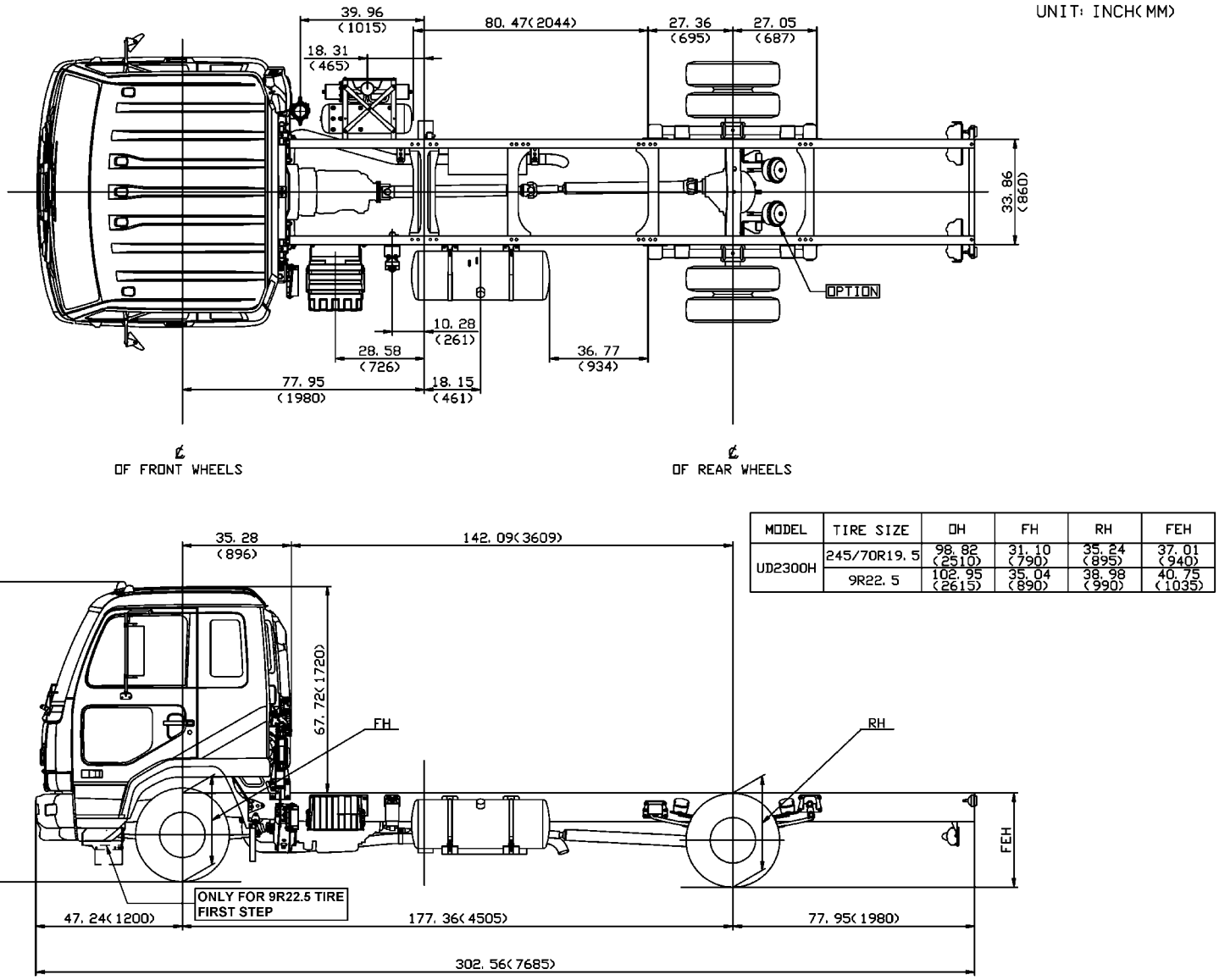


MODEL	TIRE SIZE	DH	FH	RH	FEH
UD2300F	245/70R19.5	98.82 (2510)	31.10 (790)	35.24 (895)	36.81 (935)
	9R22.5	102.95 (2615)	35.04 (890)	38.98 (990)	40.35 (1025)



WBM992A

UD2300H

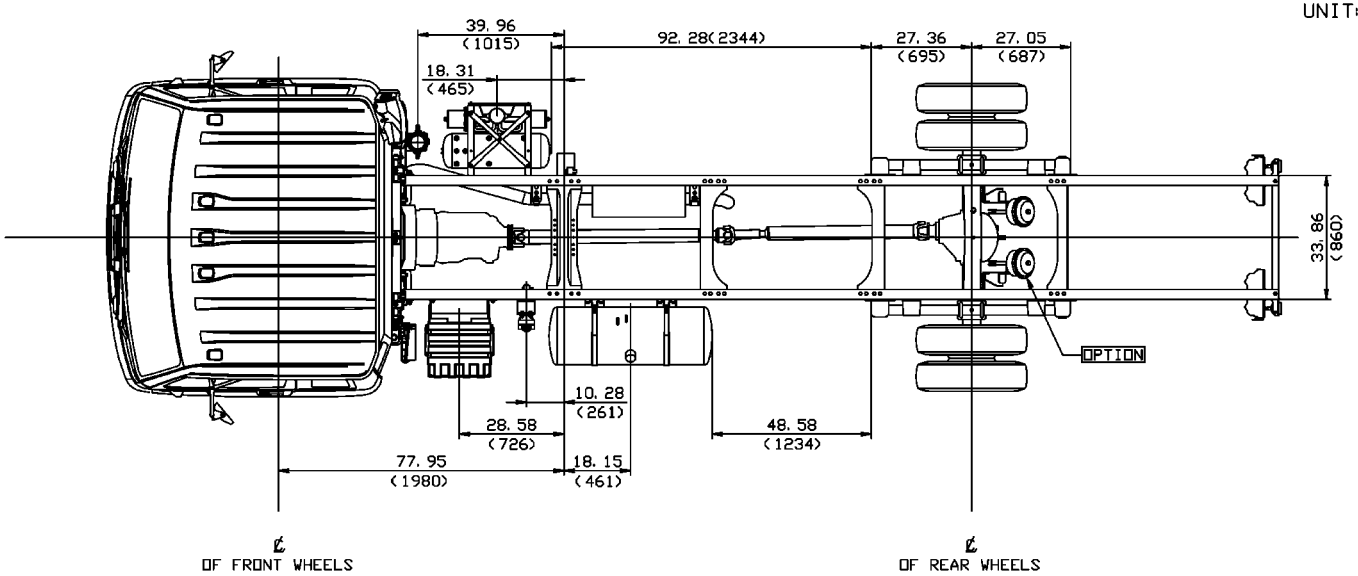


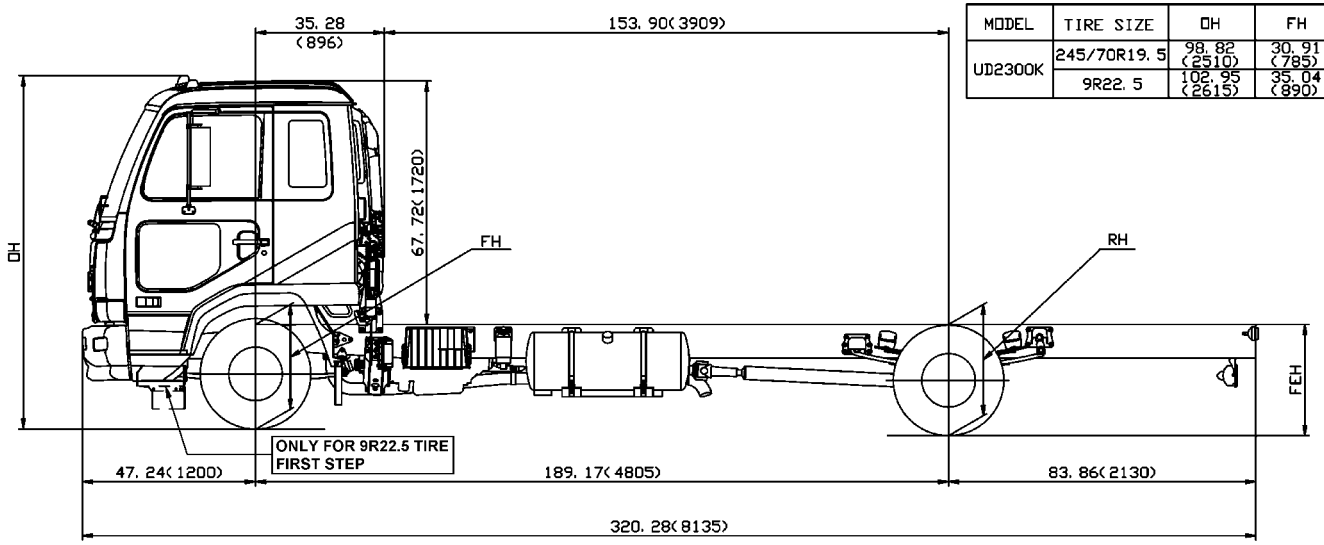
MODEL	TIRE SIZE	OH	FH	RH	FEH
UD2300H	245/70R19.5	98.82 (2510)	31.10 (790)	35.24 (895)	37.01 (940)
	9R22.5	102.95 (2615)	35.04 (890)	38.98 (990)	40.75 (1035)

WBM993A

UD2300K

UNIT: INCH(MM)

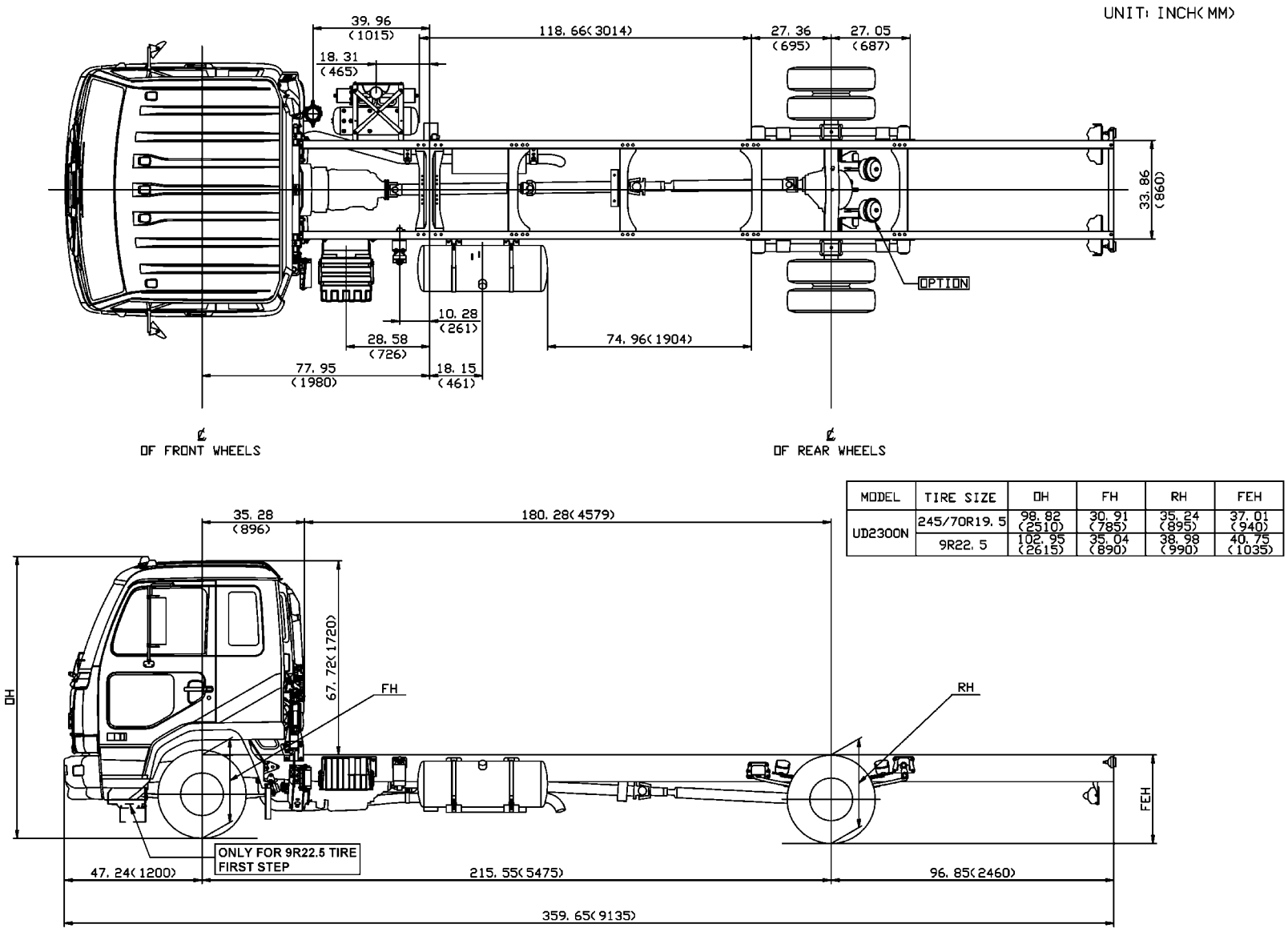




MODEL	TIRE SIZE	OH	FH	RH	FEH
UD2300K	245/70R19.5	98.82 (2510)	30.91 (785)	35.24 (895)	37.01 (940)
	9R22.5	102.95 (2615)	35.04 (890)	38.98 (990)	40.75 (1035)

WBM994A

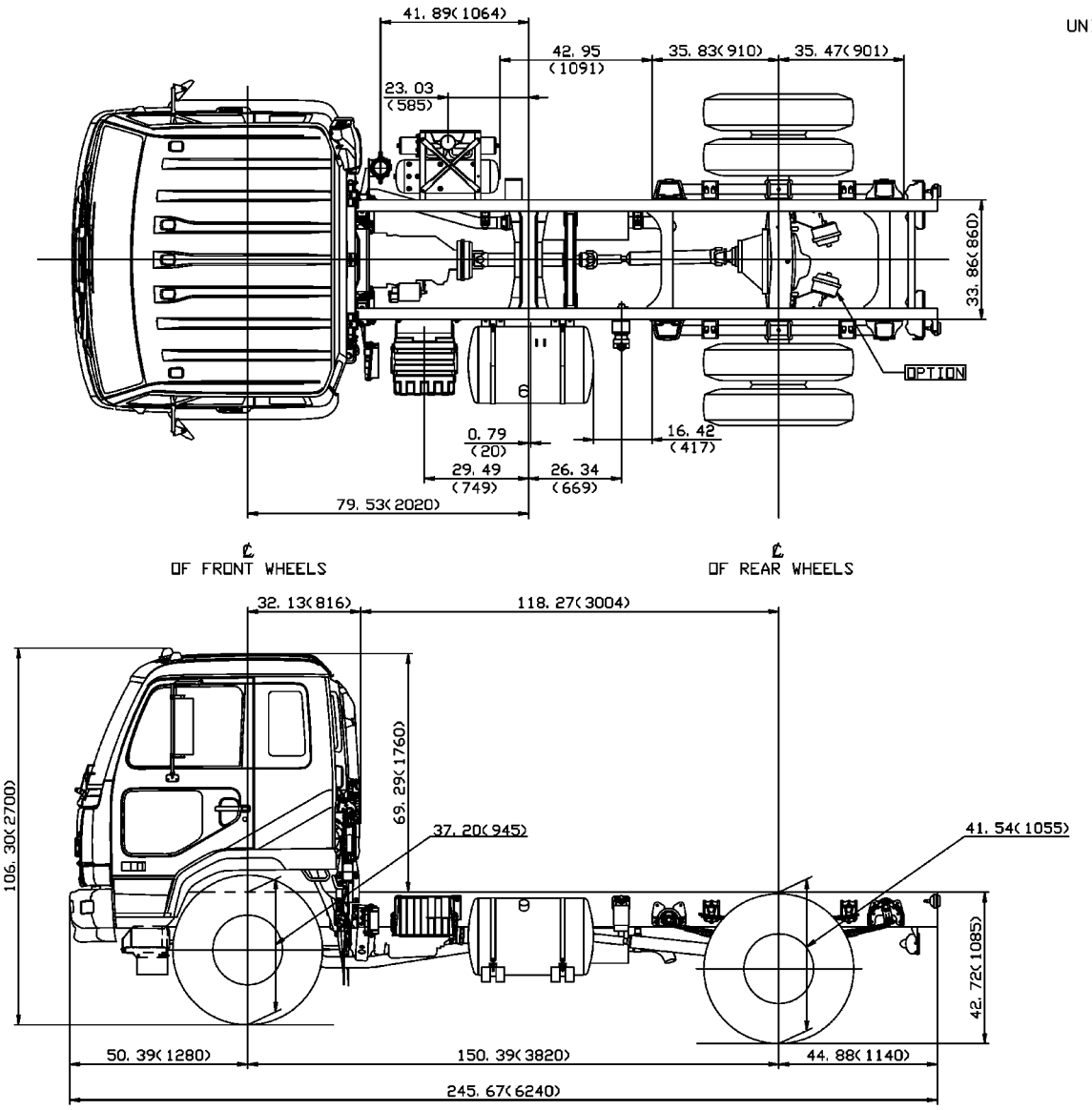
UD2300N



MODEL	TIRE SIZE	OH	FH	RH	FEH
UD2300N	245/70R19.5	98.82 (2510)	30.91 (785)	35.24 (895)	37.01 (940)
	9R22.5	102.95 (2615)	35.04 (890)	38.98 (990)	40.75 (1035)

WBM995A

UD2600E



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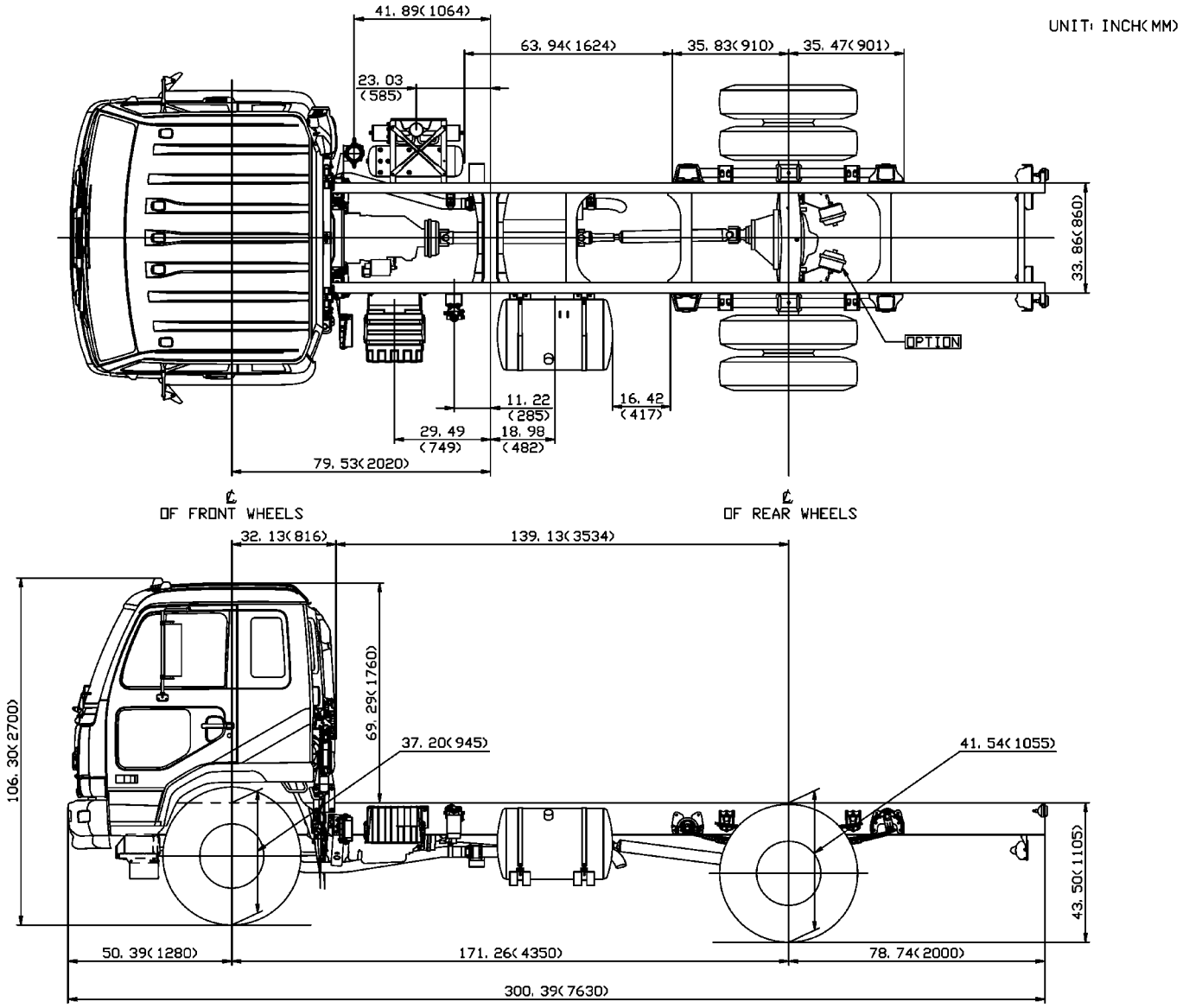
UD2600G



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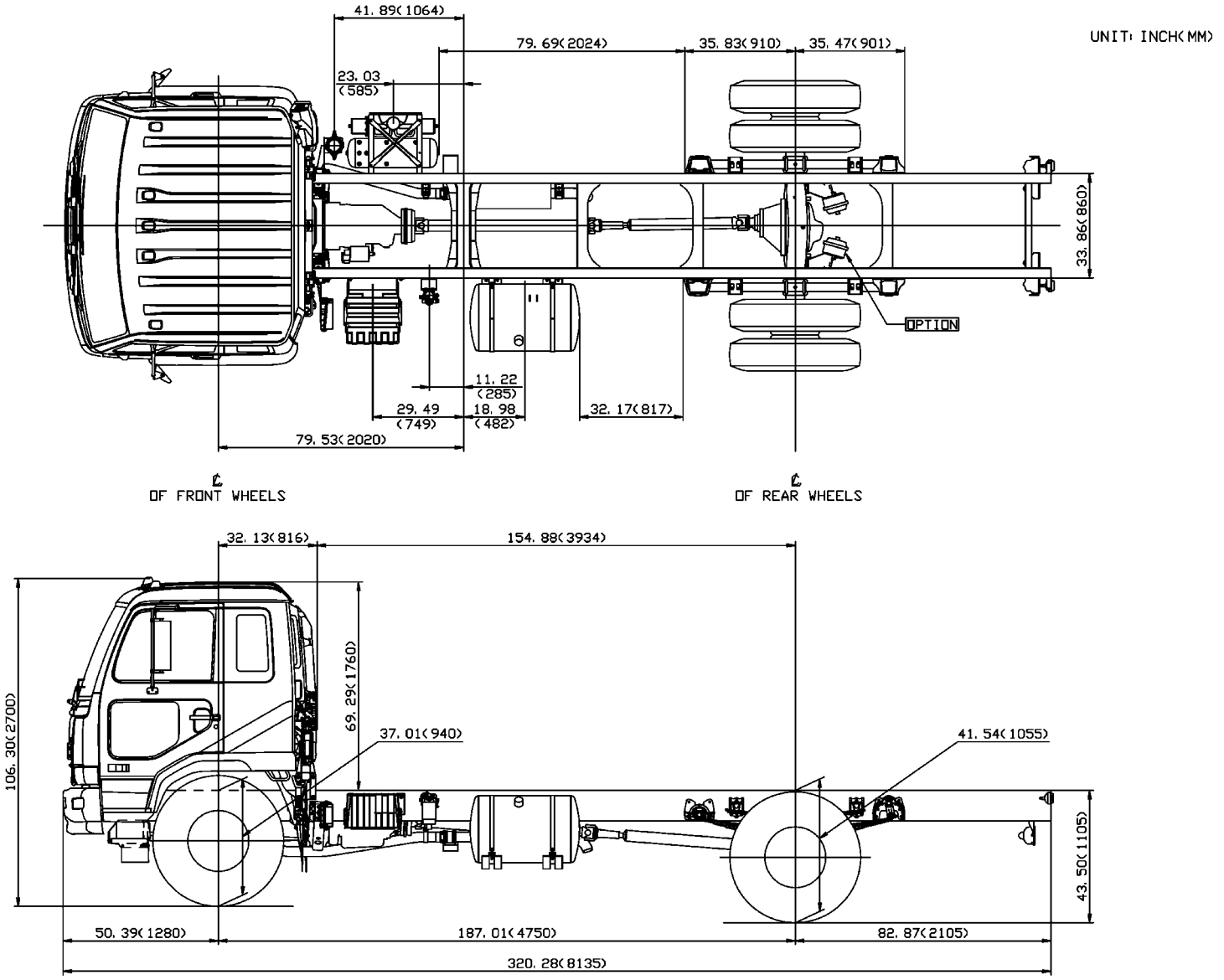
UD2600K



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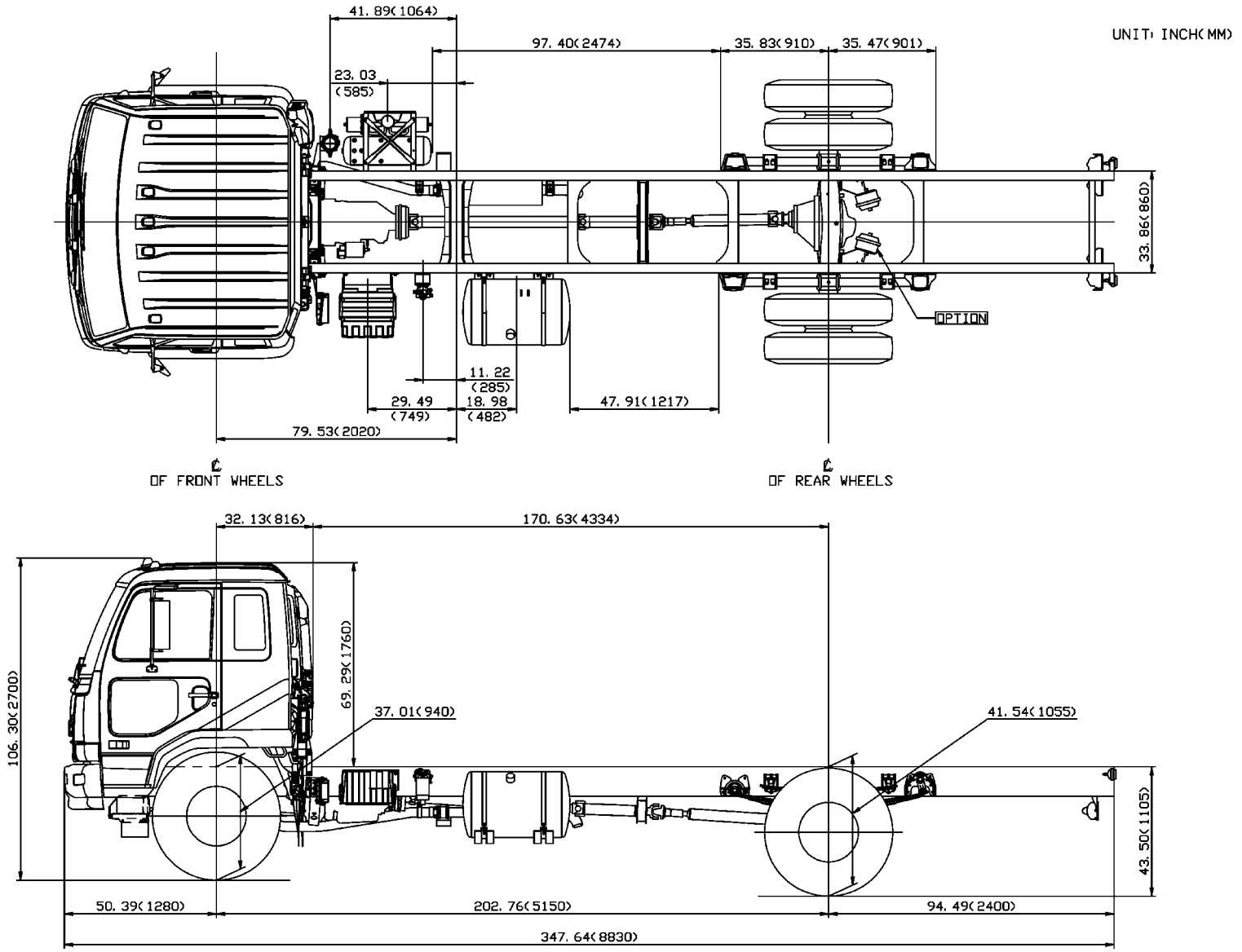
UD2600L



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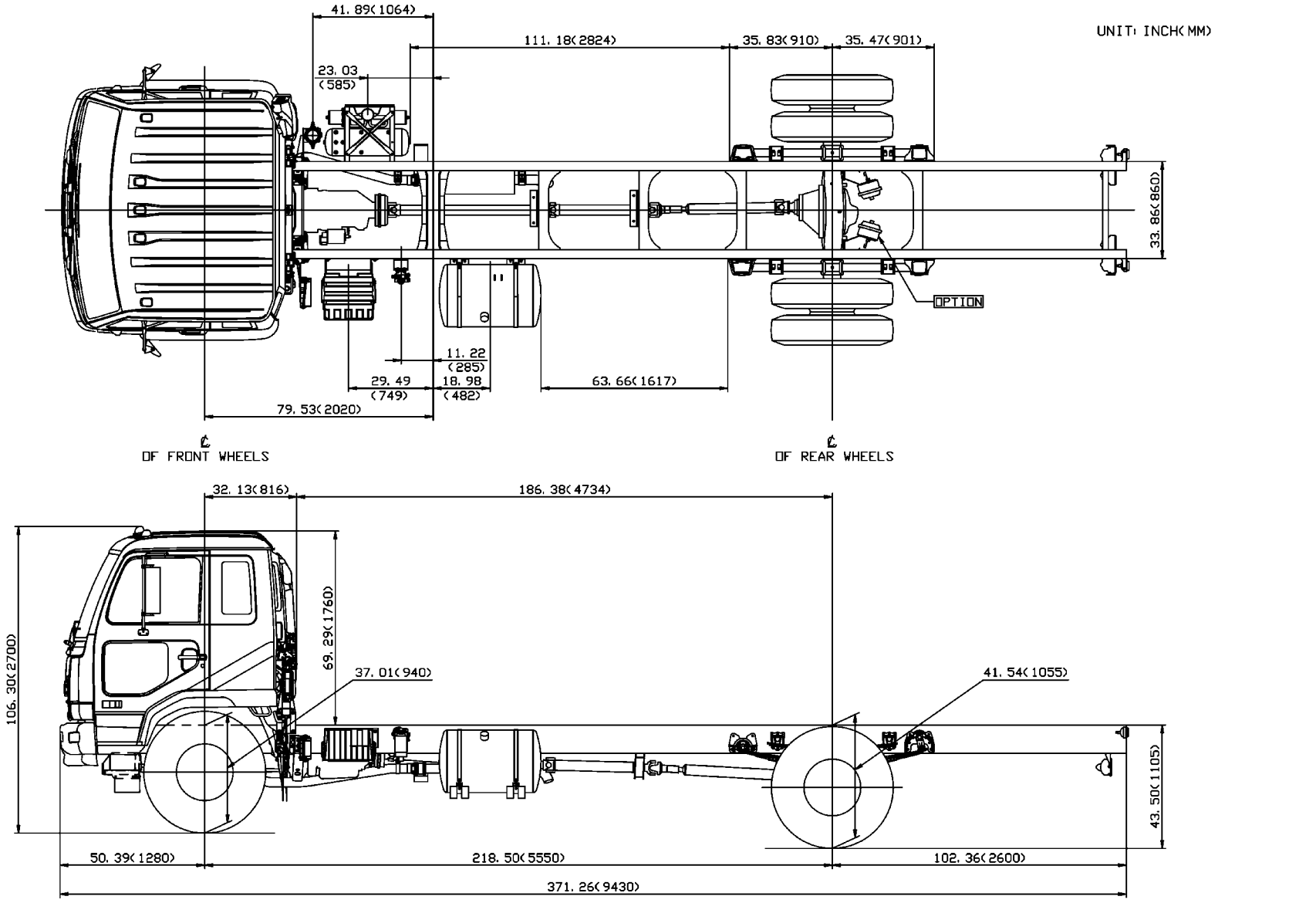
UD2600N



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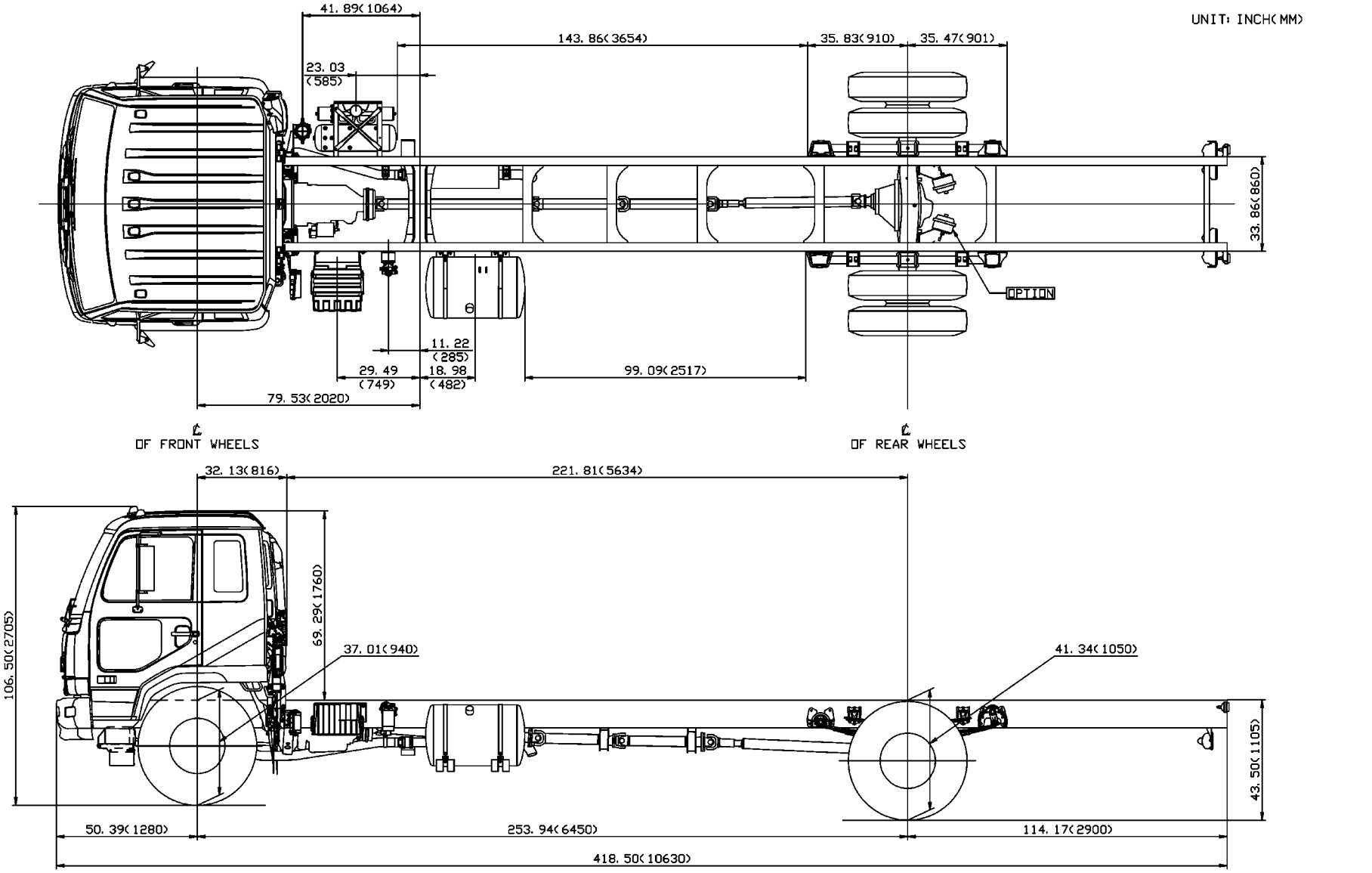
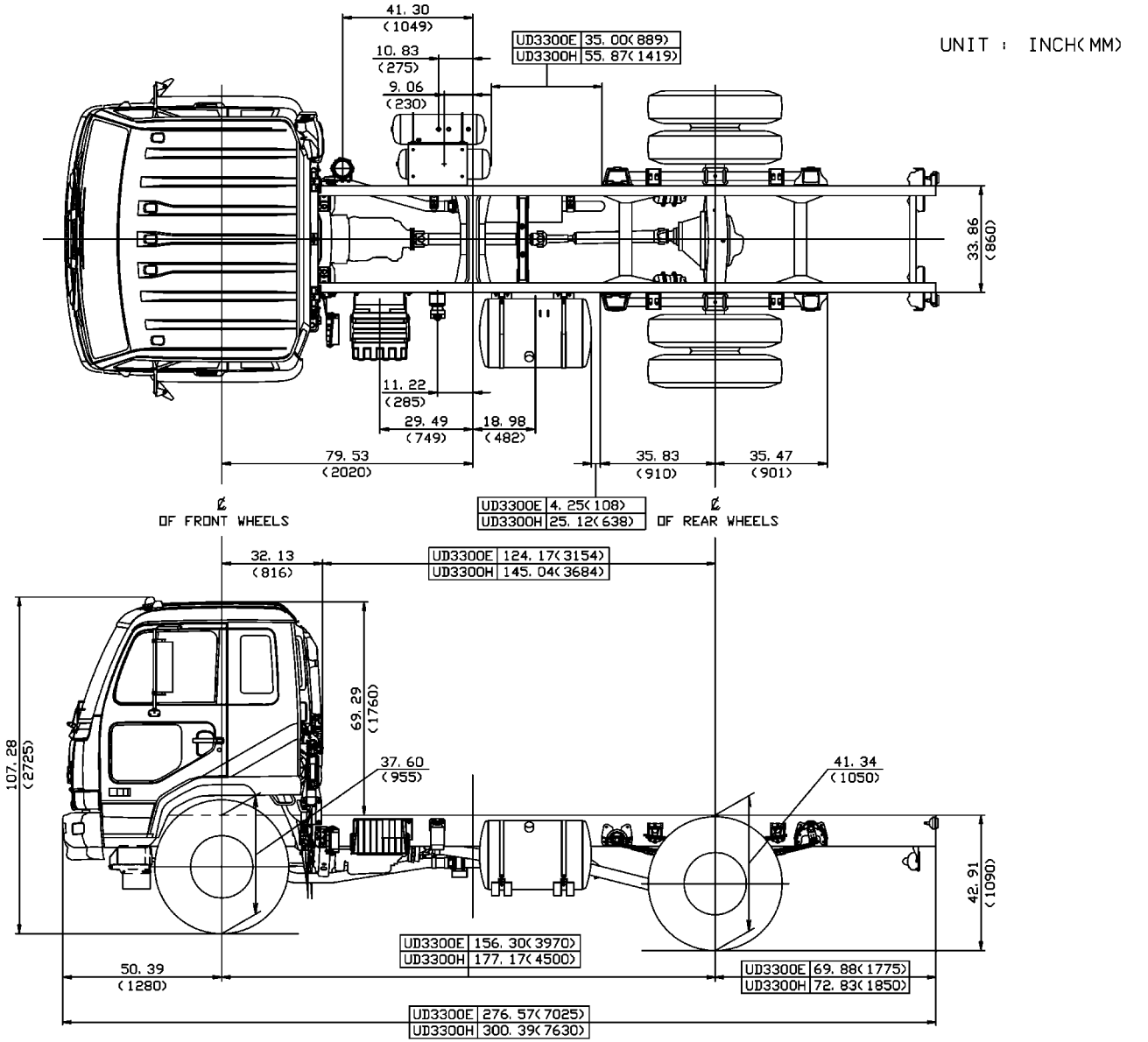
UD2600S



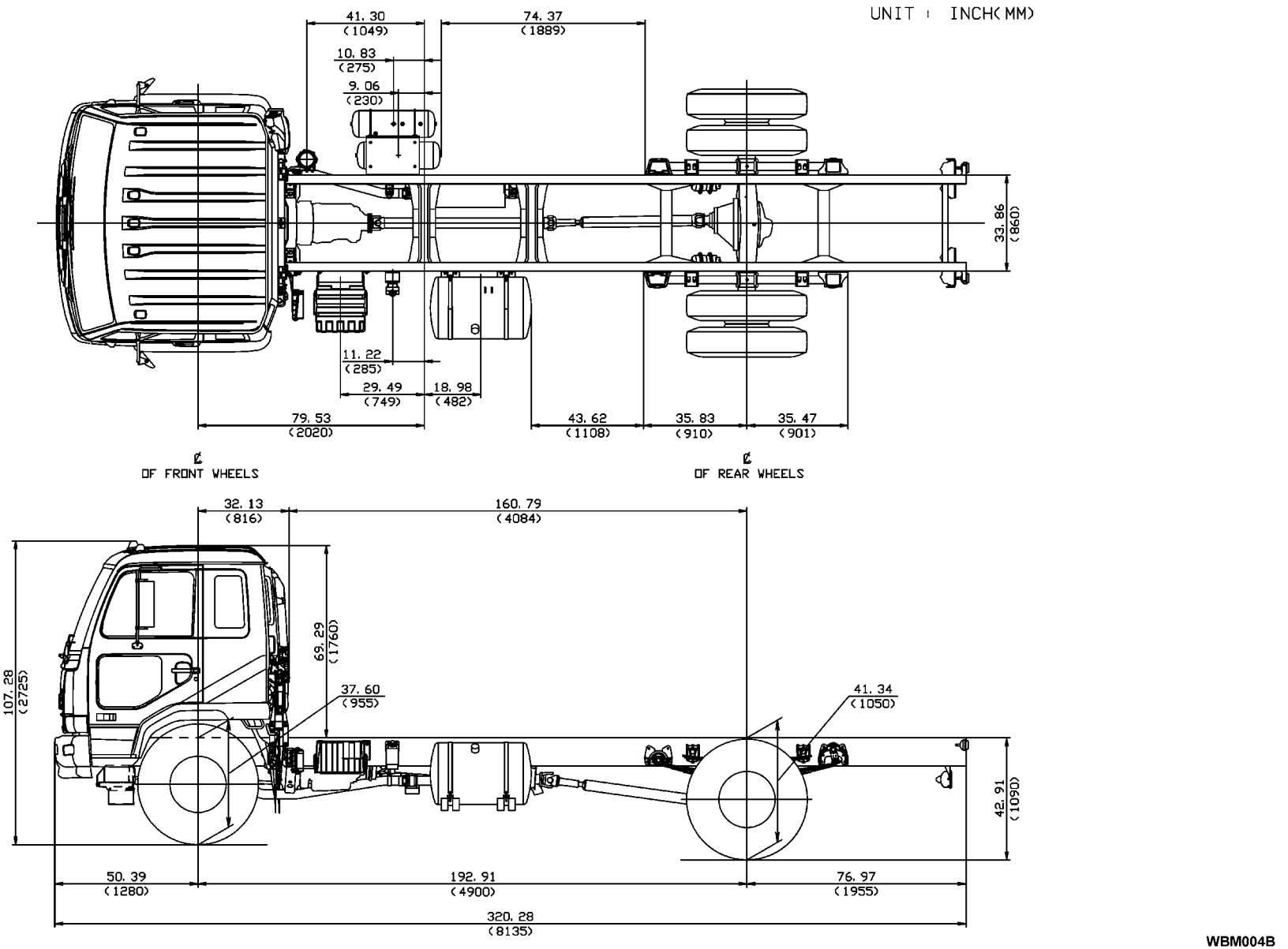
WBM002B

UD3300E, UD3300H



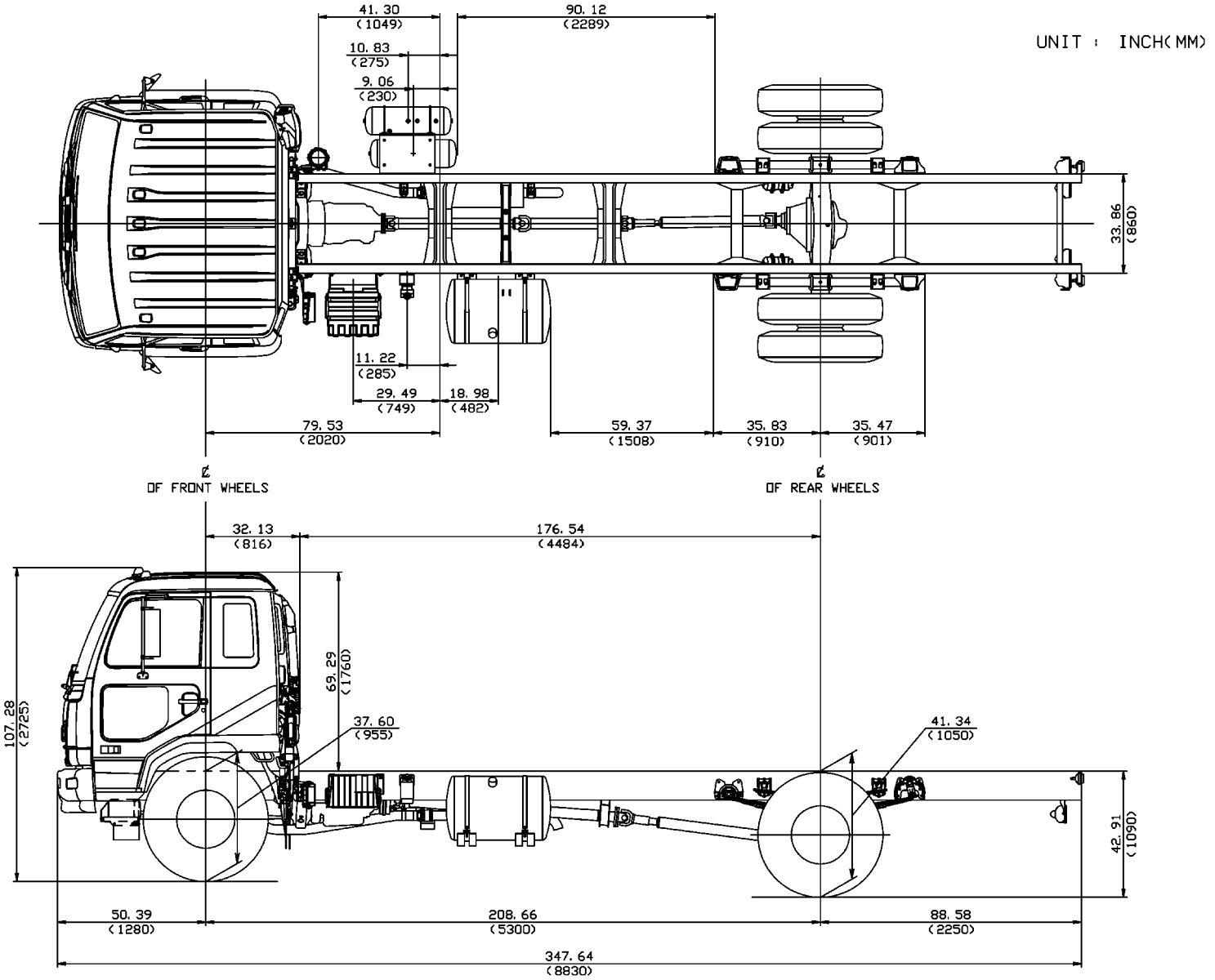
WBM003B

UD3300K



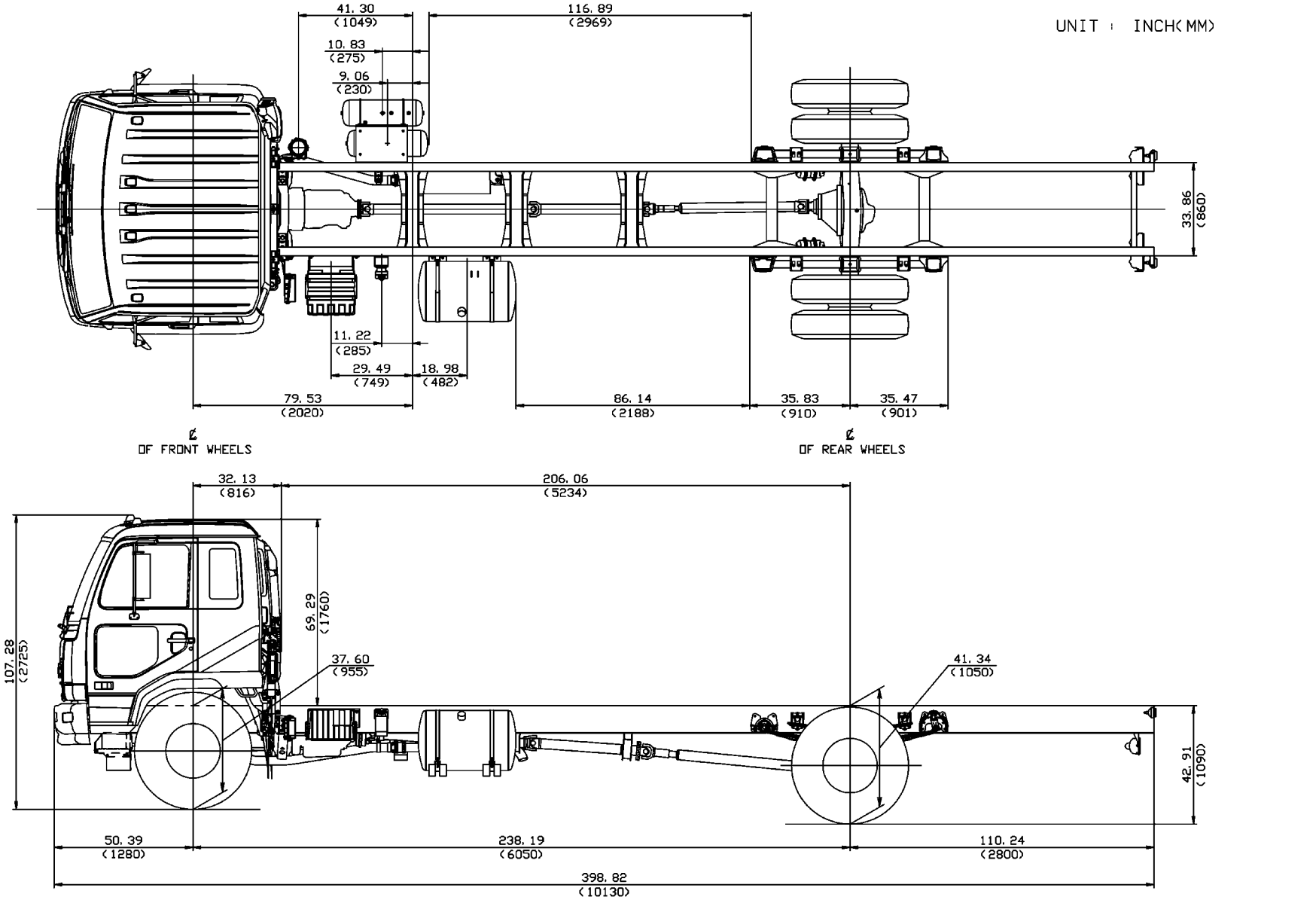
WBM004B

UD3300M



WBM005B

UD3300R



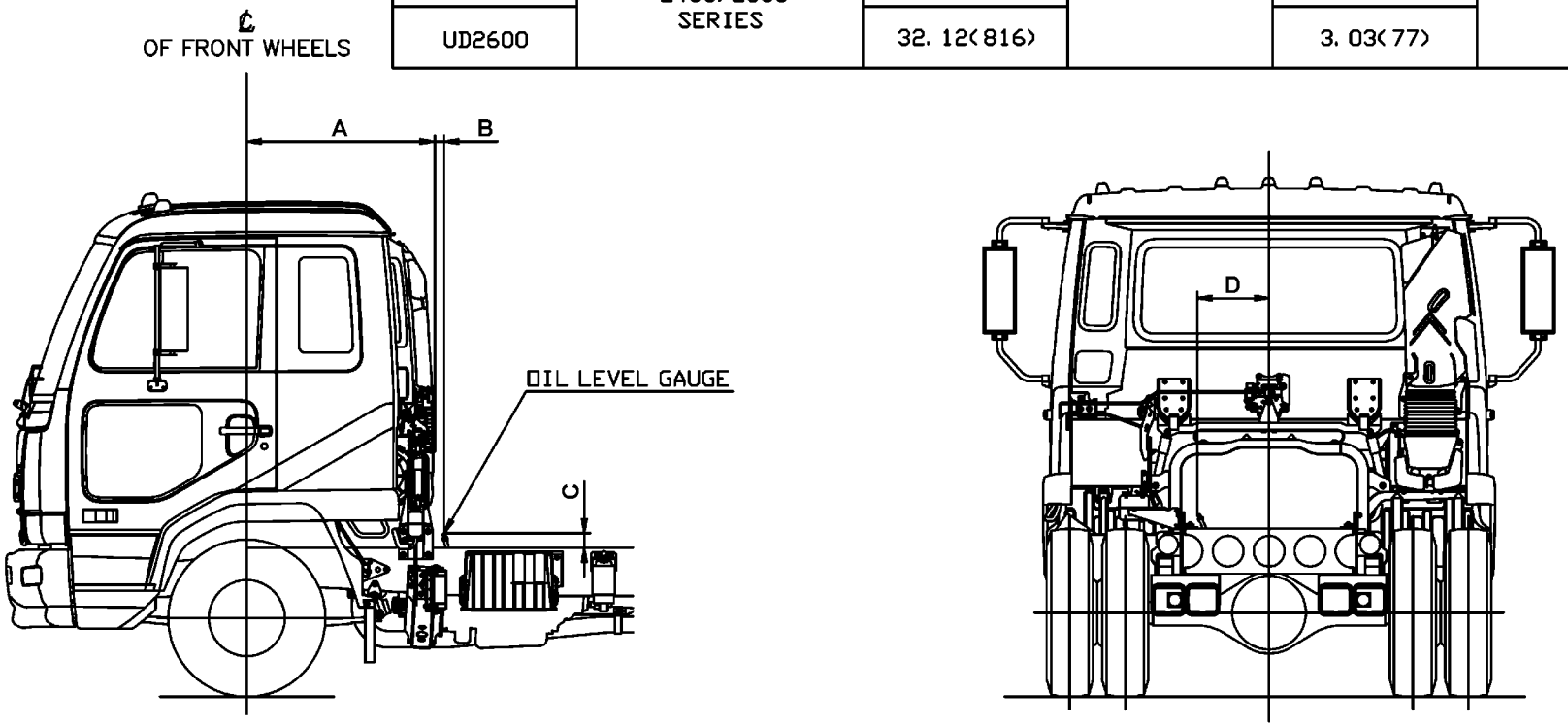
WBM006B

REAR-OF-CAB DATA

WITH AUTOMATIC TRANSMISSION:UD1800, UD2000, UD2300, UD2600

UNIT: INCH(MM)

MODEL	TRANSMISSION MODEL	A	B	C	D
UD1800 UD2000	1000 SERIES	36.26(921)	1.81(46)	2.80(71)	13.78(350)
UD2300	2400/2500 SERIES	35.28(896)			
UD2600		32.12(816)		3.03(77)	

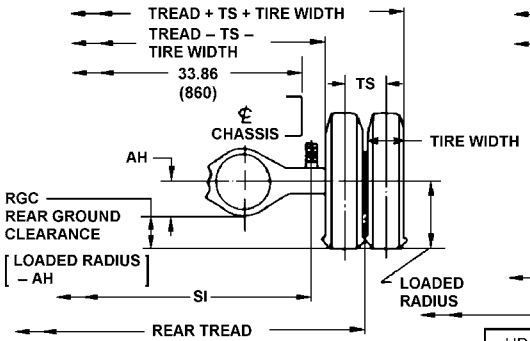


WBM007B

AXLE AND WHEEL DATA

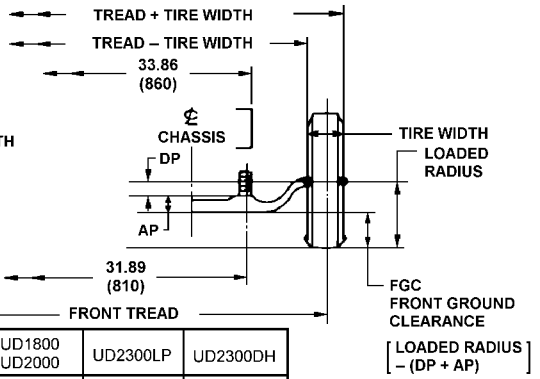
UD1800, UD2000, UD2300

AXLE INFORMATION



UD1800 UD2000	UD2300LP	UD2300DH
65.94 (1675)	66.14 (1680)	66.14 (1680)

FIG. 1 REAR AXLE & WHEEL



UD1800 UD2000	UD2300LP	UD2300DH
69.29 (1760)	69.29 (1760)	68.50 (1740)

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

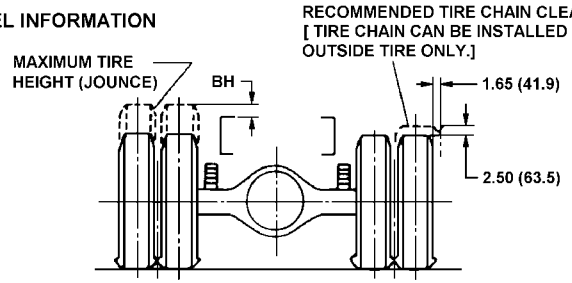


FIG. 3 REAR AXLE & WHEEL MOTION

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

TIRE SIZE	RIM	DISC OFFSET	HUB BOLT PATTERN	TS	BH	■ FGC	■ RGC
215/75R17.5 (G)	17.5 X 6.00	5.31 (135)	6	10.63 (270)	4.92 (125)	7.03 (178.5)	6.14 (156)
245/70R19.5 (G)	19.5 X 6.75	5.31 (135)	8	10.63 (270)	5.71 (145)	8.41 (213.5)	7.52 (1.91)
9R22.5 (G)	22.5 X 6.75	5.98 (152)		11.97 (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	215/70R17.5 (G)	17.5 X 6.00
UD2300LP SERIES	245/70R19.5 (G)	19.5 X 6.75
UD2300DH SERIES	9R22.5-14PR (G)	22.5 X 6.75

TIRE INFORMATION (SEE NOTE)

TIRE SIZE	RIM	*TIRE WIDTH	** MAX. OVERALL DIA.	□ LOADED RADIUS (SINGLE)		□ LOADED RADIUS (DUAL)	
				STATIC	DYNAMIC	STATIC	DYNAMIC
215/75R17.5 (G)	17.5 X 6.00	8.74 (222)	30.67 (779)	13.98 (355)	14.65 (372)	14.02 (356)	14.69 (373)
245/70R19.5 (G)	19.5 X 6.75	□ 10.24 (260)	□ 33.58 (853)	15.35 (390)	15.98 (406)	15.39 (391)	16.02 (407)
9R22.5 (G)	22.5 X 6.75	9.57 (243)	39.13 (994)	17.87 (454)	18.46 (469)	17.91 (455)	18.50 (470)

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)

WBM788A

UD2600

AXLE INFORMATION

UNIT : INCH (MM)

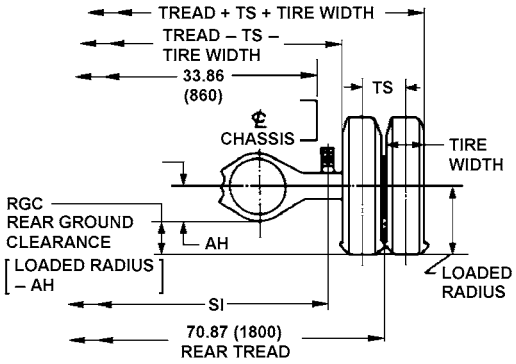
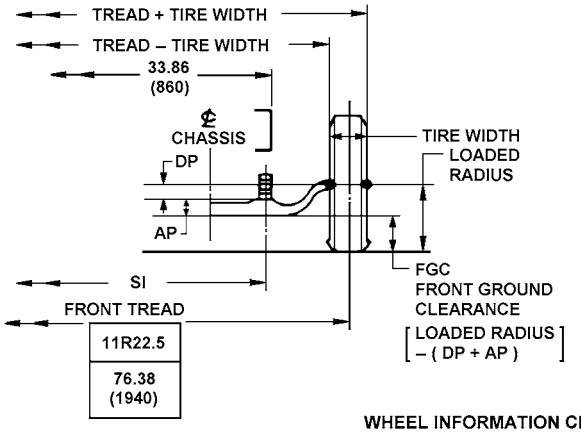


FIG. 1 REAR AXLE & WHEEL



11R22.5
76.38 (1940)

FIG. 2 FRONT AXLE & WHEEL

AXLE INFORMATION CHART (SEE FIG. 1 & 2)

MODEL	REAR AXLE		FRONT AXLE		
	SI	AH	AP	DP	SI
UD2600 SERIES	39.92 (1014)	9.76 (248)	5.59 (142)	3.63 (92.3)	31.89 (810)

WHEEL INFORMATION

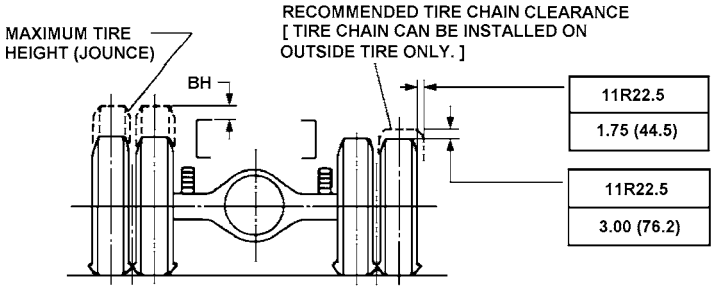


FIG. 3 REAR AXLE & WHEEL MOTION

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

TIRE SIZE	RIM	DISC OFFSET	HUB BOLT PATTERN	TS	BH	■ FGC	■ RGC
11R22.5 (G)	22.5 X 7.50	6.38 (162)	8	12.76 (324)	8.07 (205)	11.16 (283.5)	9.65 (245)

MODEL	WHEEL - RIM
UD2600 SERIES	22.5 X 7.50

TIRE INFORMATION (SEE NOTE)

TIRE SIZE	RIM	*TIRE WIDTH	**MAX. OVERALL DIA.	□ LOADED RADIUS (SINGLE)		□ LOADED RADIUS (DUAL)	
				STATIC	DYNAMIC	STATIC	DYNAMIC
11R22.5 (G)	22.5 X 7.50	11.68 (296.7)	42.34 (1075.4)	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)

WBM789A

UD3300

AXLE INFORMATION

UNIT : INCH (MM)

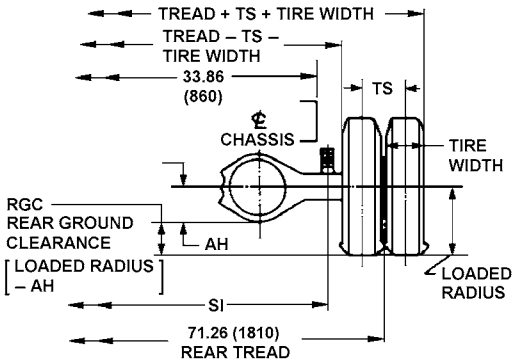


FIG. 1 REAR AXLE & WHEEL

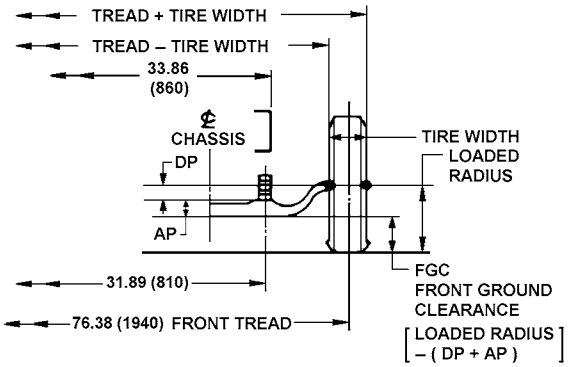


FIG. 2 FRONT AXLE & WHEEL

AXLE INFORMATION CHART (SEE FIG. 1 & 2)

MODEL	REAR AXLE		FRONT AXLE	
	SI	AH	AP	DP
UD3300 SERIES	39.92 (1014)	9.76 (248)	5.59 (142)	3.63 (92.3)

WHEEL INFORMATION

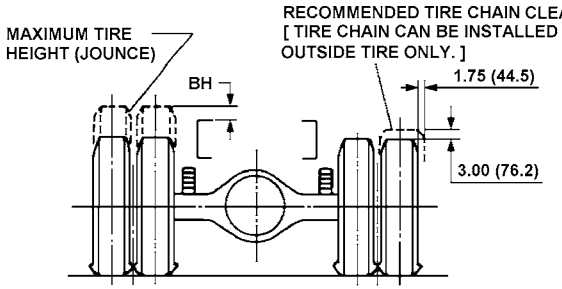


FIG. 3 REAR AXLE & WHEEL MOTION

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

TIRE SIZE	RIM	DISC OFFSET	HUB BOLT PATTERN	TS	BH	■ FGC	■ RGC
11R22.5 (G)	22.5 X 7.50	6.38 (162)	8	12.76 (324)	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 (G)	22.5 X 7.50

TIRE INFORMATION (SEE NOTE)

TIRE SIZE	RIM	* TIRE WIDTH	** MAX. OVERALL DIA.	□ LOADED RADIUS (SINGLE)		□ LOADED RADIUS (DUAL)	
				STATIC	DYNAMIC	STATIC	DYNAMIC
11R22.5 (G)	22.5 X 7.50	11.68 (296.7)	42.34 (1075.4)	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.

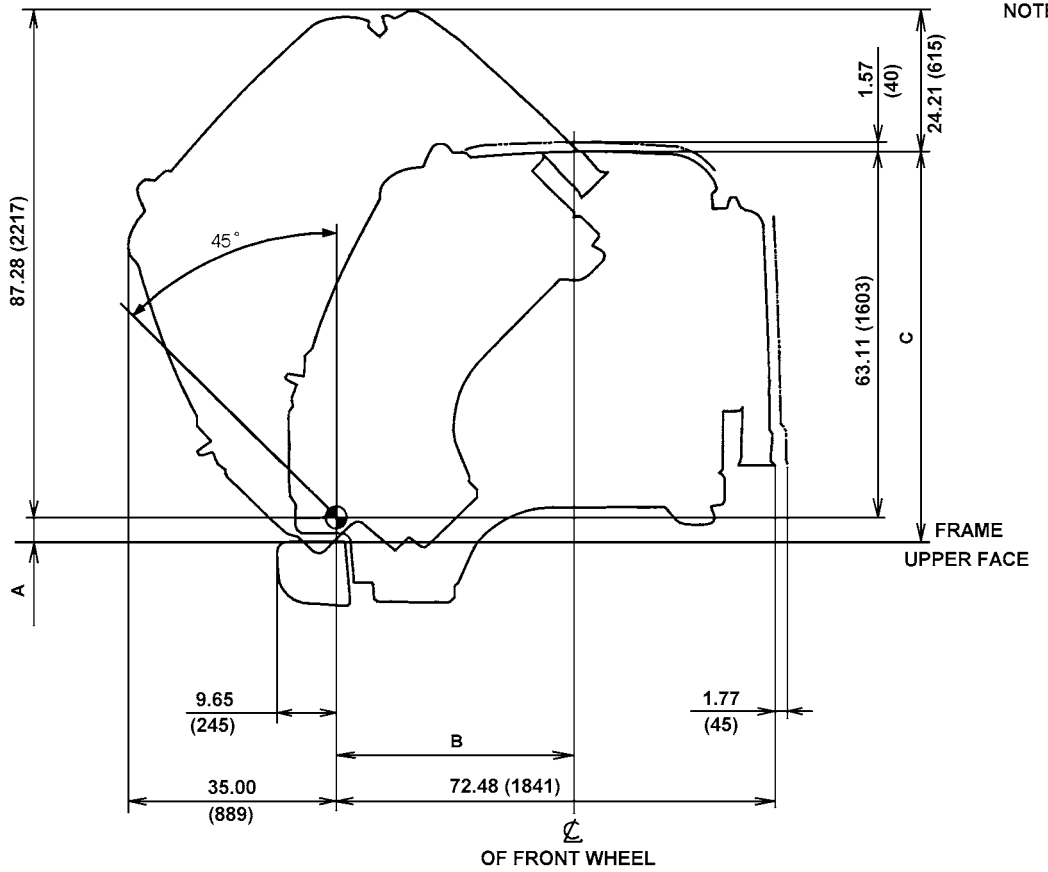
□ EXTRACT FROM JATMA YEAR BOOK (JAPAN AUTOMOBILE TIRE MANUFACTURERS ASSOCIATION)

WBM939A

CAB DATA

UD1800, UD2000, UD2300, UD2600, UD3300

UNIT : INCH (MM)



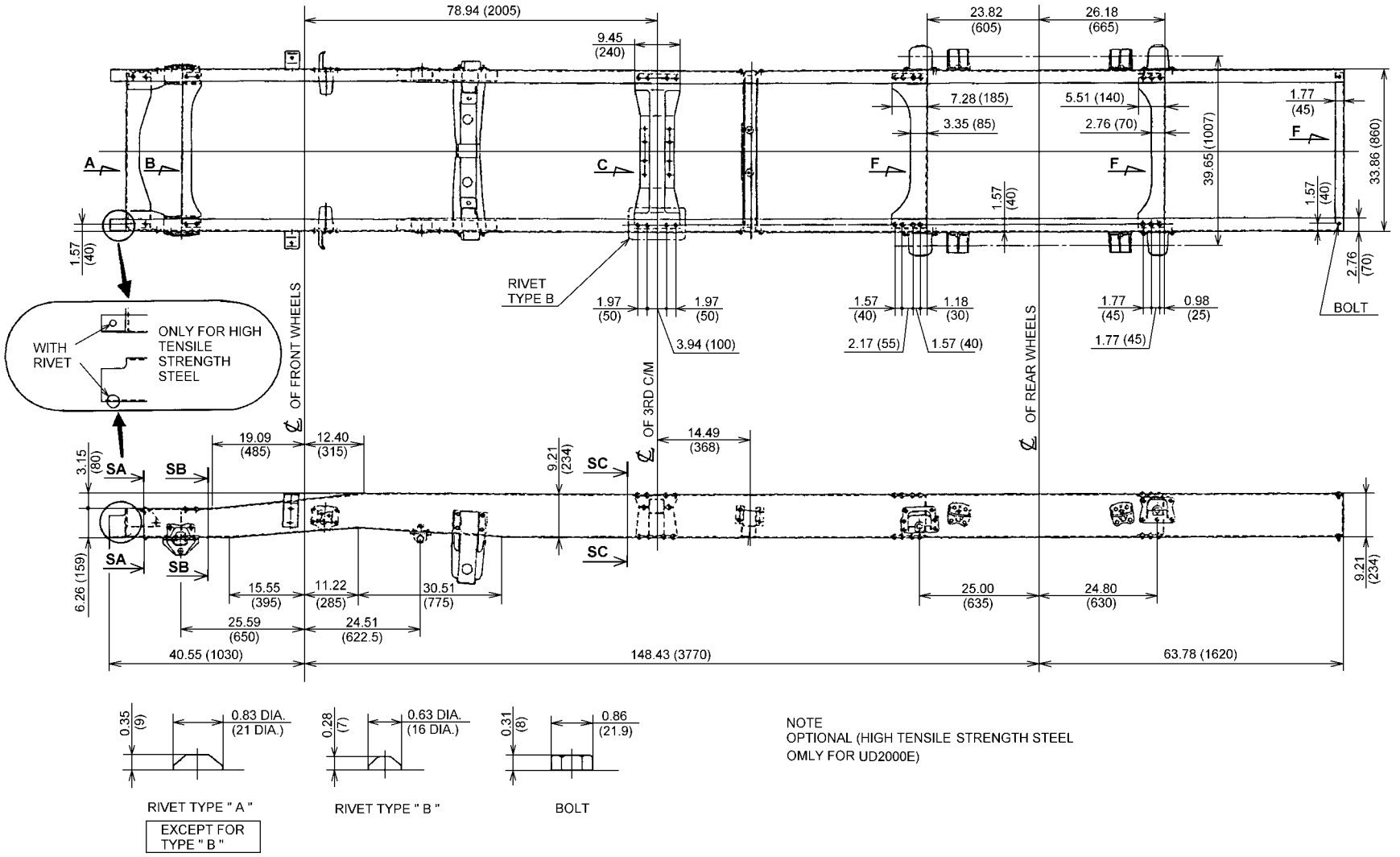
NOTE : ALLOWANCE FOR SUSPENSION CAB MOVEMENT
THE CLEARANCE BETWEEN THE MOVING PORTION OF THE CAB (CAB MAIN BODY, CAB TILT LINKAGE ETC.) AND ANY INSTALLED DEVICE MUST BE GREATER THAN 1.77 INCH (45 MM) FOR REARSIDE. 1.571 INCH (40 MM) FOR UPSIDE.
THE CLEARANCE BETWEEN THE FIXED PART (SUCH AS CAB MOUNT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

MODEL	A	B	C
UD1800 UD2000	2.56 (65)	36.22 (920)	67.72 (1720)
UD2300	2.56 (65)	37.20 (945)	67.72 (1720)
UD2600 UD3300	4.13 (105)	40.35 (1025)	69.29 (1760)

WBM940A

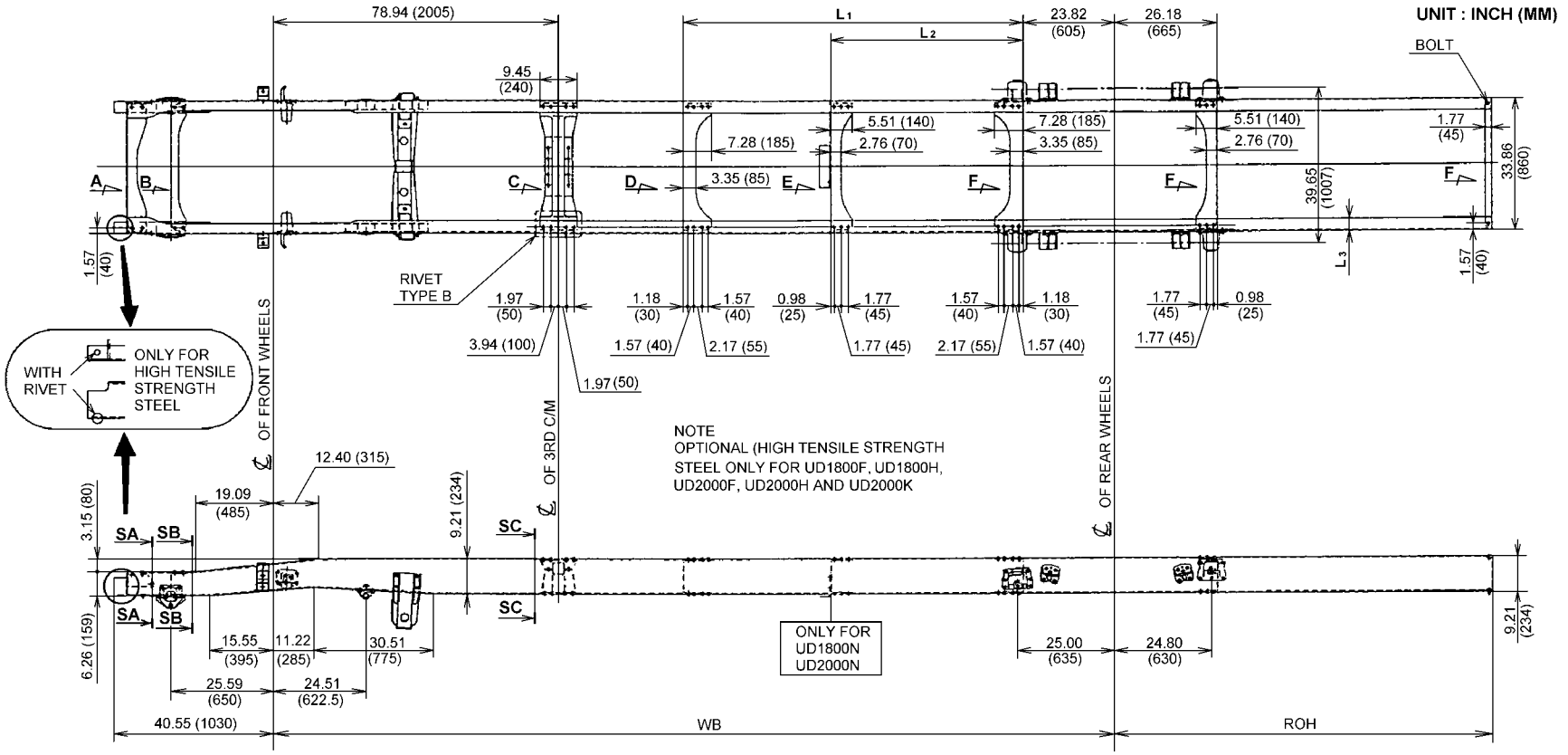
FRAME DATA
UD1800E, UD2000E

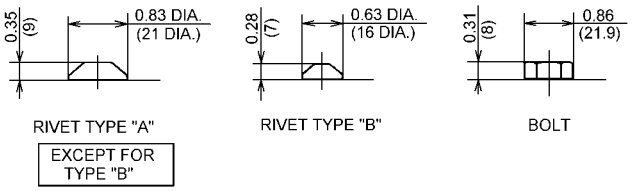
UNIT : INCH (MM)



WBM791A

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



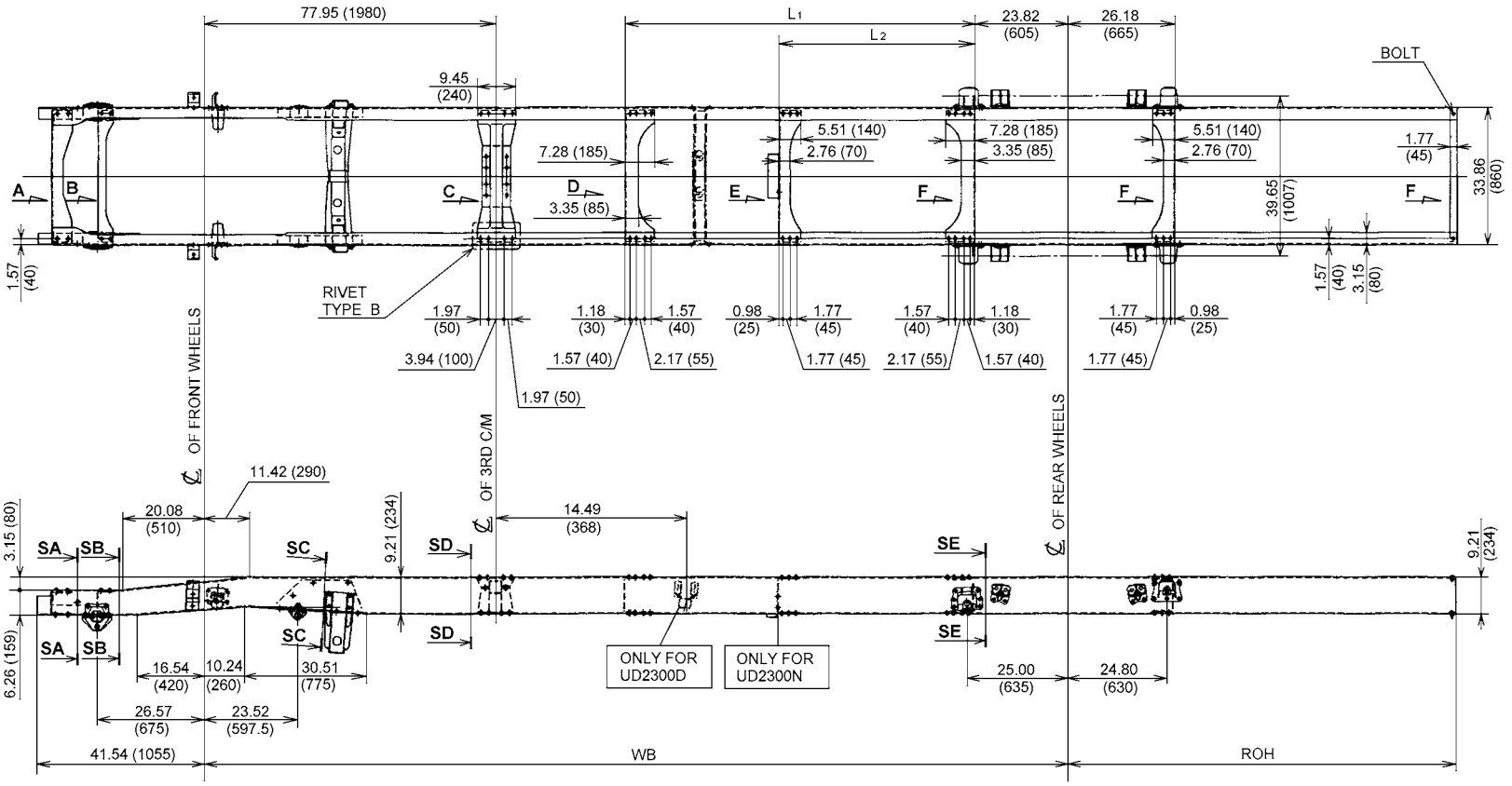


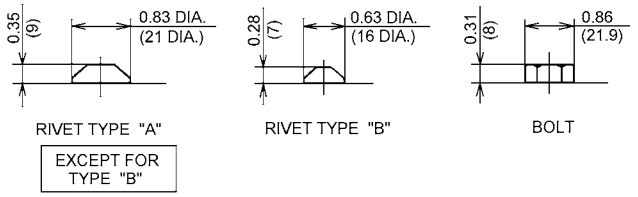
MODEL	WB	ROH	L1	L2	L3
UD1800F UD2000F	166.54 (4230)	63.78 (1620)	36.81 (935)		2.76 (70)
UD1800H UD2000H	178.35 (4530)	77.95 (1980)	48.62 (1235)		2.76 (70)
UD1800K UD2000K	190.16 (4830)	83.86 (2130)	50.19 (1275)		2.76 (70)
UD1800N UD2000N	216.54 (5500)	96.85 (2460)	86.81 (2205)	48.62 (1235)	3.15 (80)

WBM792A

UD2300D, UD2300F, UD2300H, UD2300K, UD2300N

UNIT : INCH (MM)



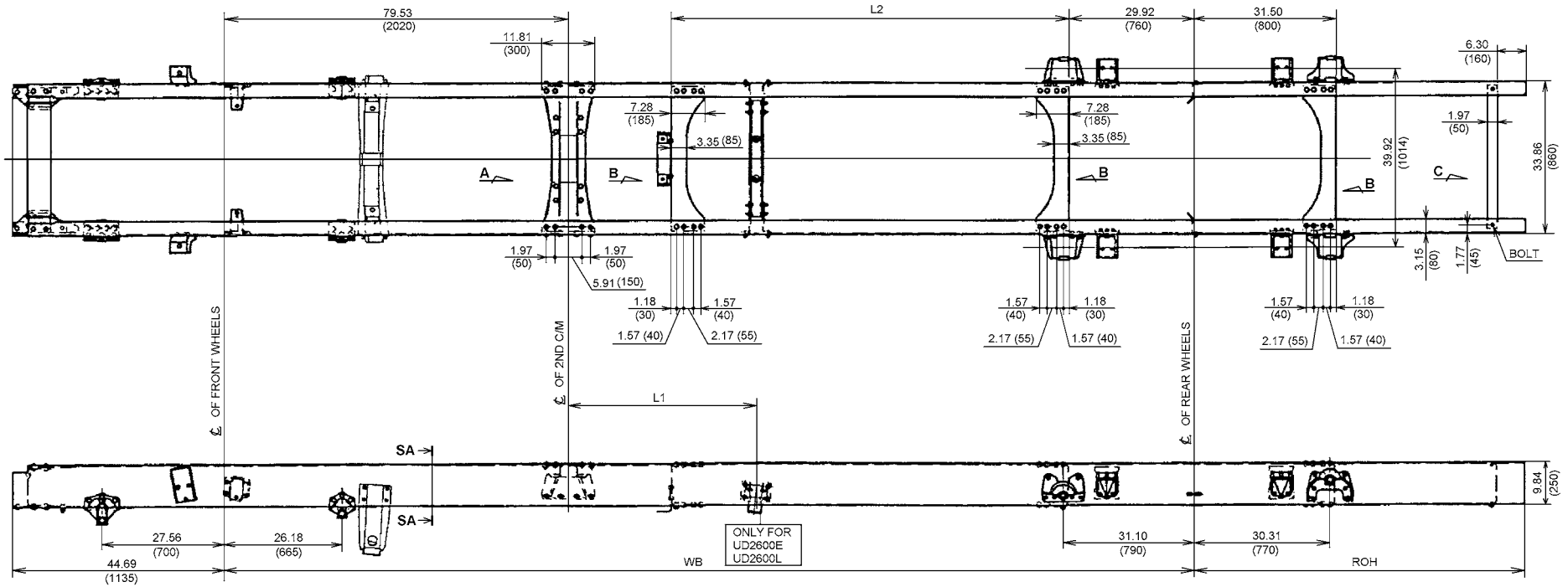


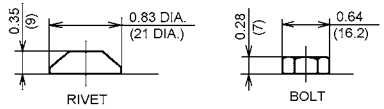
MODEL	WB	ROH	L1	L2
UD2300D	147.44 (3745)	63.78 (1620)		
UD2300F	165.55 (4205)	63.78 (1620)	36.81 (935)	
UD2300H	177.36 (4505)	77.95 (1980)	48.62 (1235)	
UD2300K	189.17 (4805)	83.86 (2130)	50.19 (1275)	
UD2300N	215.55 (5475)	96.85 (2460)	86.81 (2205)	48.62 (1235)

WBM793A

UD2600E, UD2600G, UD2600K, UD2600L

UNIT : INCH (MM)



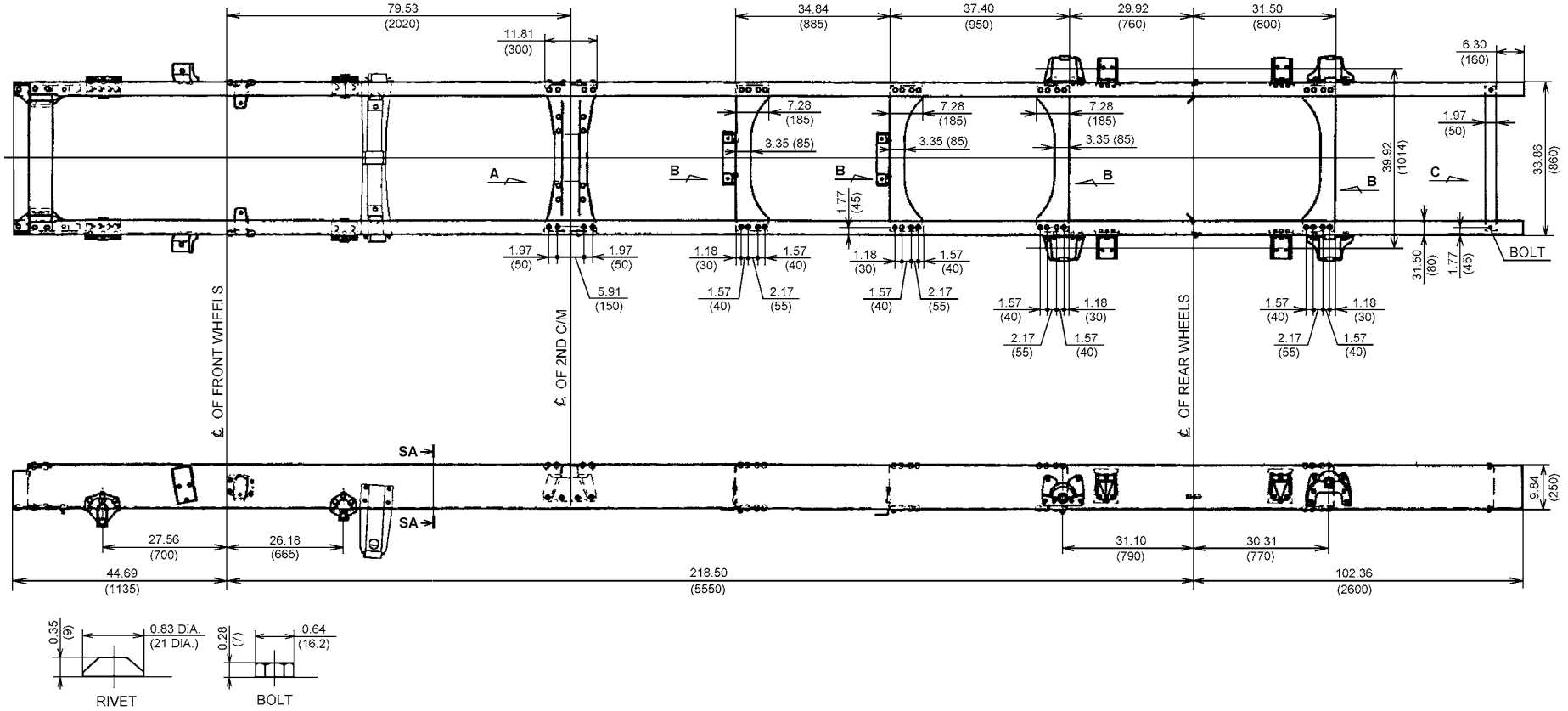


MODEL	WB	ROH	L1	L2
UD2600E	150.39 (3820)	44.88 (1140)	12.09 (307)	
UD2600G	171.26 (4350)	78.74 (2000)		38.58 (980)
UD2600K	187.01 (4750)	82.87 (2105)		40.75 (1035)
UD2600L	202.76 (5150)	94.49 (2400)	61.89 (1572)	56.50 (1435)

WBM794A

UD2600N

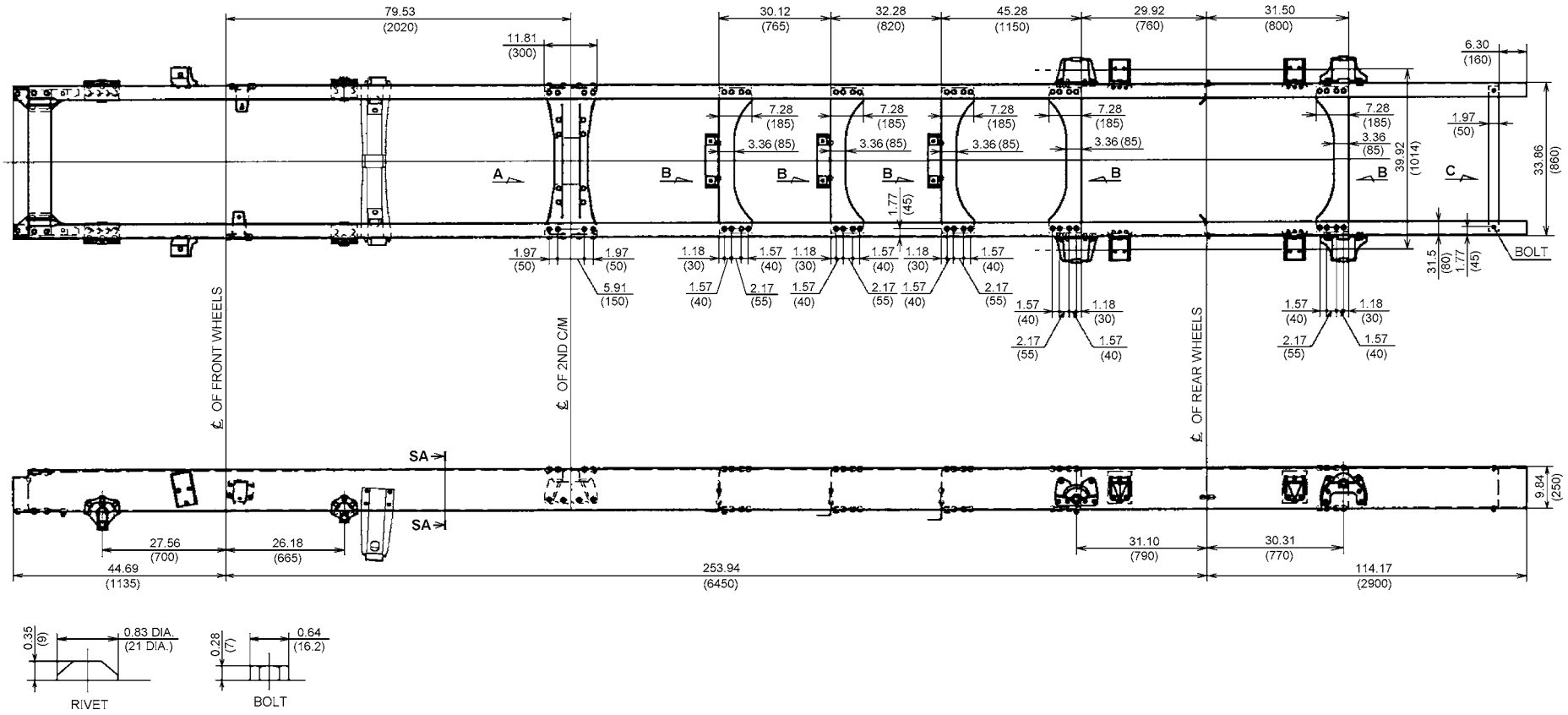
UNIT : INCH (MM)



WBM795A

UD2600S

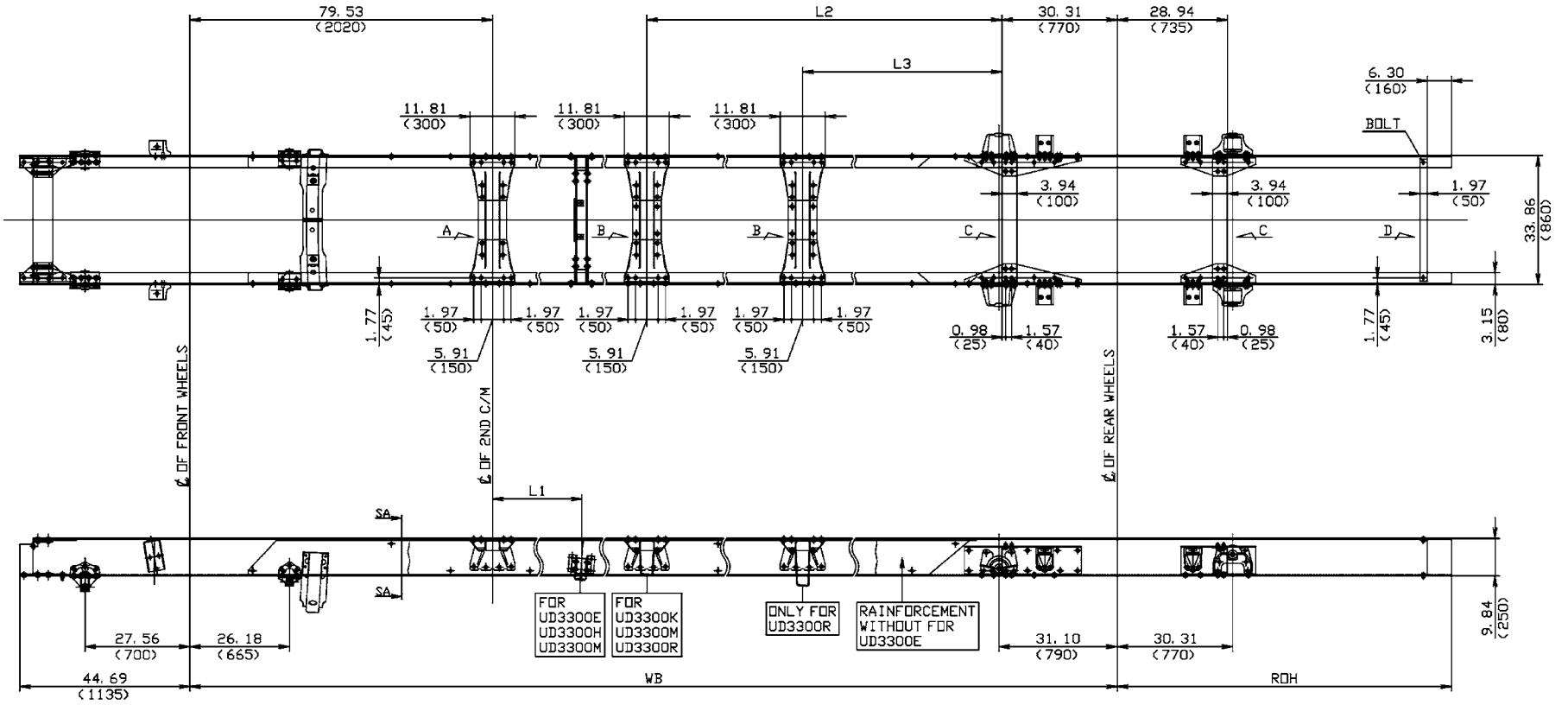
UNIT : INCH (MM)

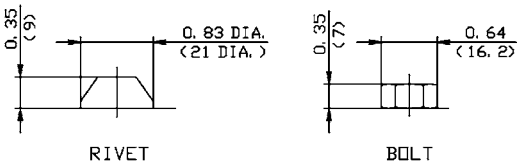


WBM796A

UD3300E, UD3300H, UD3300K, UD3300M, UD3300R

UNIT : INCH (MM)



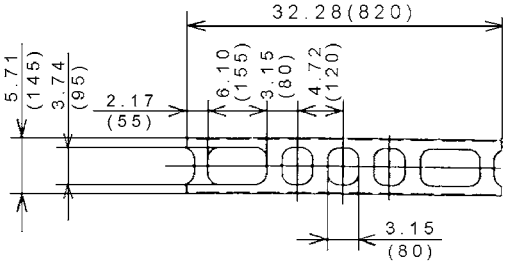


MODEL	WB	ROH	L1	L2	L3
UD3300E	156. 30(3970)	69. 88(1775)	15. 98(406)		
UD3300H	177. 17(4500)	72. 83(1850)	22. 48(571)		
UD3300K	192. 91(4900)	76. 97(1955)		45. 28(1150)	
UD3300M	208. 66(5300)	88. 58(2250)	22. 48(571)	41. 34(1050)	
UD3300R	238. 19(6050)	110. 24(2800)		90. 55(2300)	48. 82(1240)

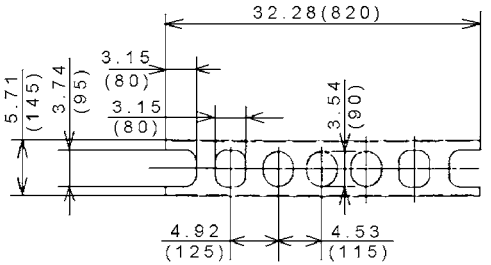
WBM941A

CROSSMEMBER AND FRAME SECTION DATA
UD1800, UD2000

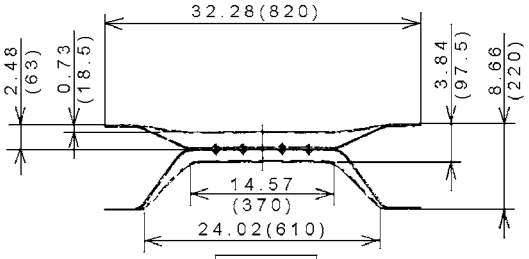
UNIT : INCH (MM)



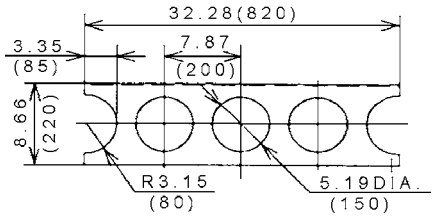
VIEW A



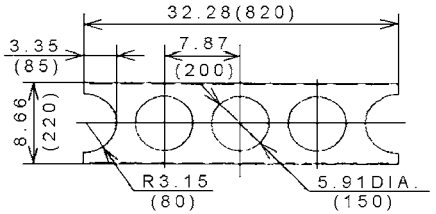
VIEW B



VIEW C

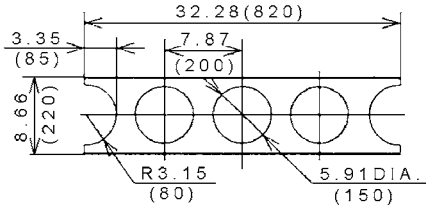


VIEW D

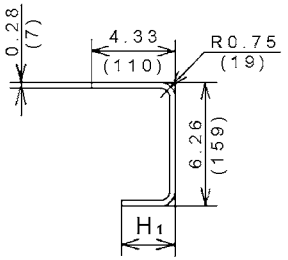


VIEW E

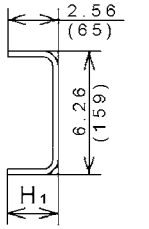
ONLY FOR
UD1800N
UD2000N



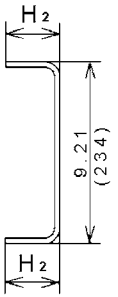
VIEW F



SECTION SA - SA



SECTION SB - SB



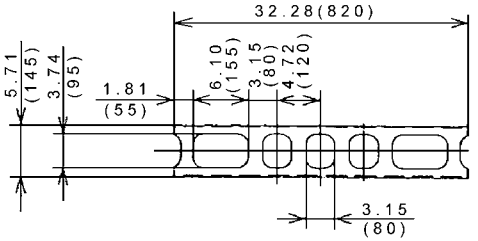
SECTION SC - SC

MODEL	H1	H2
UD1800E UD2000E UD1800F UD2000F UD1800H UD2000H UD1800K UD2000K	2.56 (65)	2.76 (70)
UD1800N UD2000N	2.95 (75)	3.15 (80)

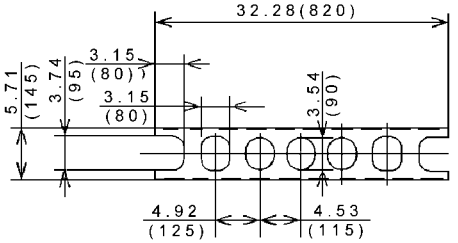
WBM797A

UD2300

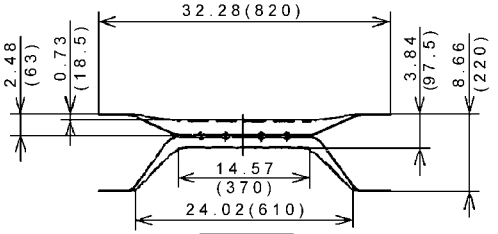
UNIT : INCH (MM)



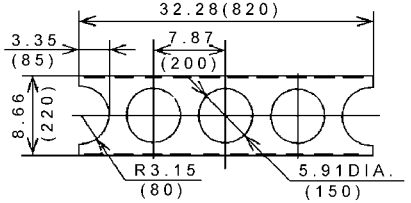
VIEW A



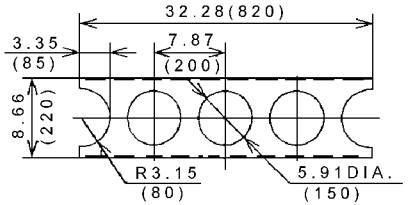
VIEW B



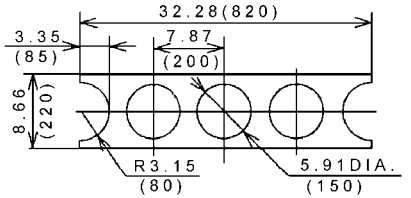
VIEW C



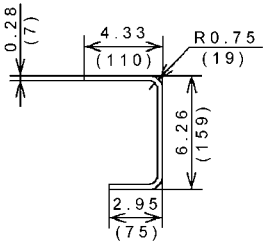
VIEW D



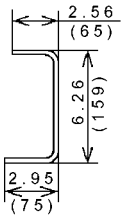
VIEW E ONLY FOR UD2300N



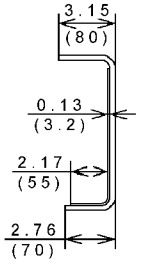
VIEW F



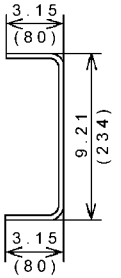
SECTION SA - SA



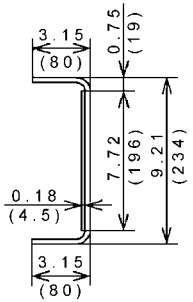
SECTION SB - SB



SECTION SC - SC



SECTION SD - SD

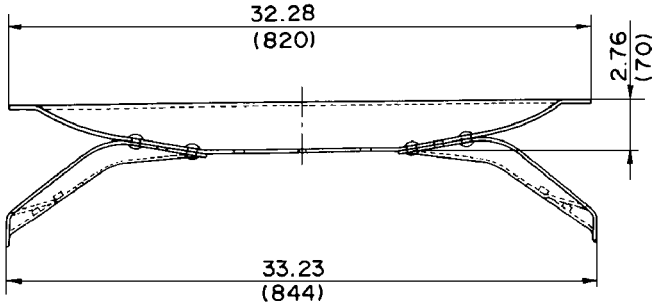


SECTION SE - SE

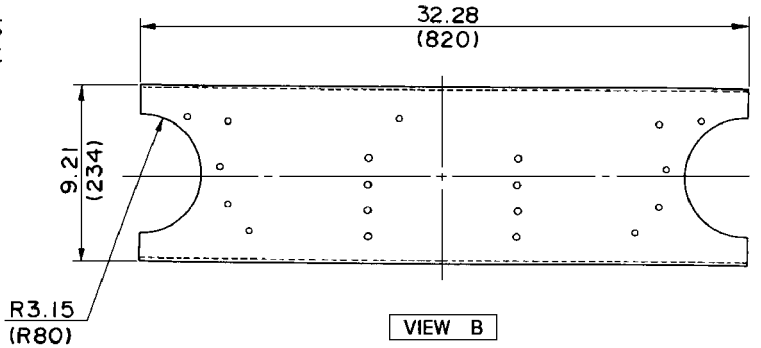
WBM798A

UD2600

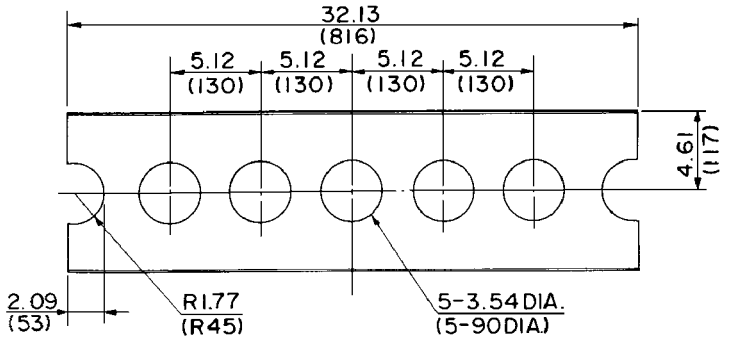
UNIT: INCH (MM)



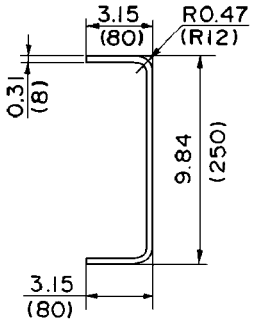
VIEW A



VIEW B



VIEW C

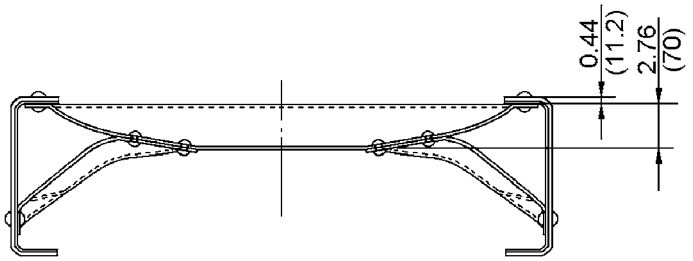


SECTION SA - SA

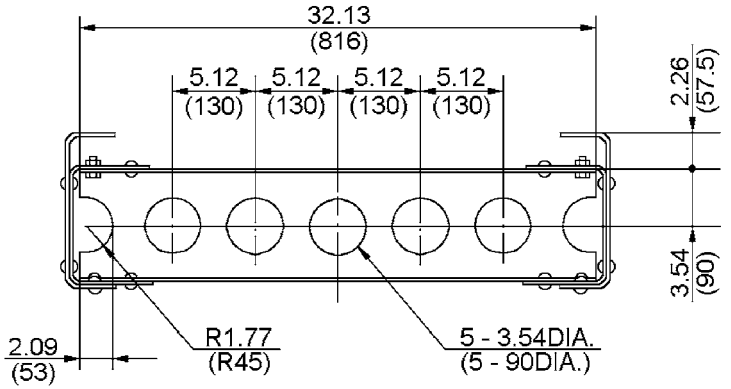
WBM434A

UD3300

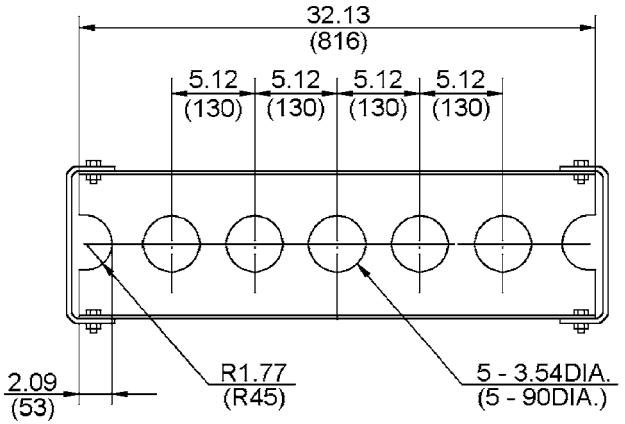
UNIT: INCH (MM)



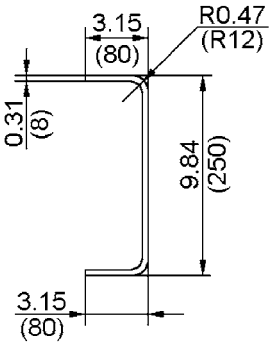
VIEW A , B



VIEW C



VIEW D

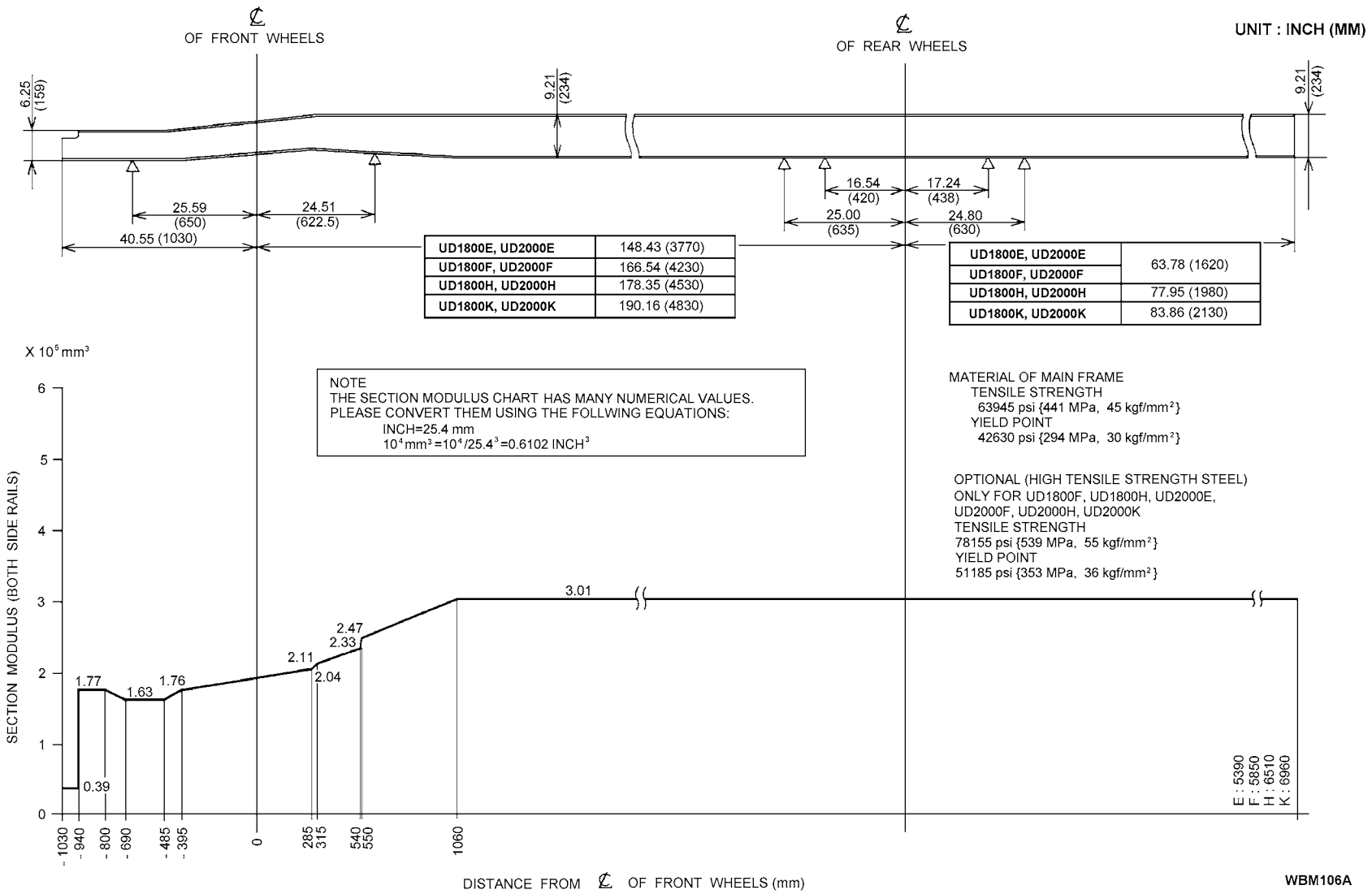


SECTION SA - SA

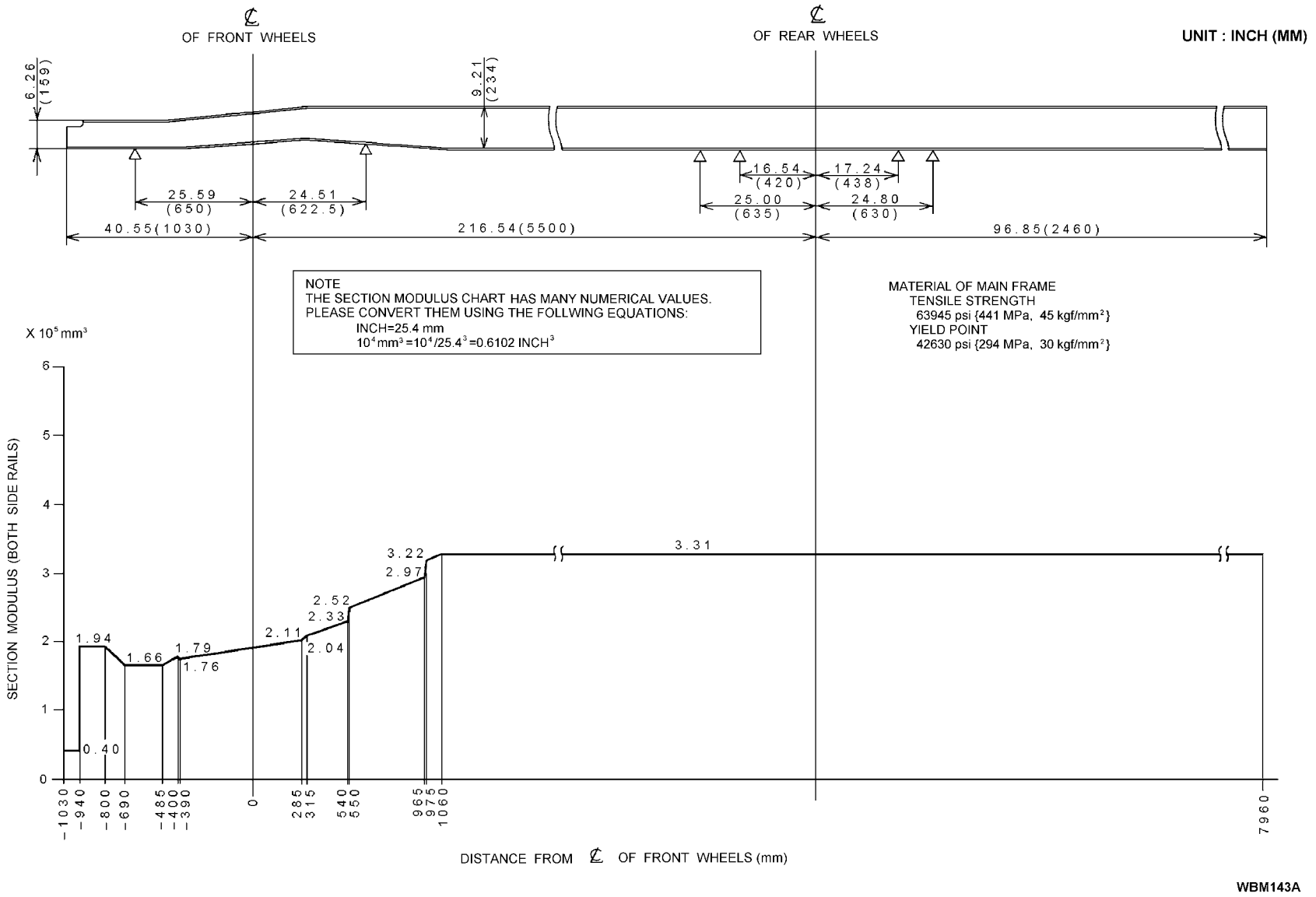
WBM942A

SIDE RAIL DATA

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

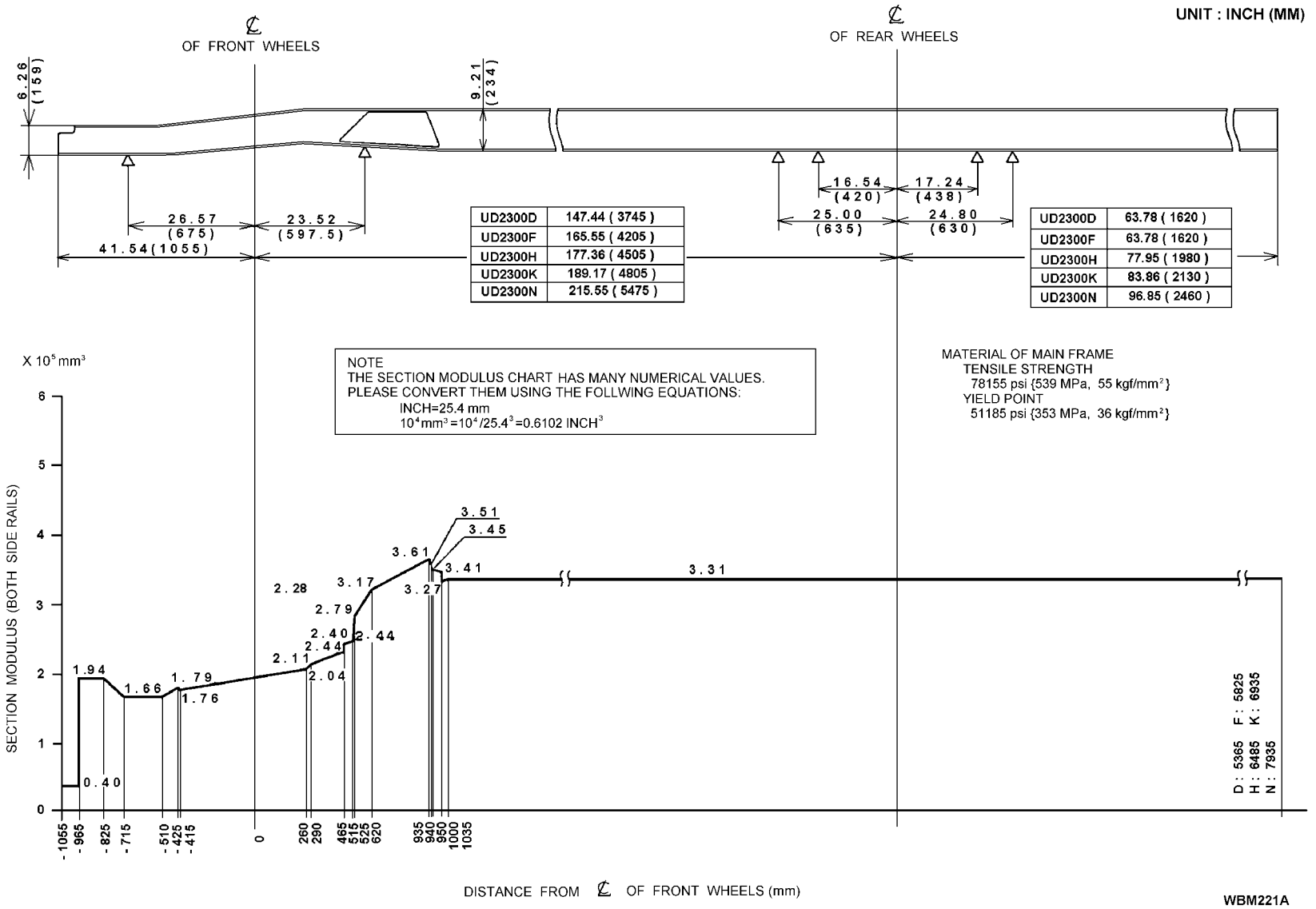


UD1800N
UD2000N



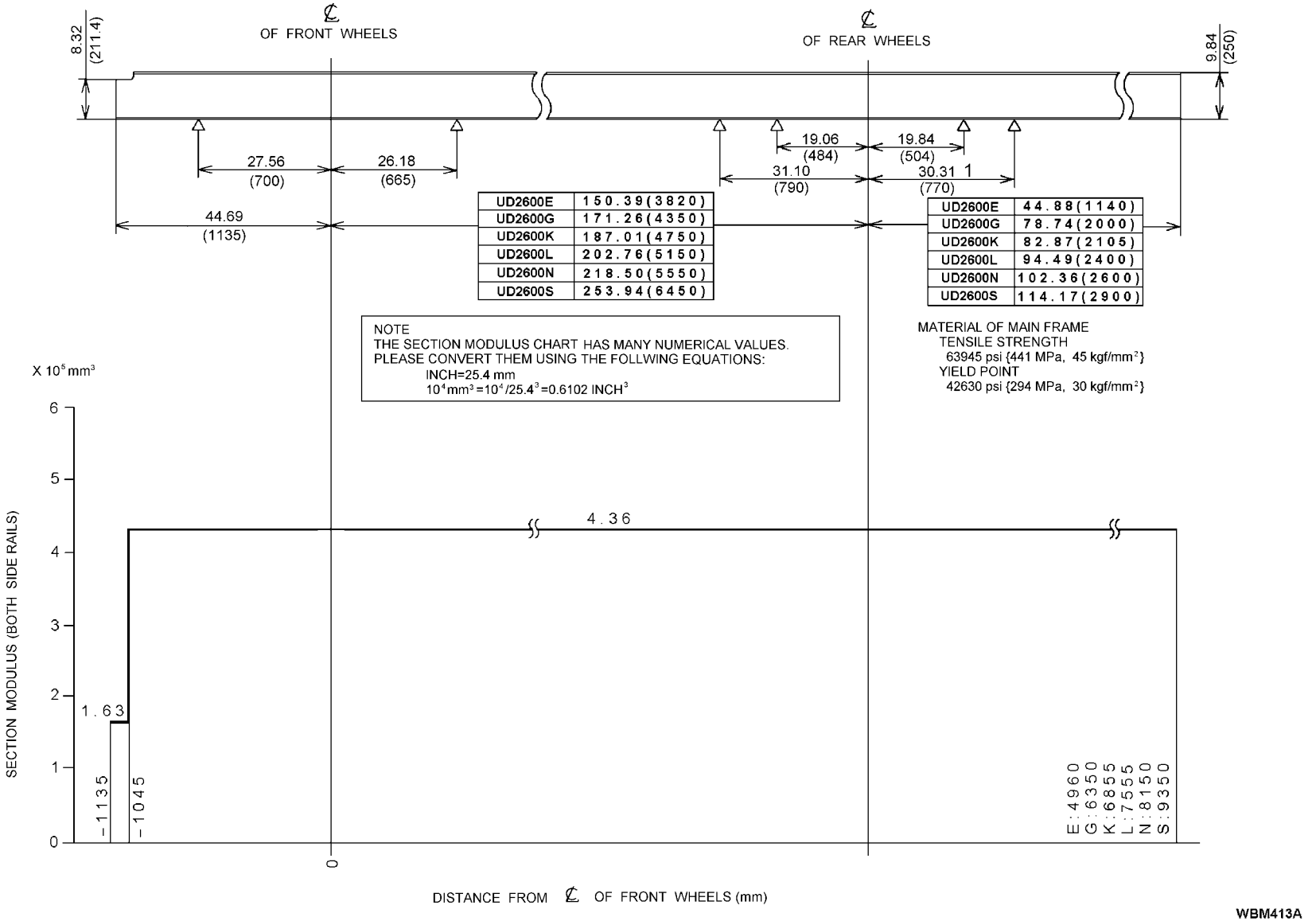
WBM143A

UD2300

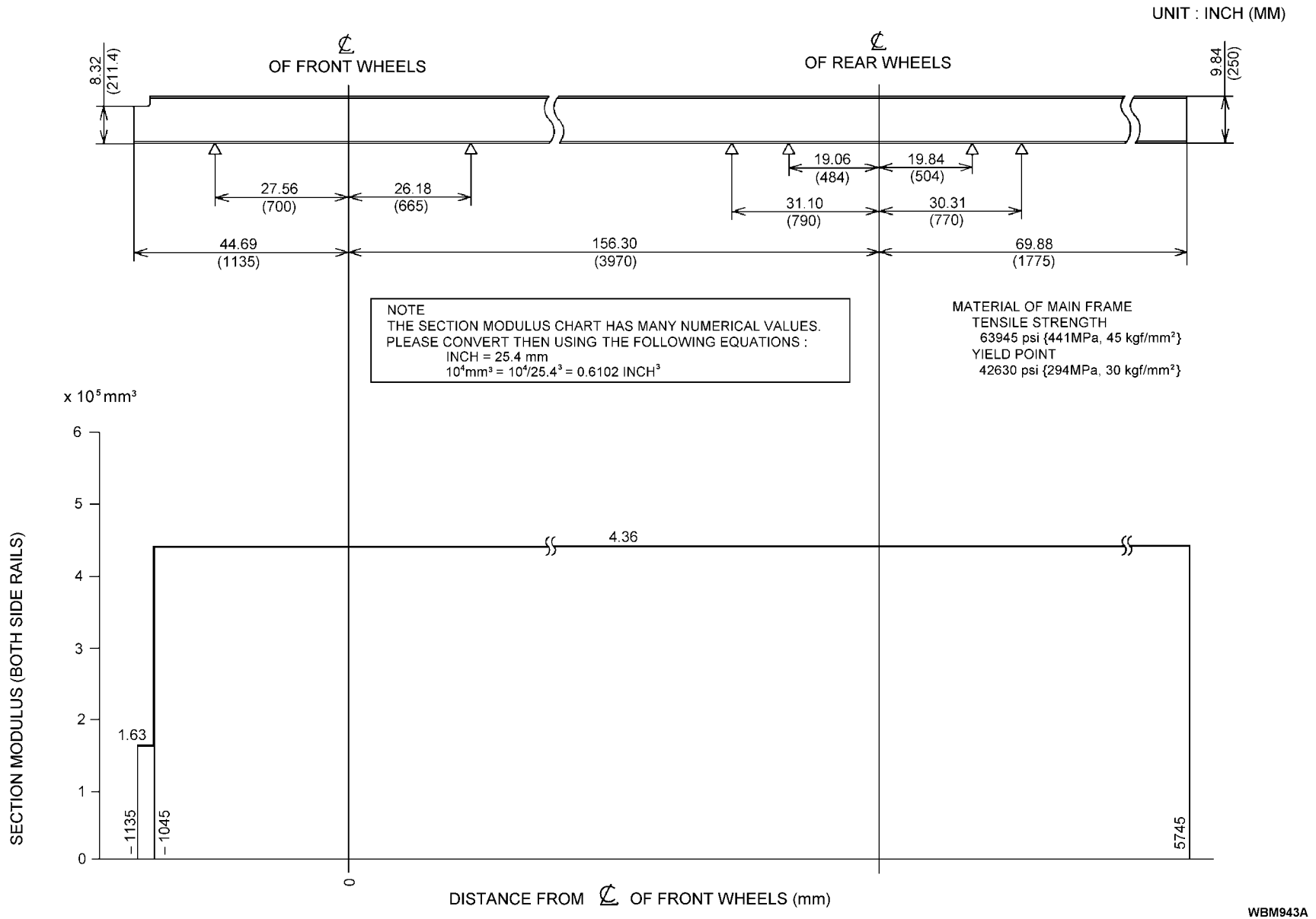

UNIT : INCH (MM)
℄ OF FRONT WHEELS
℄ OF REAR WHEELS
6.26 (159)
9.21 (234)
26.57 (675)
23.52 (597.5)
41.54 (1055)
16.54 (420)
17.24 (438)
25.00 (635)
24.80 (630)
UD2300D 147.44 (3745)
UD2300F 165.55 (4205)
UD2300H 177.36 (4505)
UD2300K 189.17 (4805)
UD2300N 215.55 (5475)
UD2300D 63.78 (1620)
UD2300F 63.78 (1620)
UD2300H 77.95 (1980)
UD2300K 83.86 (2130)
UD2300N 96.85 (2460)
NOTE
THE SECTION MODULUS CHART HAS MANY NUMERICAL VALUES.
PLEASE CONVERT THEM USING THE FOLLWING EQUATIONS:
INCH=25.4 mm
10⁴mm³=10⁴/25.4³=0.6102 INCH³
MATERIAL OF MAIN FRAME
TENSILE STRENGTH
78155 psi {539 MPa, 55 kgf/mm²}
YIELD POINT
51185 psi {353 MPa, 36 kgf/mm²}
X 10⁵ mm³
SECTION MODULUS (BOTH SIDE RAILS)
0 1 2 3 4 5 6
0.40
1.94
1.66
1.79
1.76
2.11
2.04
2.28
2.40
2.44
2.44
2.79
3.17
3.61
3.27
3.51
3.45
3.41
3.31
-1055 -965 -825 -715 -510 -425 -415 0 260 290 465 515 525 620 935 940 950 1000 1035
D : 5365 F : 5825
H : 6485 K : 6935
N : 7935
DISTANCE FROM ℄ OF FRONT WHEELS (mm)
WBM221A

UD2600E, UD2600G, UD2600K, UD2600L, UD2600N, UD2600S

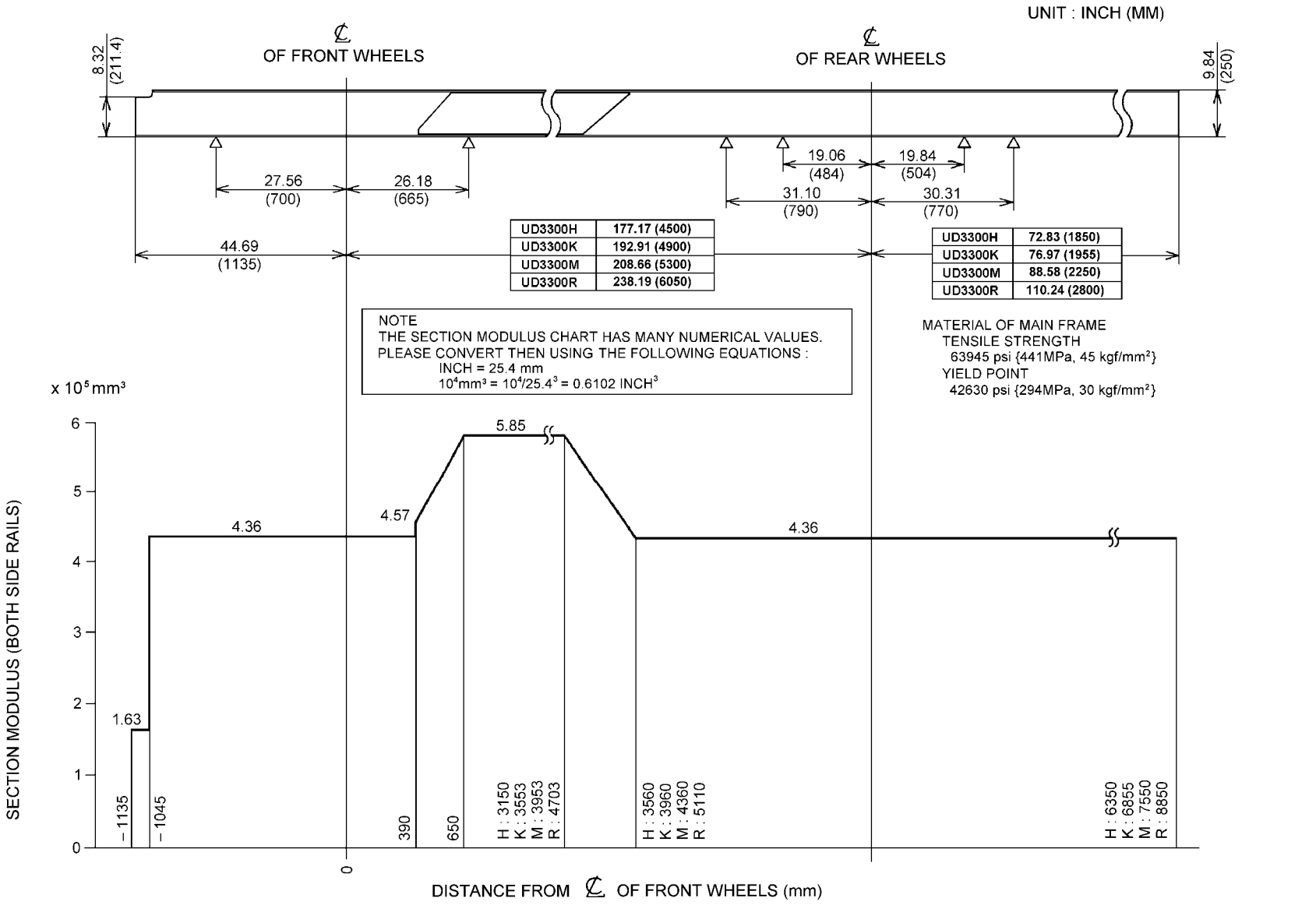
UNIT : INCH (MM)



WBM413A


UNIT : INCH (MM)
℄ OF FRONT WHEELS
℄ OF REAR WHEELS
8.32 (211.4)
9.84 (250)
27.56 (700)
26.18 (665)
19.06 (484)
19.84 (504)
31.10 (790)
30.31 (770)
44.69 (1135)
156.30 (3970)
69.88 (1775)
NOTE
THE SECTION MODULUS CHART HAS MANY NUMERICAL VALUES.
PLEASE CONVERT THEN USING THE FOLLOWING EQUATIONS :
INCH = 25.4 mm
10⁴mm³ = 10⁴/25.4³ = 0.6102 INCH³
MATERIAL OF MAIN FRAME
TENSILE STRENGTH
63945 psi {441MPa, 45 kgf/mm²}
YIELD POINT
42630 psi {294MPa, 30 kgf/mm²}
x 10⁵ mm³
SECTION MODULUS (BOTH SIDE RAILS)
6
5
4
3
2
1
0
4.36
1.63
1135
1045
5745
0
DISTANCE FROM ℄ OF FRONT WHEELS (mm)
WBM943A

UD3300H, UD3300K, UD3300M, UD3300R

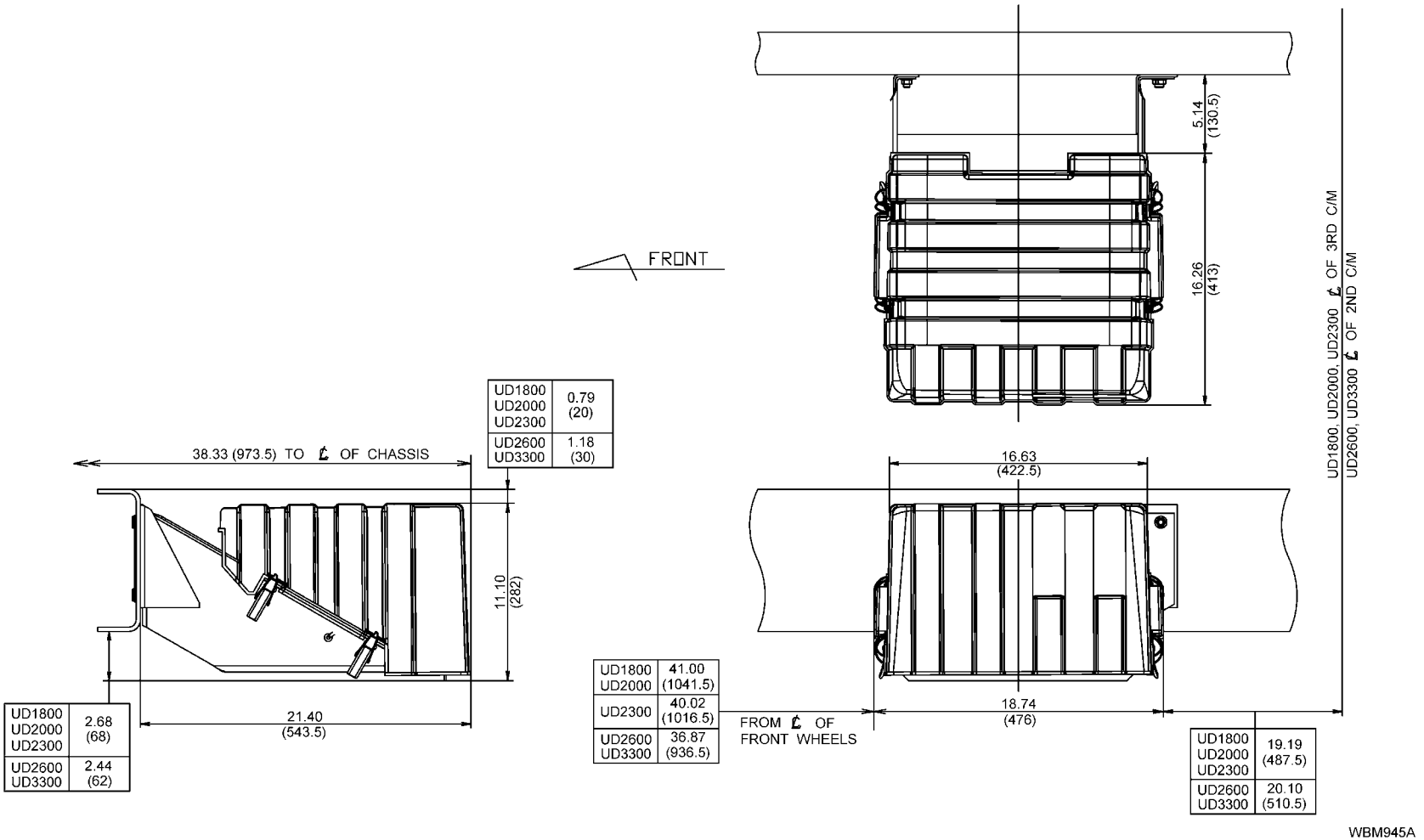


WBM944A

BATTERY BOX DATA

UD1800, UD2000, UD2300, UD2600, UD3300

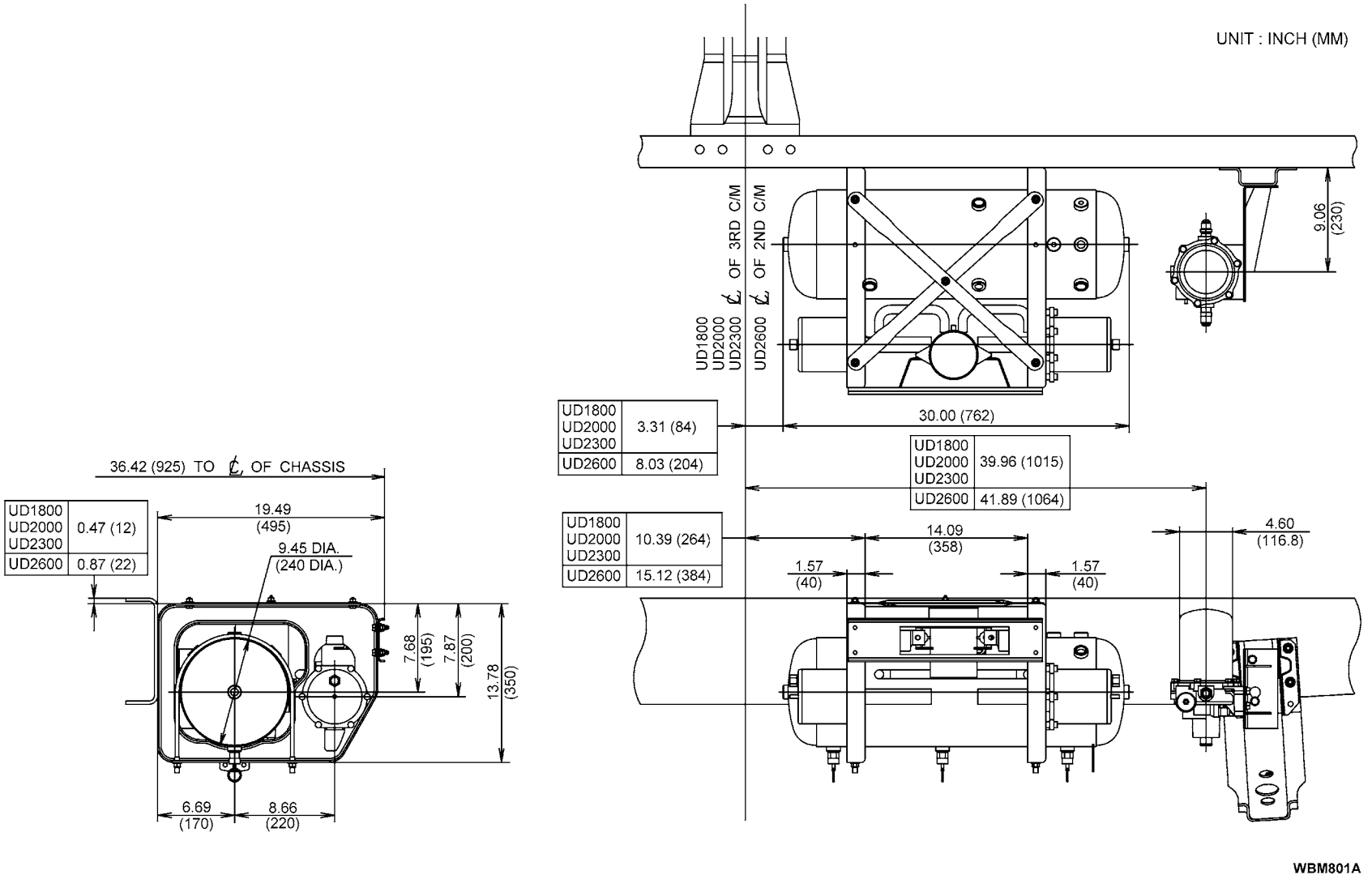
UNIT : INCH (MM)



WBM945A

BRAKE POWER UNIT AND AIR RESERVOIR DATA

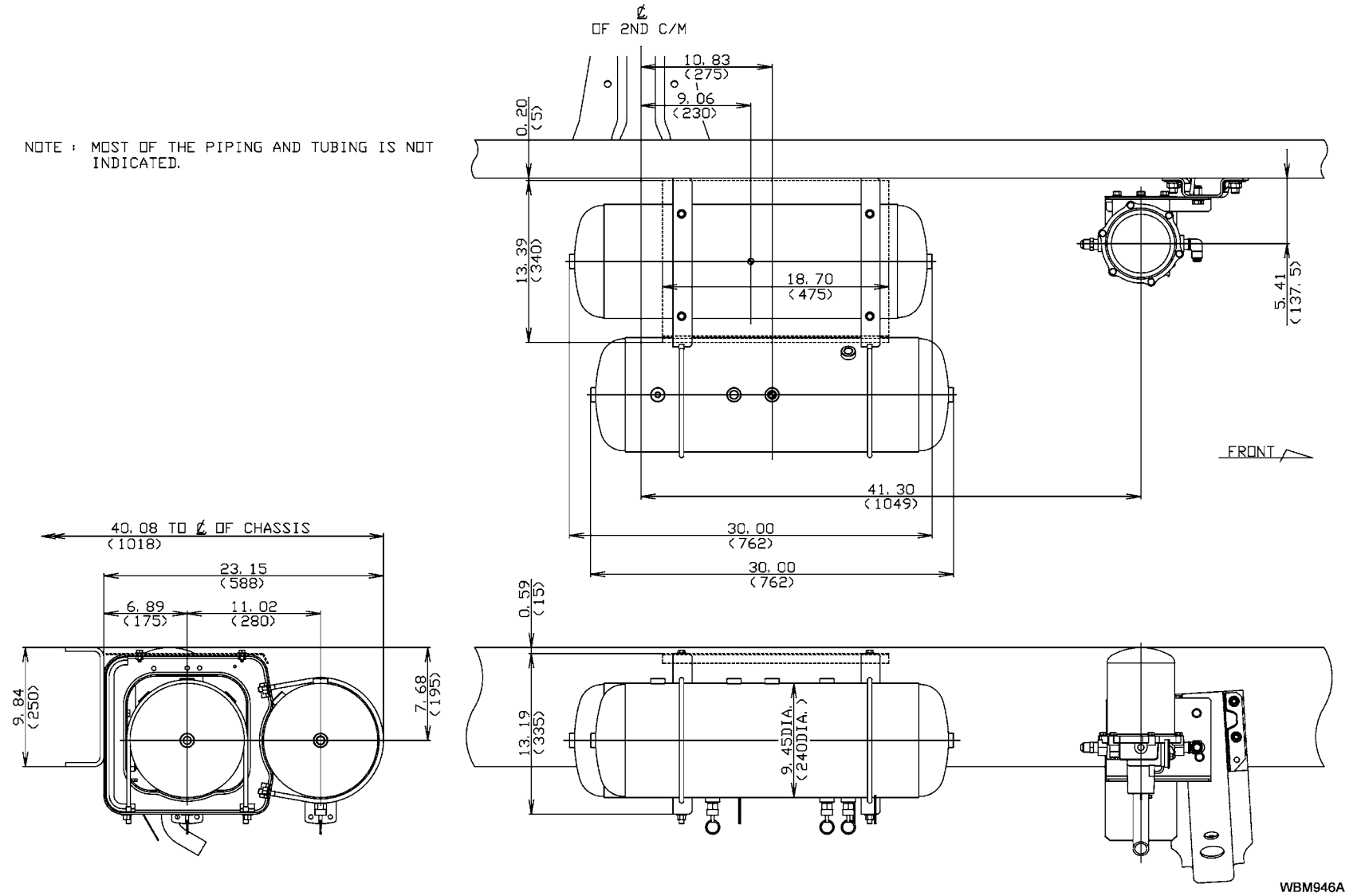
UD1800, UD2000, UD2300, UD2600



UD3300

UNIT : INCH (MM)

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

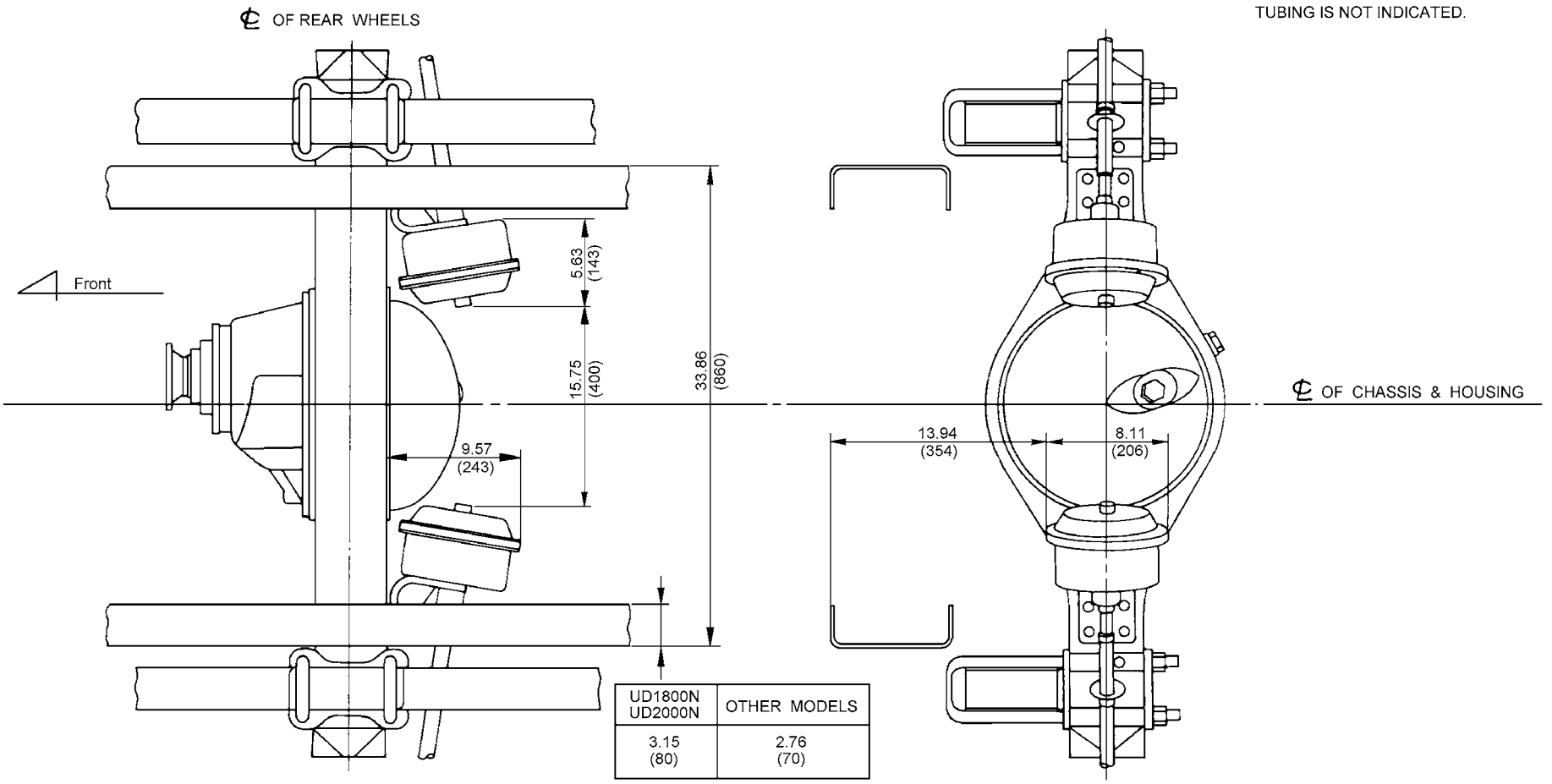


WHEEL PARKING BRAKE DATA

UD1800, UD2000 : OPTION

UNIT : INCH (MM)

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



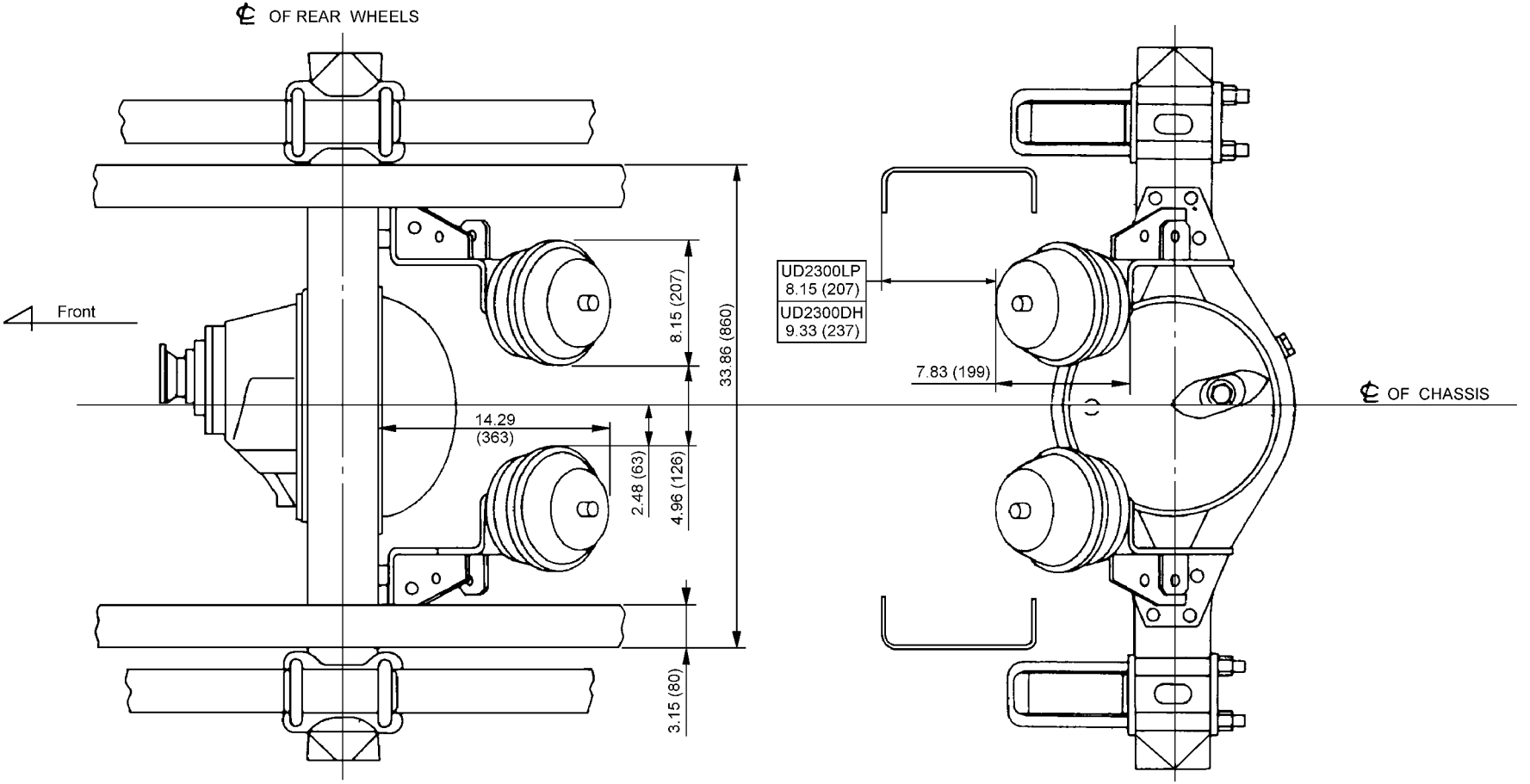
UD1800N UD2000N	OTHER MODELS
3.15 (80)	2.76 (70)

WBM802A

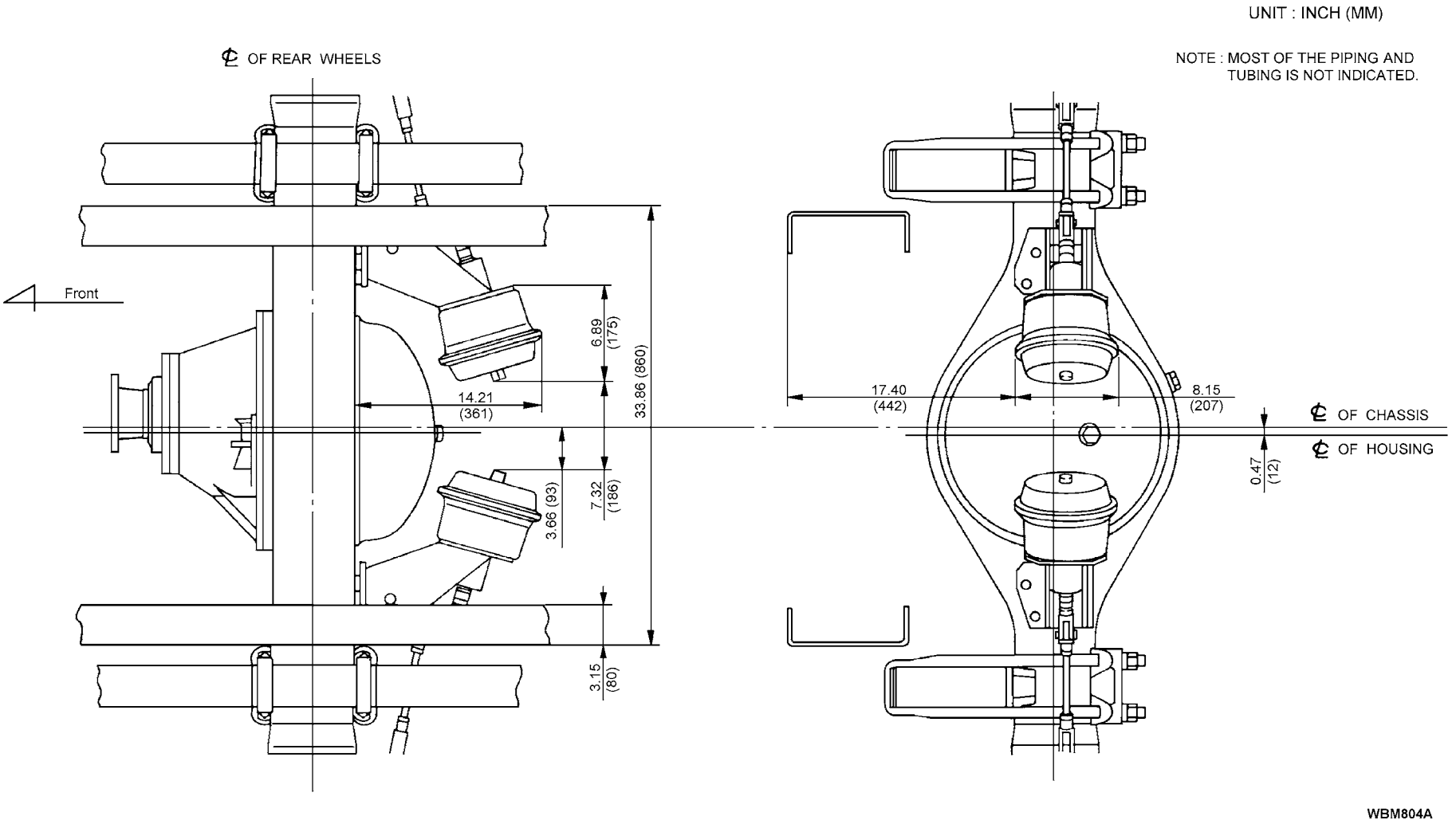
UD2300 : OPTION

UNIT : INCH (MM)

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

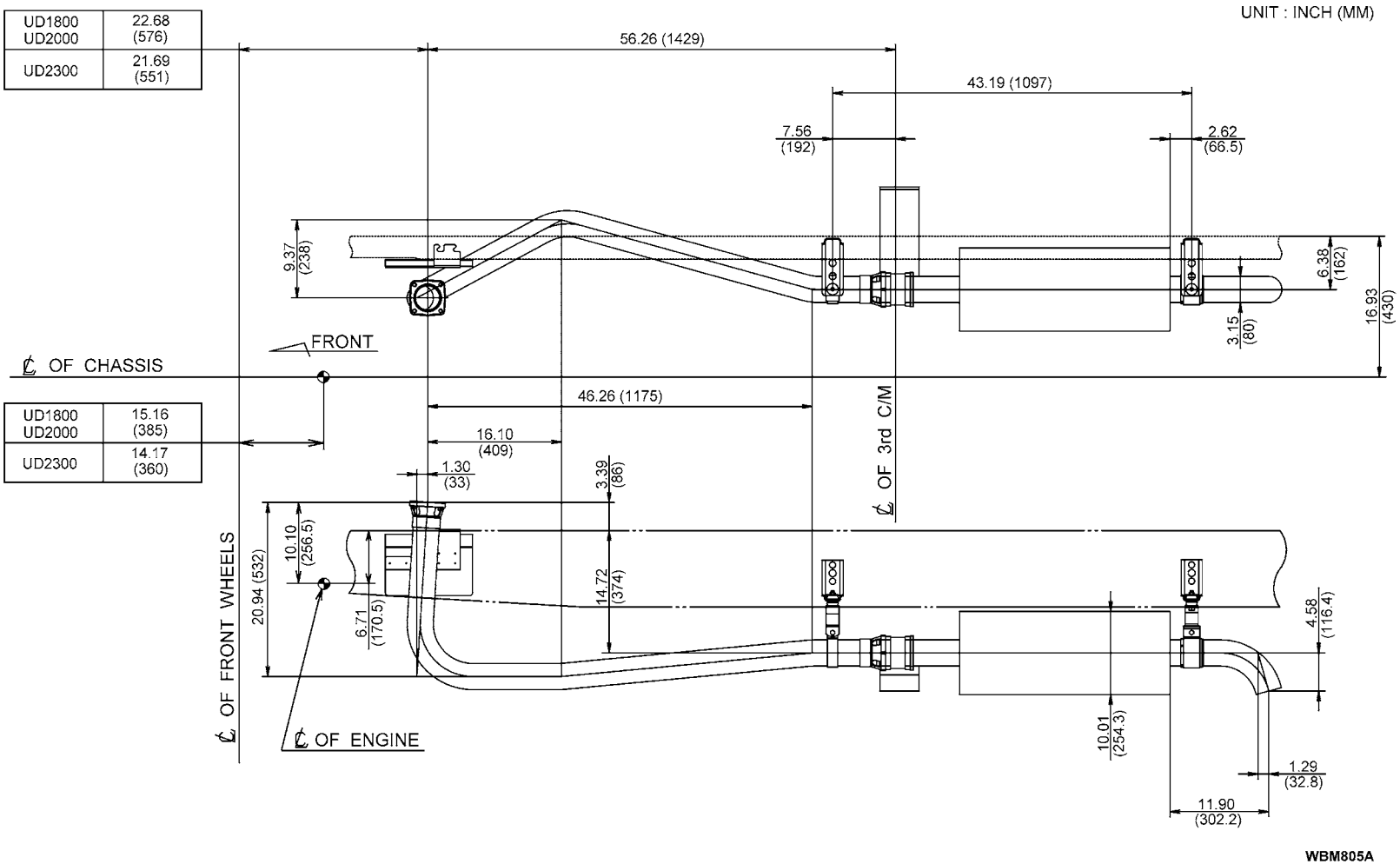


UD2600 : OPTION

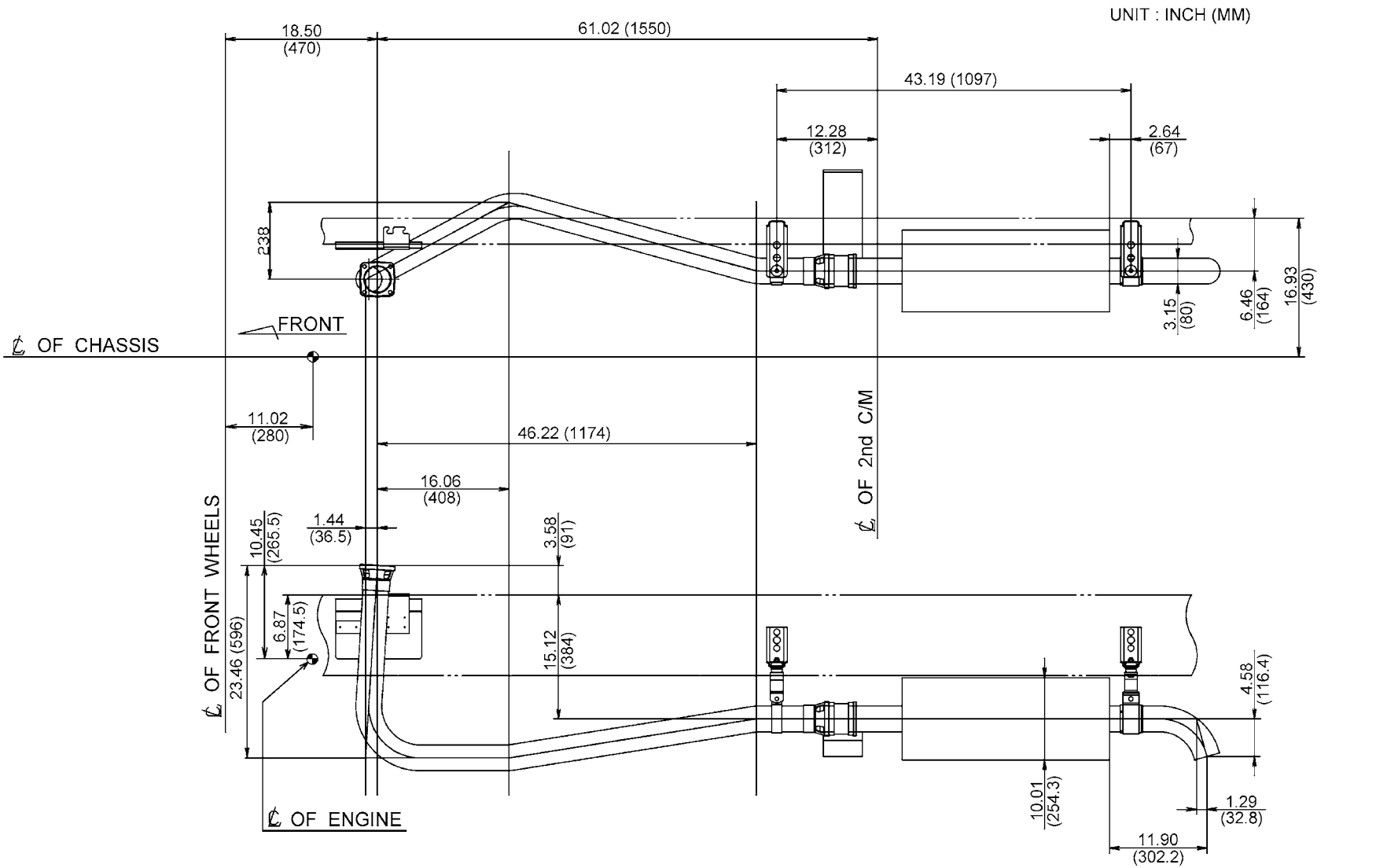


EXHAUST PIPE AND MUFFLER DATA

UD1800E, UD1800F, UD1800H, UD1800K, UD1800N
UD2000E, UD2000F, UD2000H, UD2000K, UD2000N
UD2300D, UD2300F, UD2300H, UD2300K, UD2300N

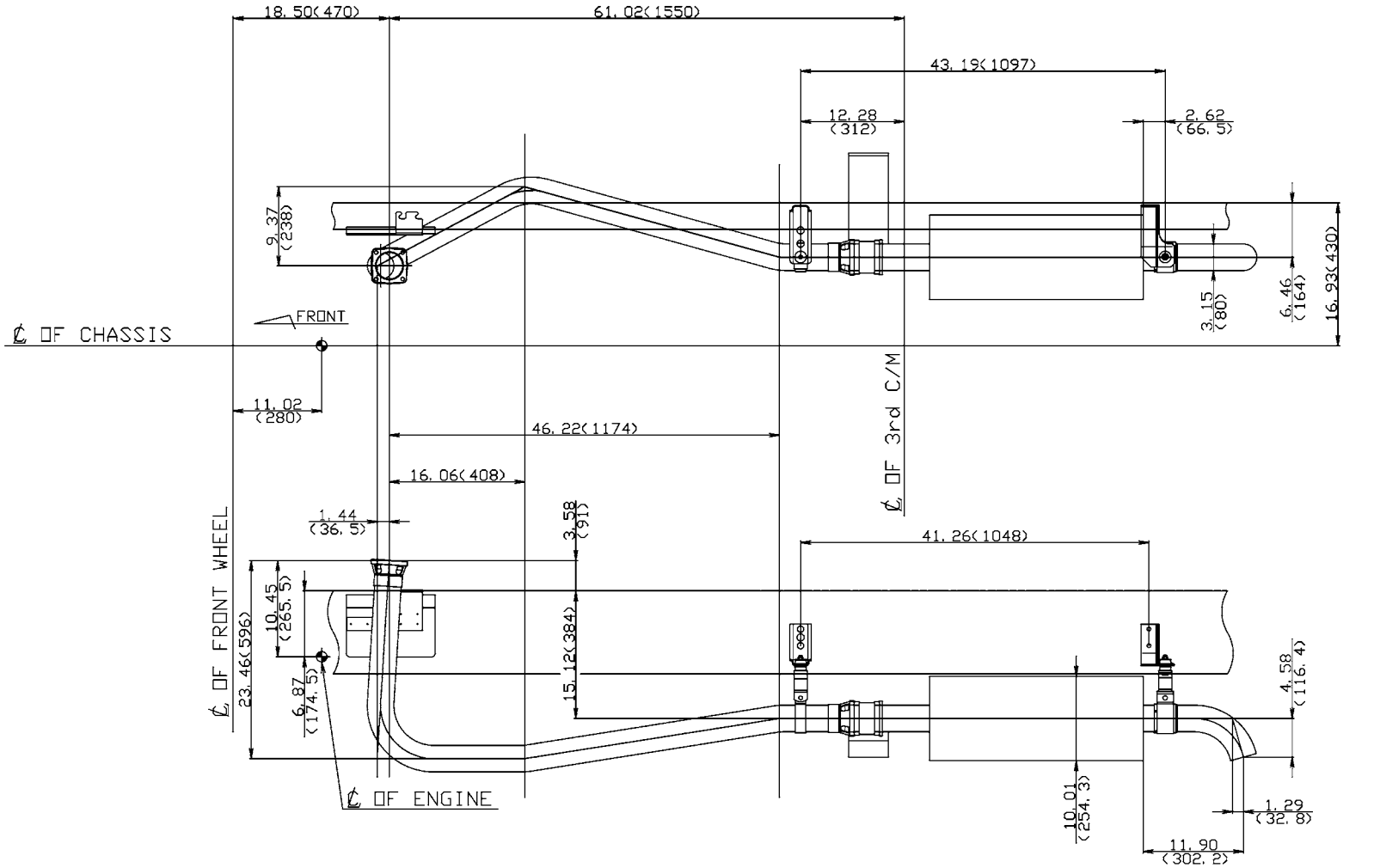


UD2600, UD3300E, UD3300H, UD3300M



UD3300K, UD3300R

UNIT: INCH(MM)



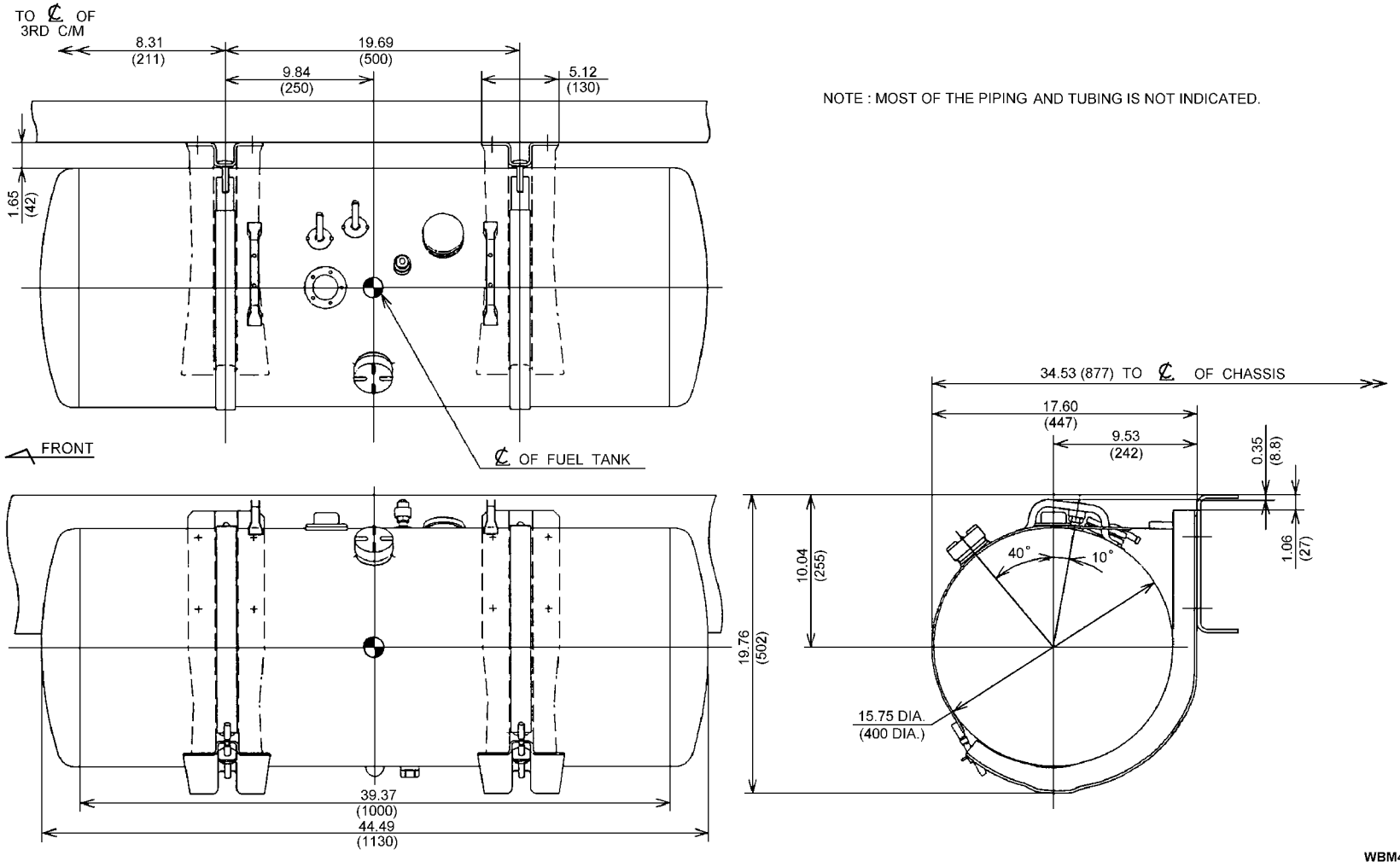
WBM954A

FUEL TANK DATA
UD1800, UD2000, UD2300

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

UNIT : INCH (MM)

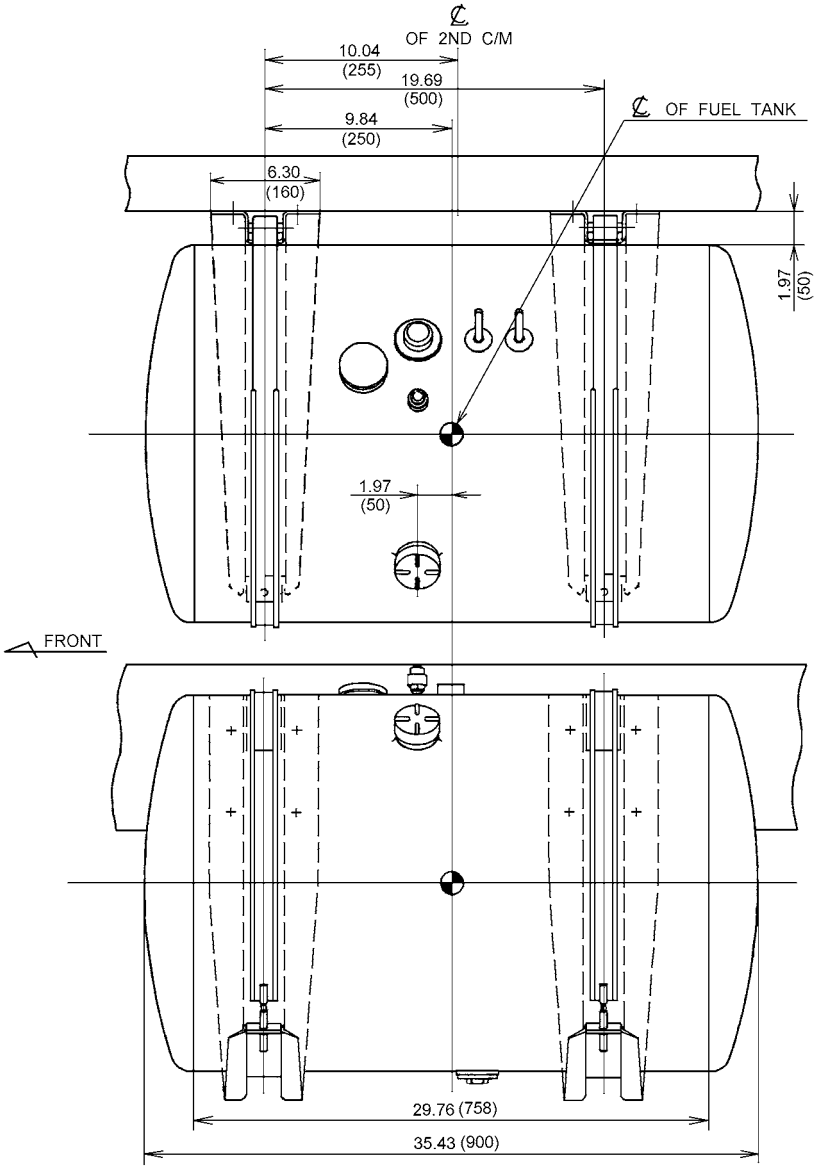
NOTE : MOST OF THE PIPING AND TUBING IS NOT INDICATED.



WBM436A

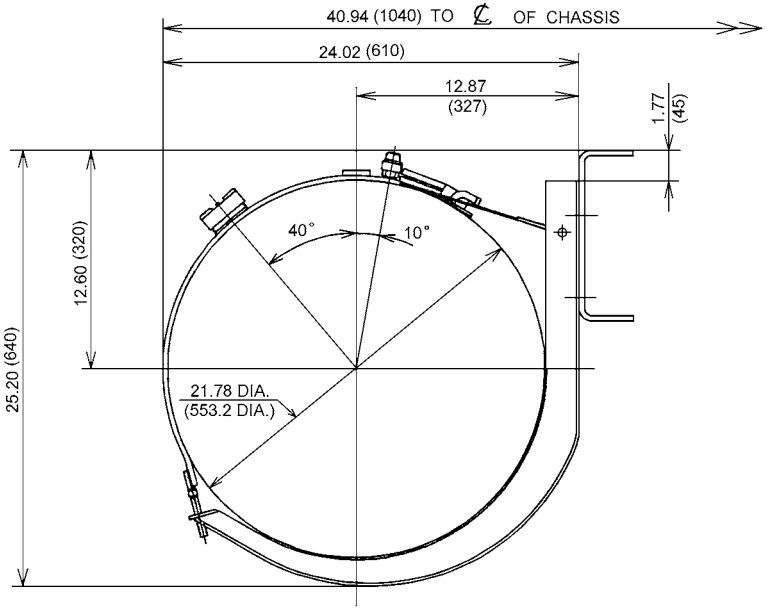
UD2600E

UNIT : INCH (MM)



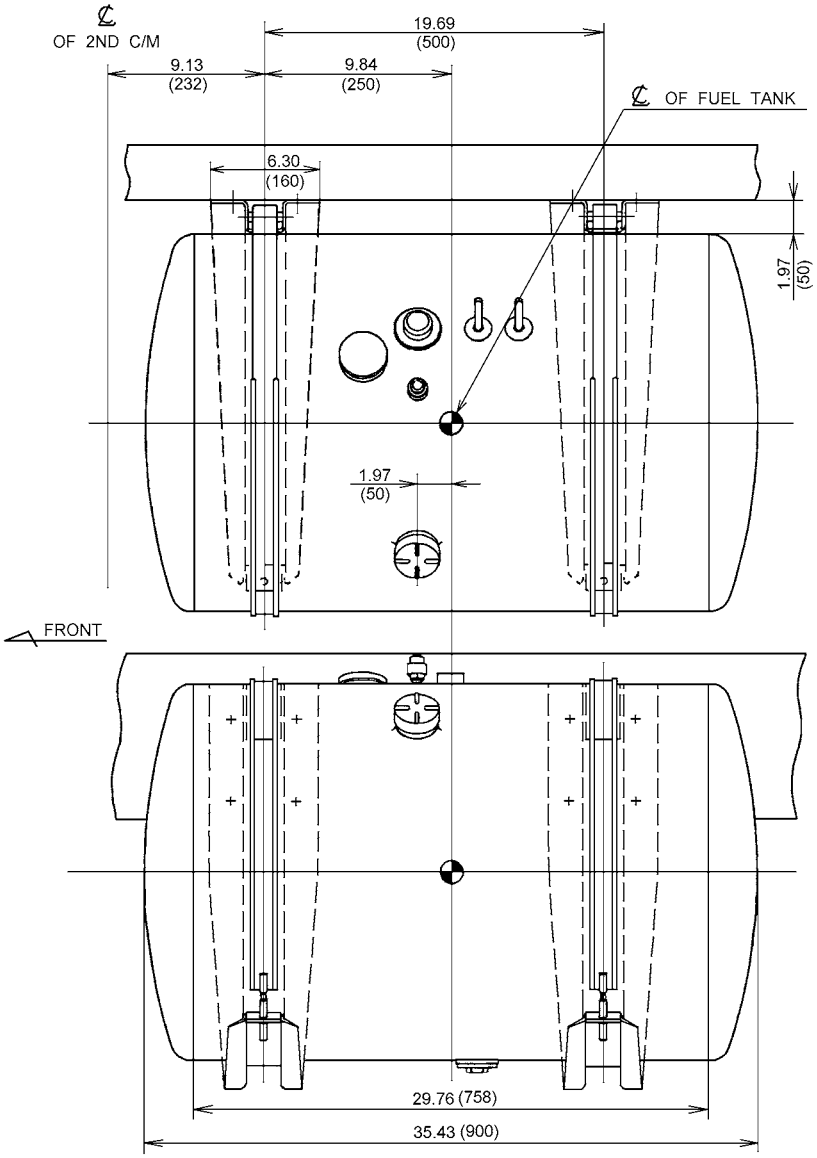
FUEL TANK CAPACITY
50.0 U.S. gal (185 Liter)

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



WBM807A

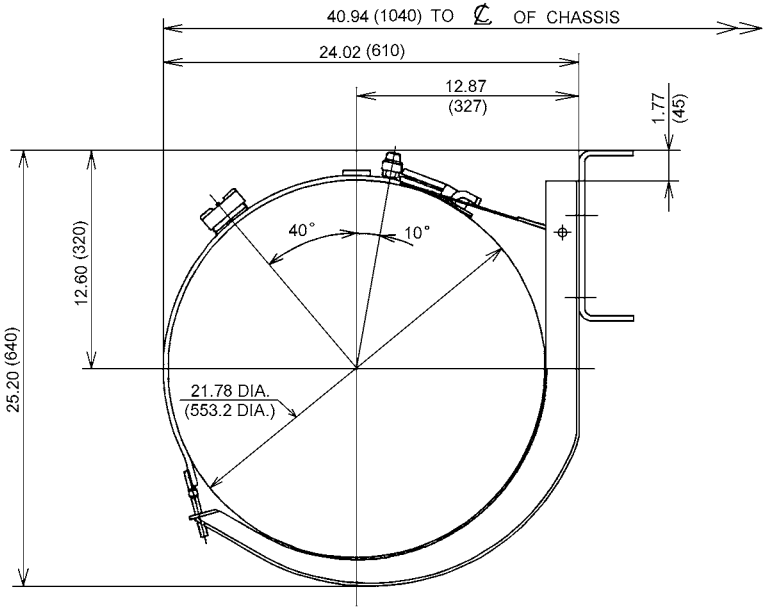
UD2600G, UD2600K, UD2600L, UD2600N, UD2600S, UD3300



UNIT : INCH (MM)

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

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

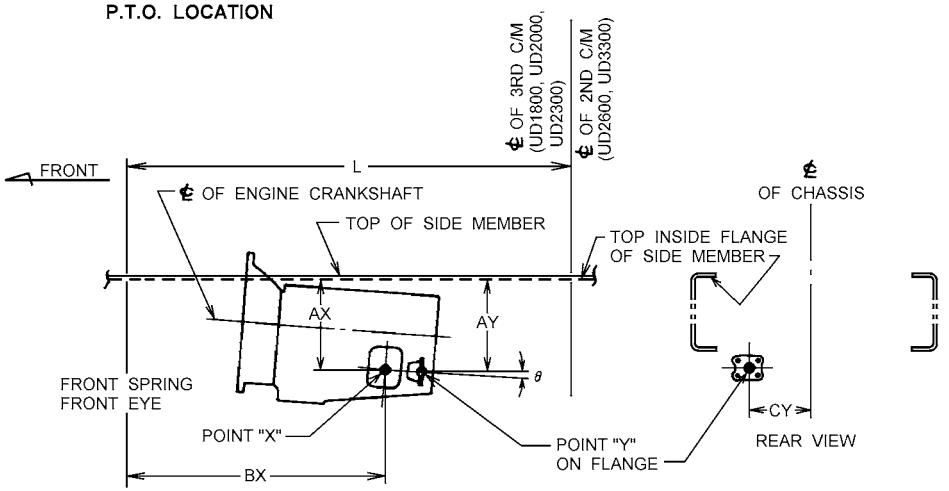


WBM808A

TRANSMISSION P.T.O DATA

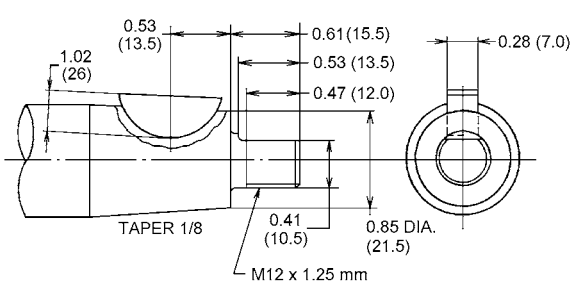
UD1800, UD2000, UD2300, UD2600, UD3300

P.T.O. LOCATION



UNIT : INCH (MM)

P.T.O. SHAFT



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

P.T.O. SPECIFICATION

P.T.O. MODEL	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

P.T.O. LOCATION

MODEL USAGE	TRANSMIS-SION MODEL	P.T.O. MODEL	L	AX	BX	AY	CY	θ
UD1800 UD2000 UD2300 SERIES	MLS63B	33300 Z5176	104.53 (2655)	13.90 (353)	83.94 (2132)	14.17 (360)	6.54 (166.1)	3° 30'
UD2600 UD3300 SERIES			107.09 (2720)	13.66 (347)	81.77 (2077)	13.94 (354)		

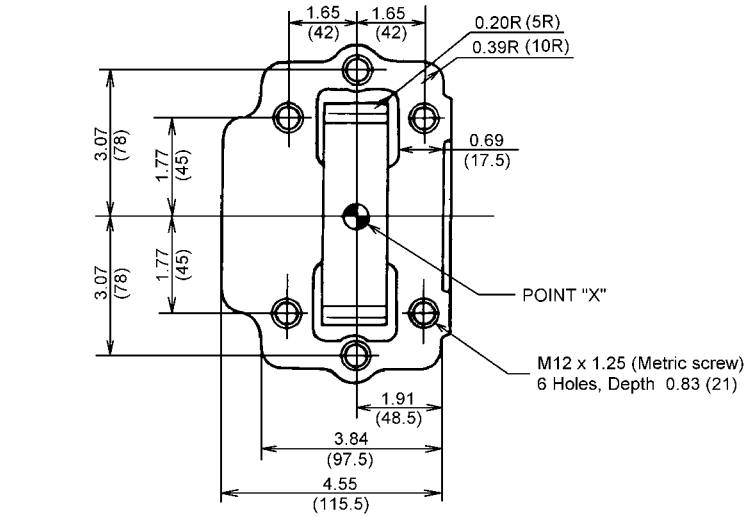
WBM947A

TRANSMISSION P.T.O .OPENING DATA

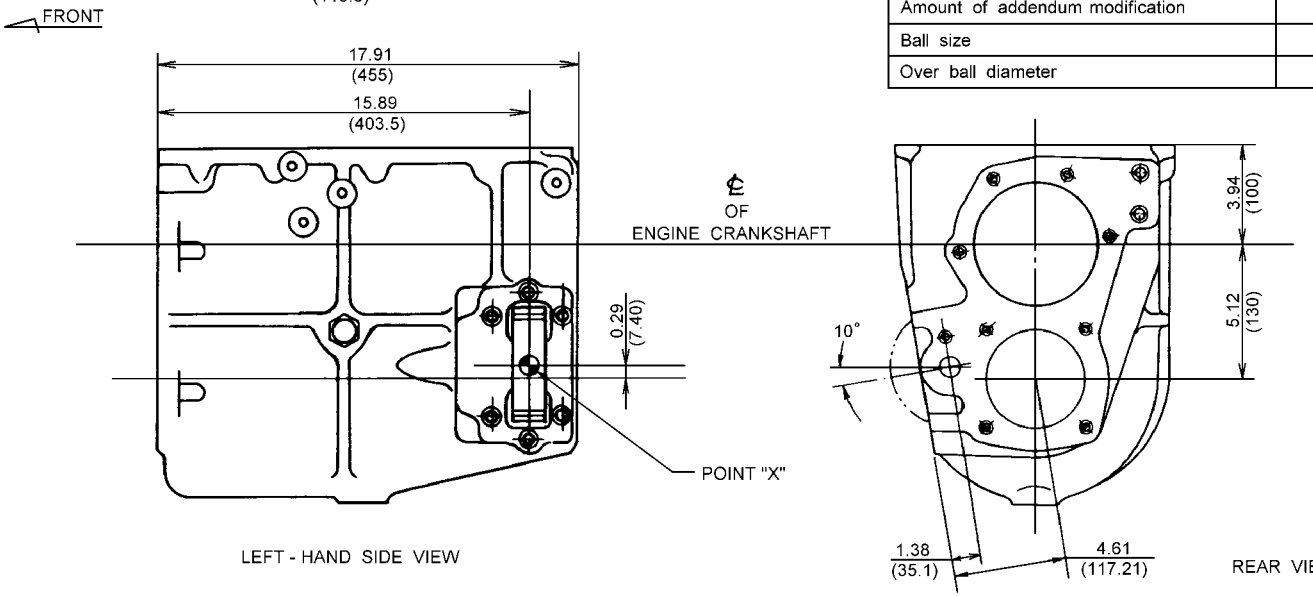
TRANSMISSION MODEL:MLS63B

UD1800, UD2000, UD2300, UD2600, UD3300

UNIT : INCH (MM)



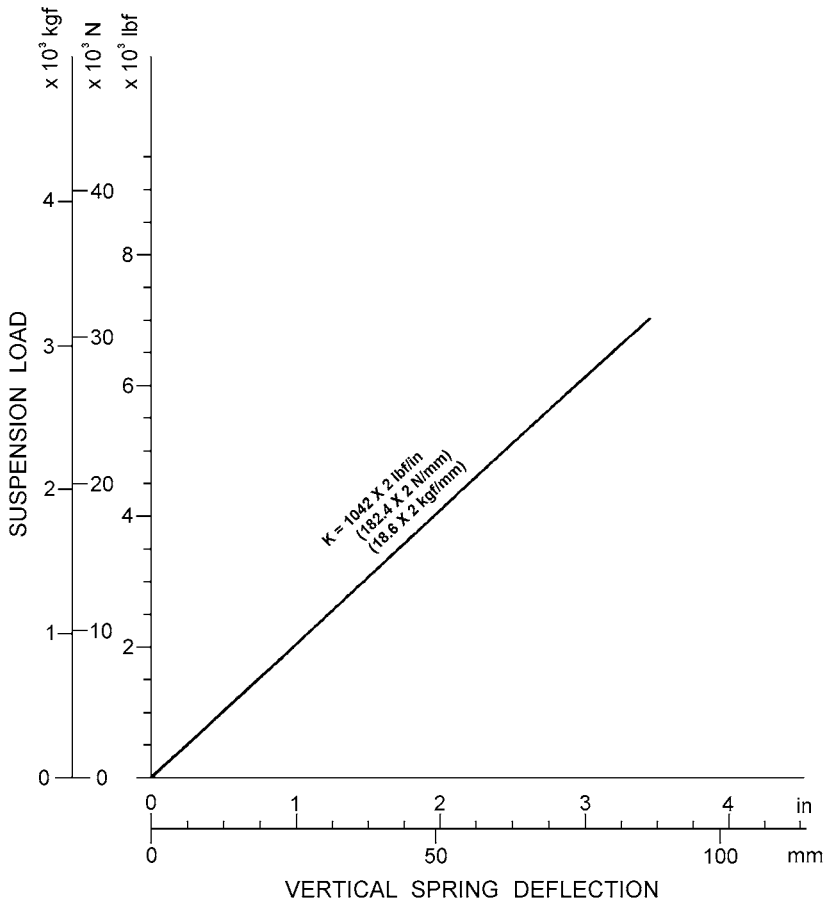
P.T.O. DRIVE GEAR DATA	
Teeth form	Involute
Number of teeth	25
Module	(4.5)
Helix angle	0° (Spur)
Pressure angle	22.5°
Pitch circle diameter	4.4291 (112.500)
Tooth base circle diameter	4.0920 (103.936)
Tooth outside circle diameter	4.8661 (123.600)
Width of tooth	1.9449 (49.400)
Amount of addendum modification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



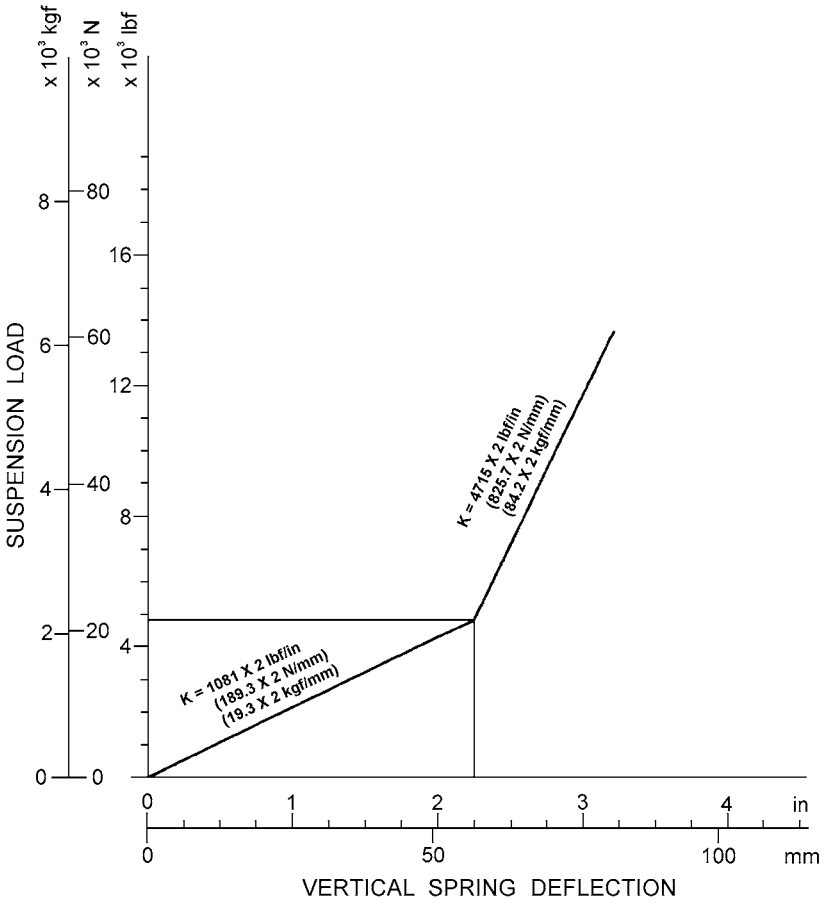
WBM810A

SPRING DATA
UD1800

FRONT LEAF SPRING I N G LOAD VS
DEFLECTION CURVE
(PER AXLE)



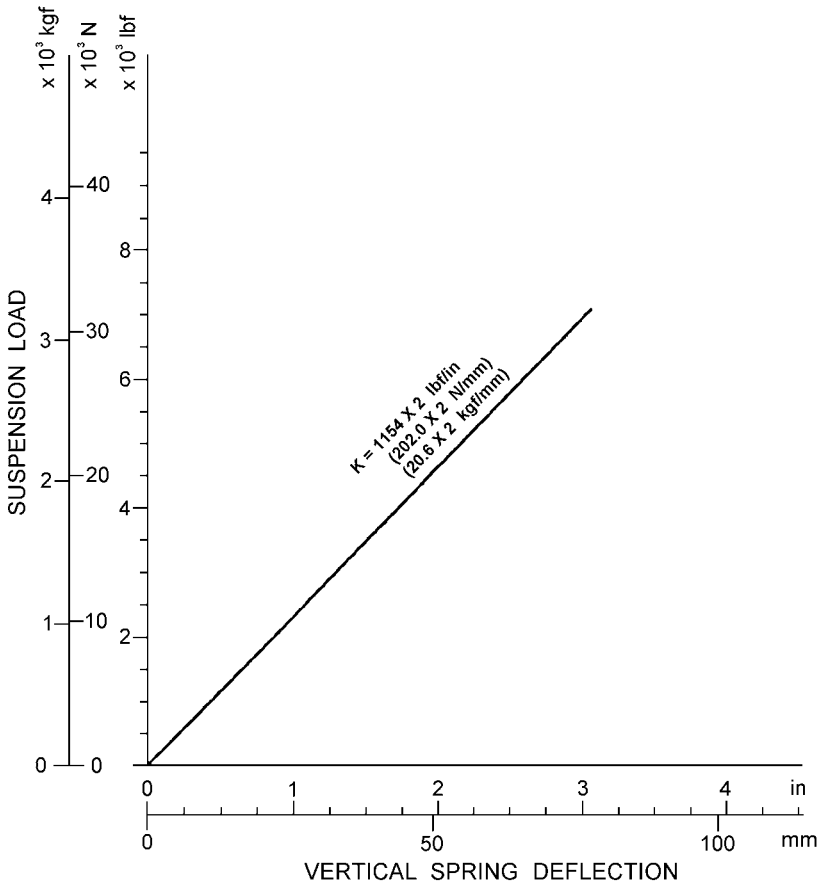
REAR LEAF SPRING I N G LOAD VS
DEFLECTION CURVE
(PER AXLE)



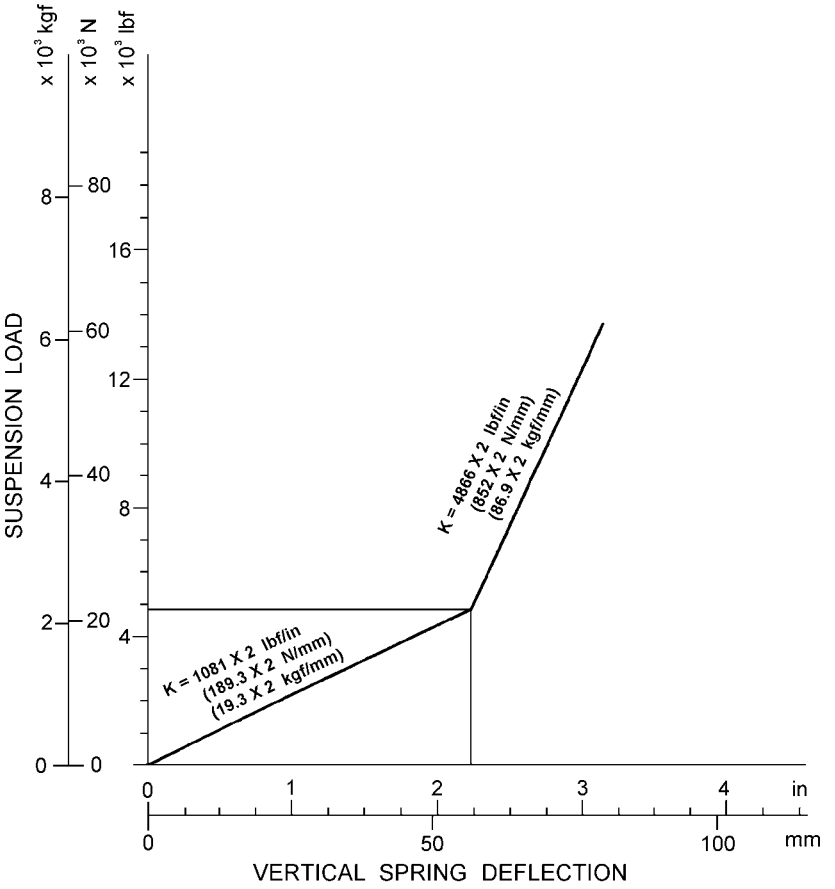
NOTE : SUSPENSION LOAD DOES NOT INCLUDE UNSPRUNG MASS
(UNSPRUNG MASS : MASS WHICH IS NOT SUPPORTED BY SPRINGS).
MAXIMUM LOADING OF SYSTEM MUST NOT EXCEED GAMR AND
MAXIMUM CAPACITY OF OTHER COMPONENTS.

WBM223A

FRONT LEAF SPRING I N G LOAD VS DEFLECTION CURVE (PER AXLE)



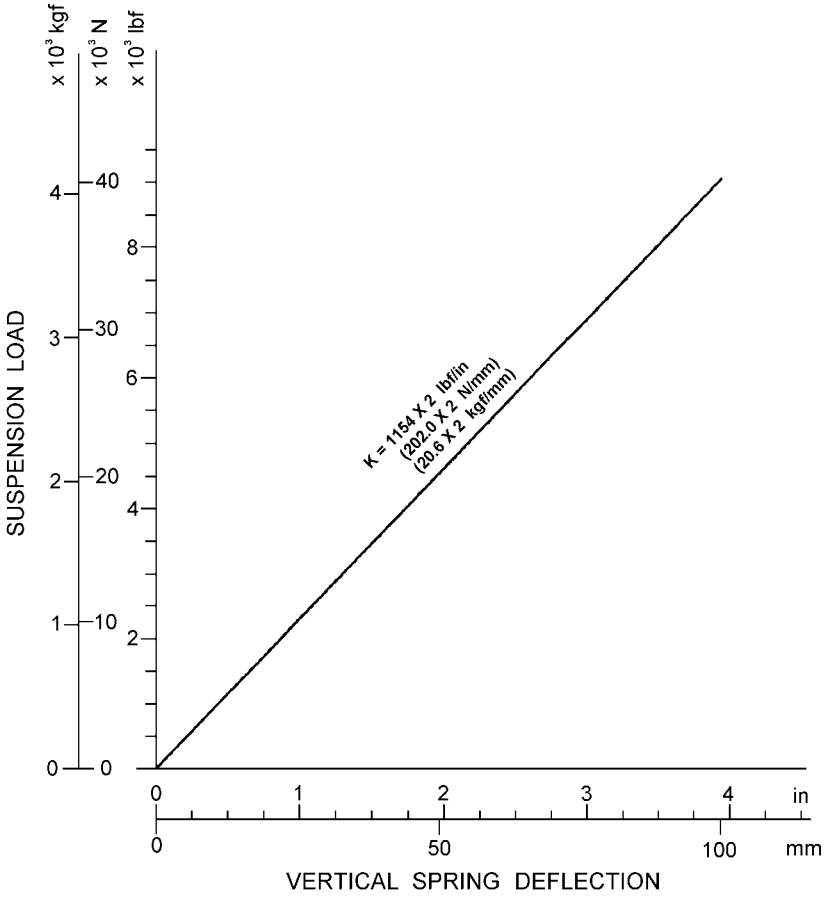
REAR LEAF SPRING I N G LOAD VS DEFLECTION CURVE (PER AXLE)



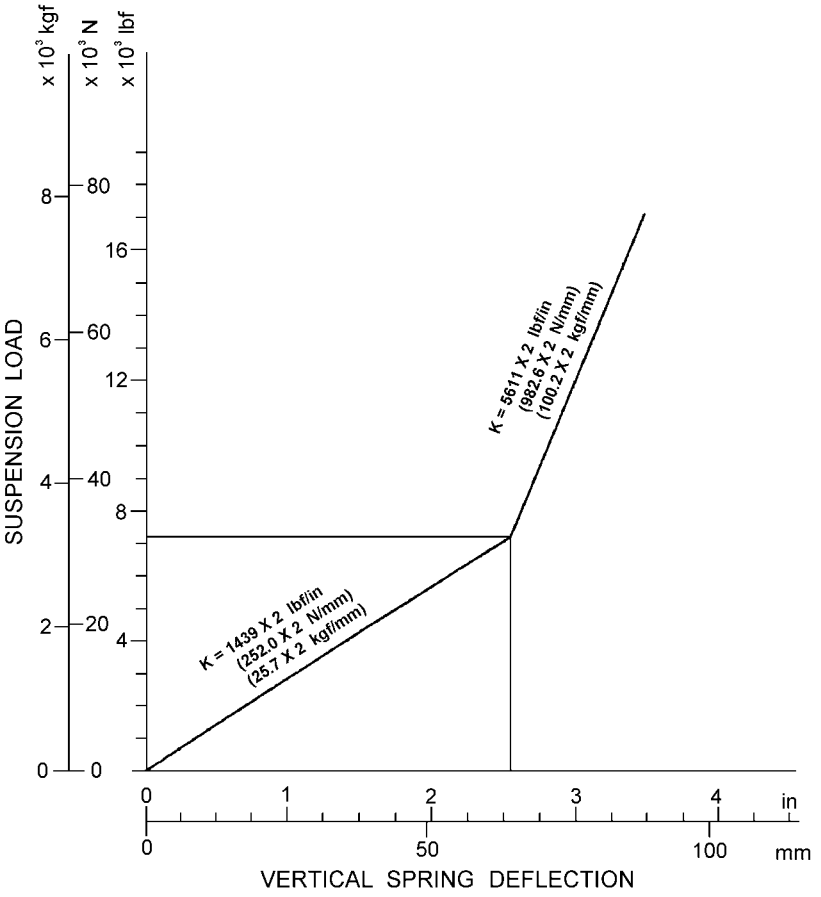
NOTE : SUSPENSION LOAD DOES NOT INCLUDE UNSPRUNG MASS (UNSPRUNG MASS : MASS WHICH IS NOT SUPPORTED BY SPRINGS). MAXIMUM LOADING OF SYSTEM MUST NOT EXCEED GAMR AND MAXIMUM CAPACITY OF OTHER COMPONENTS.

WBM811A

FRONT LEAF SPRING I N G LOAD VS DEFLECTION CURVE (PER AXLE)



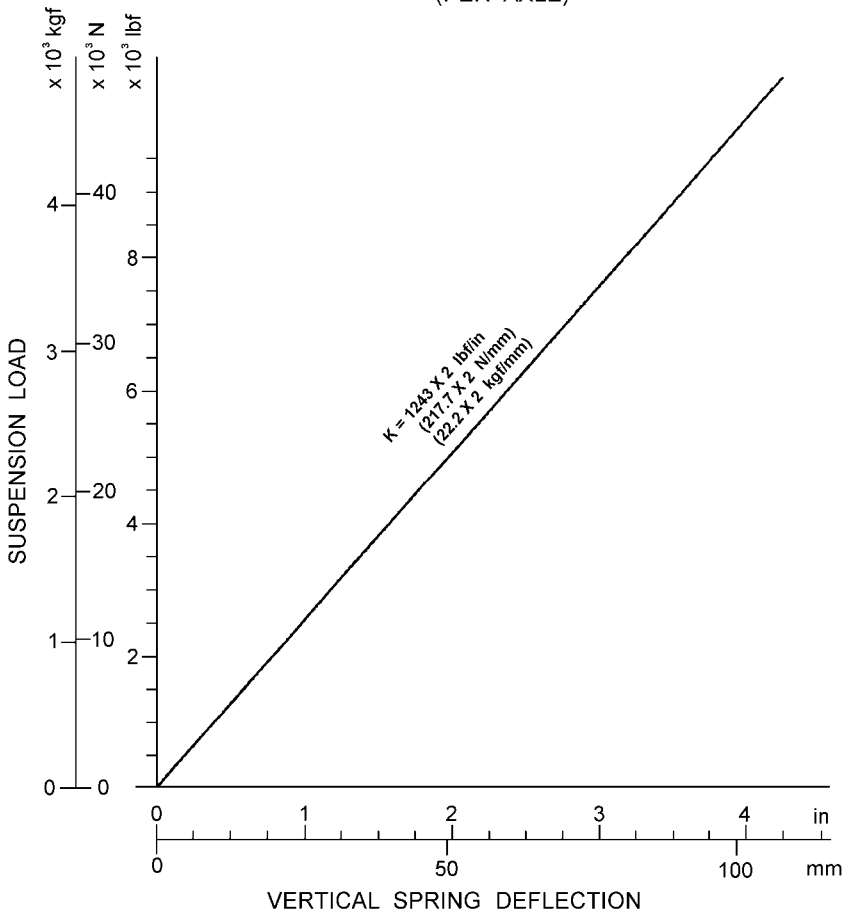
REAR LEAF SPRING I N G LOAD VS DEFLECTION CURVE (PER AXLE)



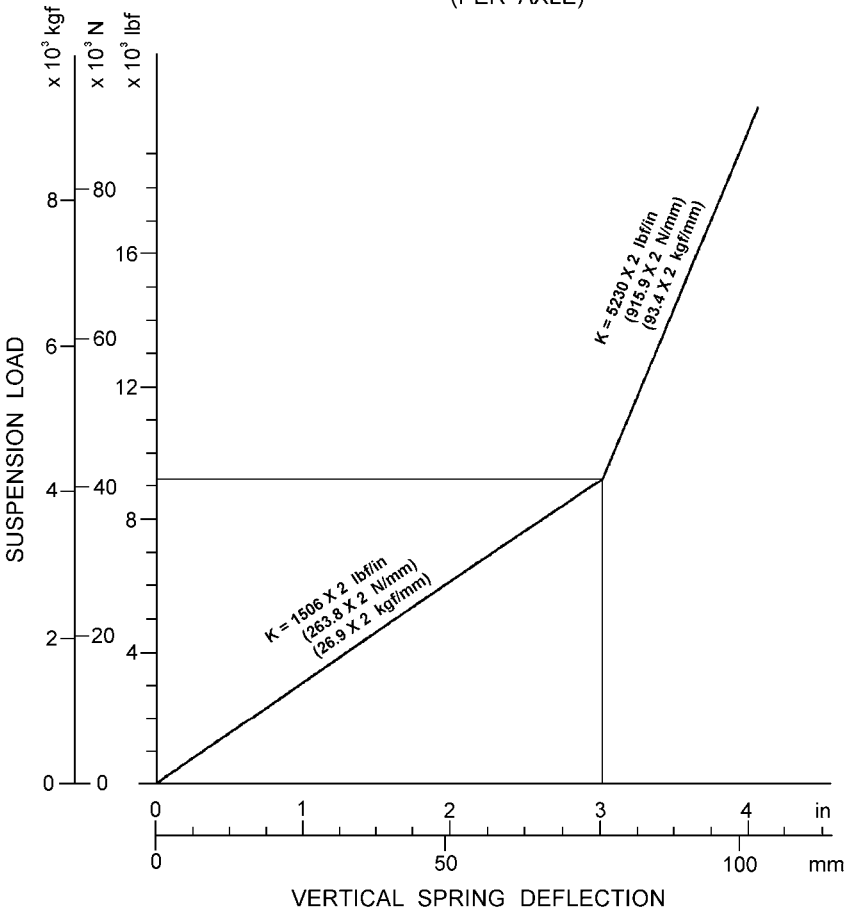
NOTE : SUSPENSION LOAD DOES NOT INCLUDE UNSPRUNG MASS (UNSPRUNG MASS : MASS WHICH IS NOT SUPPORTED BY SPRINGS). MAXIMUM LOADING OF SYSTEM MUST NOT EXCEED GAMR AND MAXIMUM CAPACITY OF OTHER COMPONENTS.

WBM822A

FRONT LEAF SPRING I N G LOAD VS
DEFLECTION CURVE
(PER AXLE)



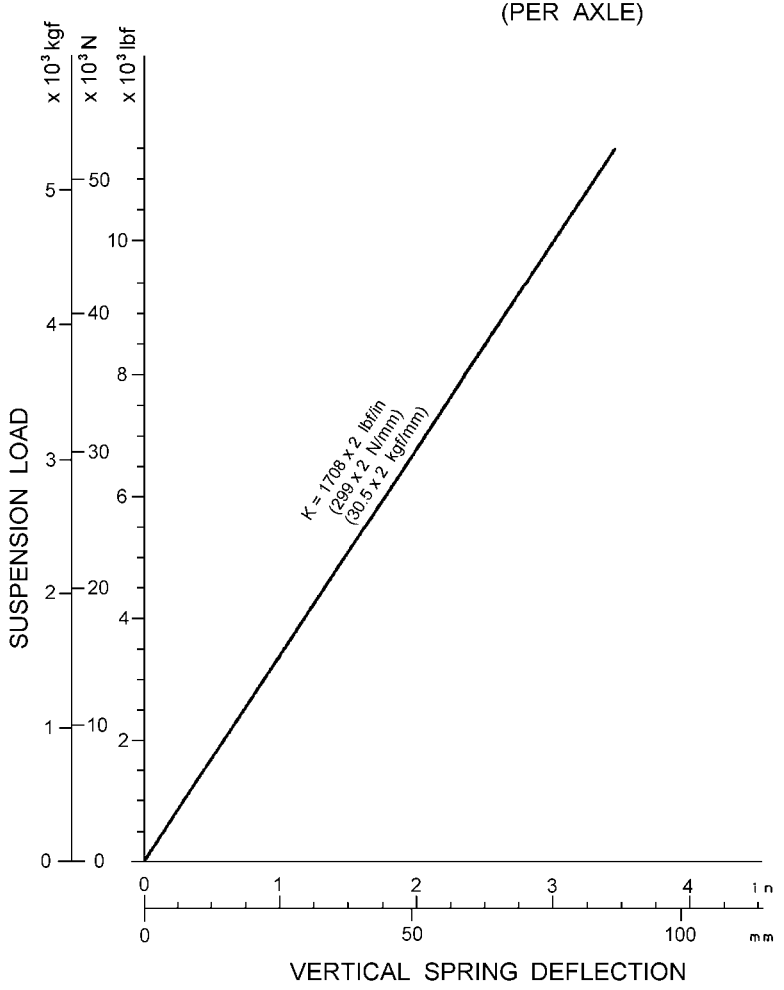
REAR LEAF SPRING I N G LOAD VS
DEFLECTION CURVE
(PER AXLE)



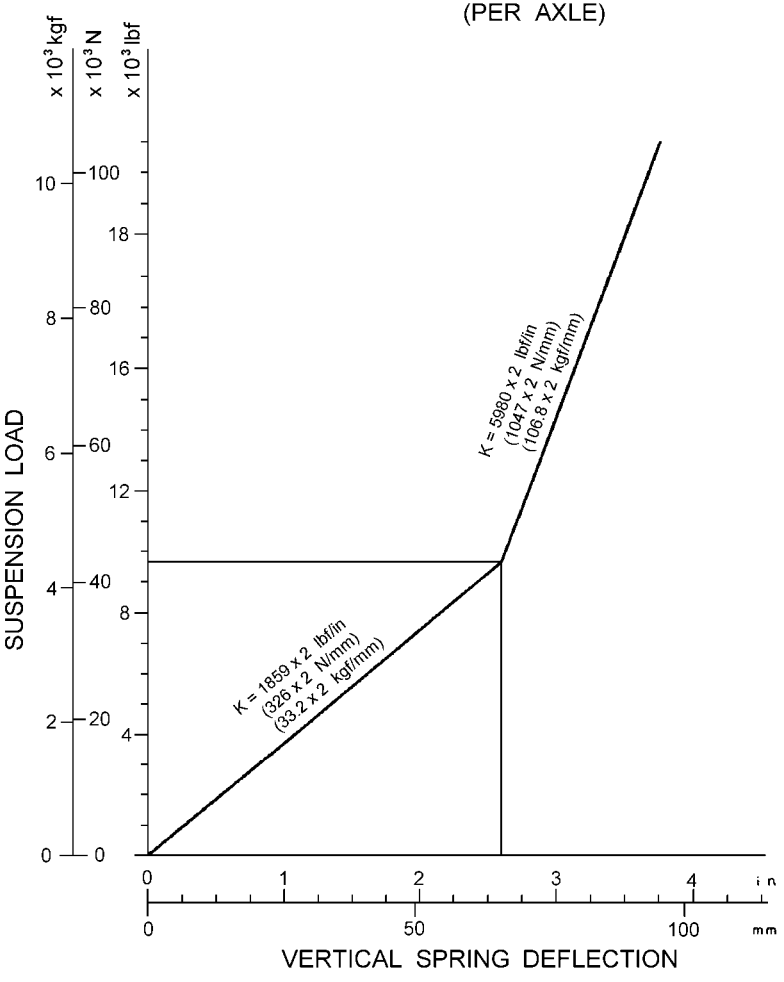
NOTE : SUSPENSION LOAD DOES NOT INCLUDE UNSPRUNG MASS
(UNSPRUNG MASS : MASS WHICH IS NOT SUPPORTED BY SPRINGS).
MAXIMUM LOADING OF SYSTEM MUST NOT EXCEED GAMR AND
MAXIMUM CAPACITY OF OTHER COMPONENTS.

WBM823A

FRONT LEAF SPRING LOAD VS DEFLECTION CURVE (PER AXLE)



REAR LEAF SPRING LOAD VS DEFLECTION CURVE (PER AXLE)

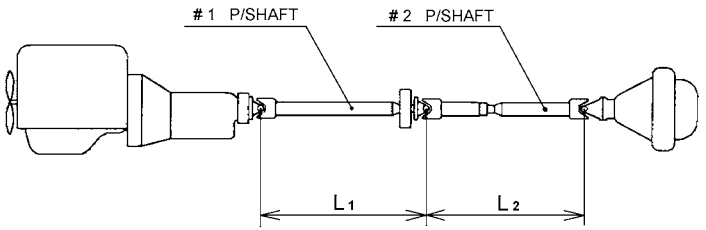


NOTE : SUSPENSION LOAD DOES NOT INCLUDE UNSPRUNG MASS (UNSPRUNG MASS : MASS WHICH IS NOT SUPPORTED BY SPRINGS).
MAXIMUM LOADING OF SYSTEM MUST NOT EXCEED GAMR AND MAXIMUM CAPACITY OF OTHER COMPONENTS.

WBM948A

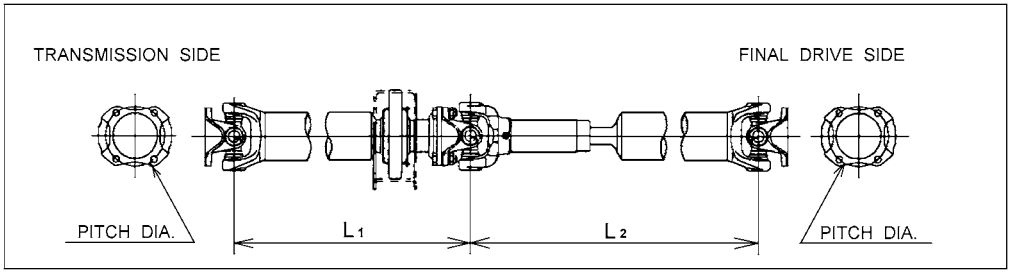
PROPELLER SHAFT DATA

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 NISSAN DIESEL MOTOR CO., LTD. IN THE SAME MODEL. LIKEWISE, THE PROPELLER SHAFT SHOULD NOT BE LENGTHENED TO A LENGTH LONGER THAN THE LONGEST OFFERED BY NISSAN DIESEL MOTOR CO., LTD. IN THE SAME MODEL. IN CASE OF PROPELLER SHAFT MODIFICATION. THE PROPELLER SHAFT LAYOUT SHOULD CORRESPOND WITH A WHEELBASE OFFERED BY NISSAN DIESEL MOTOR CO., LTD.

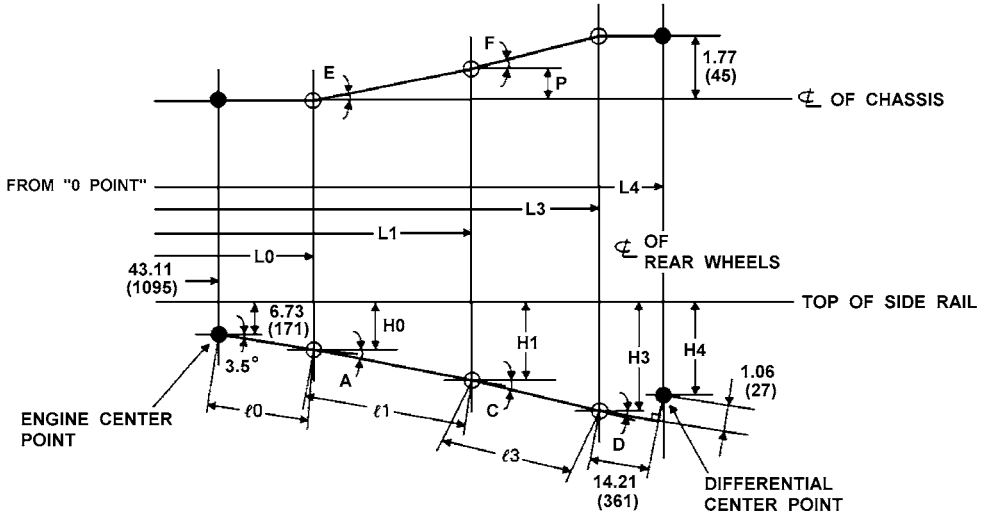
WBM825A

PROPELLER SHAFT DATA

	T/M TYPE	P/S MODEL	INSTALLING LENGTH		P/S DIMENSION OD X ID X T	PERMISSIBLE LENGTH		
			L_1	L_2		* L_1	L_2 MAX	L_2 MIN
UD1800E UD2000E	MTM	PS860	31.02 (788)	36.06 (916)	3.54 X 3.29 X 0.13 (90 X 83.6 X 3.2)	31.02 (788)	41.18 (1046)	39.09 (993)
	ATM	PS860	29.06 (738)	36.26 (921)	3.54 X 3.29 X 0.13 (90 X 83.6 X 3.2)	29.06 (738)	41.97 (1066)	39.88 (1013)
UD1800F UD2000F	MTM	PS860	45.59 (1158)	39.49 (1003)	3.54 X 3.29 X 0.13 (90 X 83.6 X 3.2)	45.59 (1158)	45.12 (1146)	43.03 (1093)
	ATM	PS860	43.62 (1108)	39.69 (1008)	3.54 X 3.29 X 0.13 (90 X 83.6 X 3.2)	43.62 (1108)	45.12 (1146)	43.03 (1093)
UD1800H UD2000H	MTM	PS860	45.59 (1158)	51.26 (1302)	3.54 X 3.29 X 0.13 (90 X 83.6 X 3.2)	45.59 (1158)	56.14 (1426)	54.06 (1373)
	ATM	PS860	43.62 (1108)	51.42 (1306)	3.54 X 3.29 X 0.13 (90 X 83.6 X 3.2)	43.62 (1108)	56.93 (1446)	54.84 (1393)
UD1800K UD2000K	MTM	PS860	55.83 (1418)	52.80 (1341)	3.54 X 3.29 X 0.13 (90 X 83.6 X 3.2)	55.83 (1418)	57.72 (1446)	55.63 (1413)
	ATM	PS860	53.86 (1368)	52.99 (1346)	3.54 X 3.29 X 0.13 (90 X 83.6 X 3.2)	53.86 (1368)	58.50 (1486)	56.42 (1433)

OD : OUTSIDE DIAMETER * "L_1" 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 SHORTENED TO A LENGTH SHORTER THAN THE SHORTEST OFFERED BY NISSAN DIESEL MOTOR CO., LTD. IN THE SAME MODEL.
LIKEWISE, THE PROPELLER SHAFT SHOULD NOT BE LENGTHENED TO A LENGTH LONGER THAN THE LONGEST OFFERED BY NISSAN DIESEL MOTOR CO., LTD. IN THE SAME MODEL.
IN CASE OF PROPELLER SHAFT MODIFICATION. THE PROPELLER SHAFT LAYOUT SHOULD CORRESPOND WITH A WHEELBASE OFFERED BY NISSAN DIESEL MOTOR CO., LTD.

MODEL	TRANSMISSION	L_0	H_0	ℓ_0
UD1800/2000E UD1800/2000F UD1800/2000H UD1800/2000K	MLS63B	95.47 (2425)	9.92 (252)	52.48 (1333)
	ATM 1000 SERIES	97.24 (2470)	10.04 (255)	54.25 (1378)

MODEL		TRANSMISSION	L_1	H_1	L_3	H_3	L_4	H_4	ℓ_1	ℓ_3	A	C	D	E	F	P
CHASSIS-CAB	UD1800E UD2000E	MLS63B	126.38 (3210)	12.44 (316)	162.13 (4118)	17.01 (432)	176.38 (4480)	16.89 (429)	31.02 (788)	36.06 (916)	4.7°	7.3°	3.7°	0.0°	2.8°	0.00 (0)
		ATM 1000 SERIES	126.22 (3206)	12.44 (316)	162.13 (4118)	17.01 (432)	176.38 (4480)	16.89 (429)	29.06 (738)	36.26 (921)	4.8°	7.3°	3.7°	0.0°	2.8°	0.00 (0)
	UD1800F UD2000F	MLS63B	140.98 (3581)	12.80 (325)	180.24 (4578)	17.01 (432)	194.45 (4939)	16.89 (429)	45.59 (1158)	39.49 (1003)	3.6°	6.2°	3.7°	0.6°	1.9°	0.43 (11)
		ATM 1000 SERIES	140.79 (3576)	12.80 (325)	180.24 (4578)	17.01 (432)	194.45 (4939)	16.89 (429)	43.62 (1108)	39.69 (1008)	3.6°	6.2°	3.7°	0.6°	1.9°	0.43 (11)
	UD1800H UD2000H	MLS63B	140.98 (3581)	12.80 (325)	192.05 (4878)	17.01 (432)	206.26 (5239)	16.89 (429)	45.59 (1158)	51.26 (1302)	3.6°	4.7°	3.7°	0.6°	1.5°	0.43 (11)
		ATM 1000 SERIES	140.79 (3576)	12.80 (325)	192.05 (4878)	17.01 (432)	206.26 (5239)	16.89 (429)	43.62 (1108)	51.42 (1306)	3.6°	4.7°	3.7°	0.6°	1.5°	0.43 (11)
	UD1800K UD2000K	MLS63B	151.22 (3841)	12.72 (323)	203.86 (5178)	17.01 (432)	218.07 (5539)	16.89 (429)	55.83 (1418)	52.80 (1341)	2.8°	4.7°	3.7°	0.5°	1.4°	0.43 (11)
		ATM 1000 SERIES	151.02 (3836)	12.72 (323)	203.86 (5178)	17.01 (432)	218.07 (5539)	16.89 (429)	53.86 (1368)	52.99 (1346)	2.8°	4.7°	3.7°	0.5°	1.4°	0.43 (11)

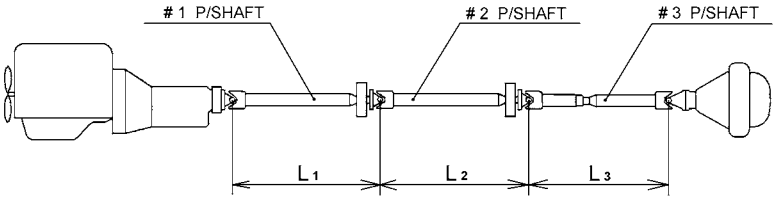
WBM812A

UNIT : INCH (MM)

MODEL		TRANSMIS-SION	L_1	H_1	L_3	H_3	L_4	H_4	ℓ_1	ℓ_3	A	C	D	E	F	P
LOADED (GVM)	UD1800E UD2000E	MLS63B	126.38 (3210)	12.44 (316)	162.40 (4125)	15.47 (393)	176.65 (4487)	15.28 (388)	31.02 (788)	36.18 (919)	4.7°	4.8°	3.6°	0.0°	2.8°	0.00 (0)
		ATM 1000 SERIES	126.22 (3206)	12.44 (316)	162.40 (4125)	15.47 (393)	176.65 (4487)	15.28 (388)	29.06 (738)	36.38 (924)	4.8°	4.8°	3.6°	0.0°	2.8°	0.00 (0)
	UD1800F UD2000F	MLS63B	140.98 (3581)	12.80 (325)	180.51 (4585)	15.47 (393)	194.72 (4946)	15.28 (388)	45.59 (1158)	39.65 (1007)	3.6°	3.9°	3.6°	0.6°	1.9°	0.43 (11)
		ATM 1000 SERIES	140.79 (3576)	12.80 (325)	180.51 (4585)	15.47 (393)	194.72 (4946)	15.28 (388)	43.62 (1108)	39.84 (1012)	3.6°	3.9°	3.6°	0.6°	1.9°	0.43 (11)
	UD1800H UD2000H	MLS63B	140.98 (3581)	12.80 (325)	192.32 (4885)	15.47 (393)	206.54 (5246)	15.28 (388)	45.59 (1158)	51.46 (1307)	3.6°	3.0°	3.6°	0.6°	1.5°	0.43 (11)
		ATM 1000 SERIES	140.79 (3576)	12.80 (325)	192.32 (4885)	15.47 (393)	206.54 (5246)	15.28 (388)	43.62 (1108)	51.65 (1312)	3.6°	3.0°	3.6°	0.6°	1.5°	0.43 (11)
	UD1800K UD2000K	MLS63B	151.22 (3841)	12.72 (323)	204.13 (5185)	15.47 (393)	218.35 (5546)	15.28 (388)	55.83 (1418)	52.99 (1346)	2.8°	3.0°	3.6°	0.5°	1.4°	0.43 (11)
		ATM 1000 SERIES	151.02 (3836)	12.72 (323)	204.13 (5185)	15.47 (393)	218.35 (5546)	15.28 (388)	53.86 (1368)	53.19 (1351)	2.8°	3.0°	3.6°	0.5°	1.4°	0.43 (11)

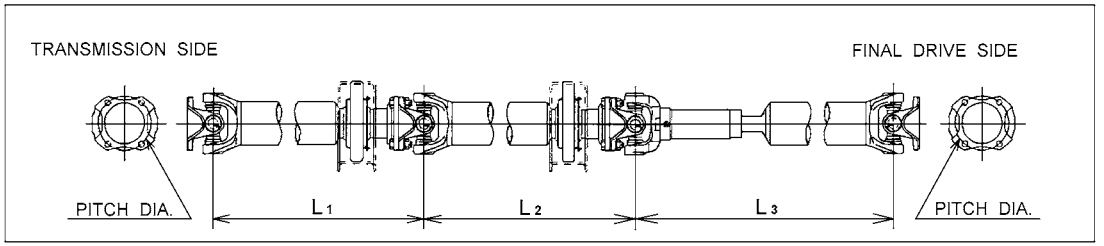
WBM813A

UD1800N, UD2000N, UD2300N



UNIT : INCH (MM)

TYPE : PS860



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

WBM826A

PROPELLER SHAFT DATA

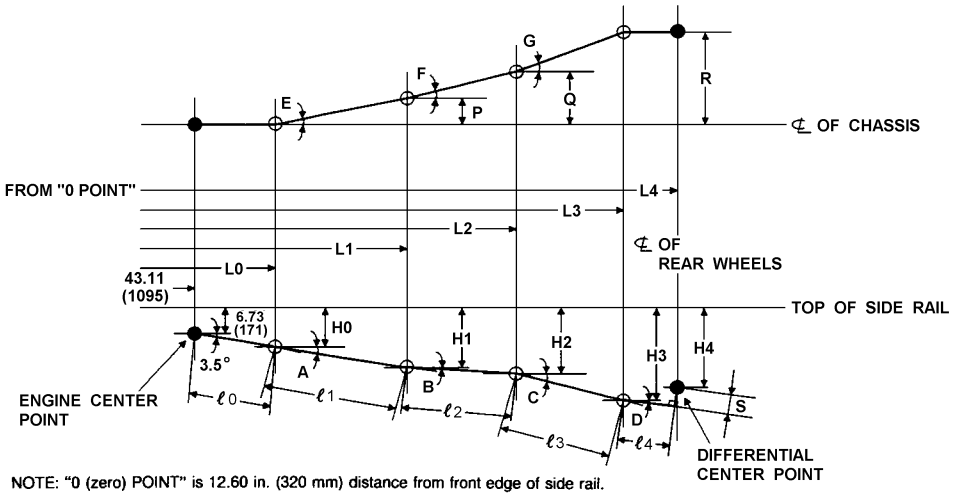
	T/M TYPE	P/S MODEL	INSTALLING LENGTH				P/S DIMENSION OD X ID X T	PERMISSIBLE LENGTH					
			L_1	L_2	L_3			* L_1	* L_2	L_3 MAX		L_3 MIN	
UD1800N UD2000N	MTM	PS860	45.59 (1158)	34.96 (888)	54.41 (1382)		3.54 X 3.29 X 0.13 (90 X 83.6 X 3.2)	45.59 (1158)	35.35 (898)	59.29 (1506)		57.20 (1453)	
	ATM	PS860	43.62 (1108)	34.96 (888)	54.57 (1386)		3.54 X 3.29 X 0.13 (90 X 83.6 X 3.2)	43.62 (1108)	34.96 (888)	60.08 (1526)		57.99 (1473)	
UD2300N	MTM	PS860	45.59 (1158)	34.96 (888)	UD2300LP	UD2300DH	3.54 X 3.29 X 0.13 (90 X 83.6 X 3.2)	42.83 (1088)	35.35 (898)	UD2300LP	UD2300DH	UD2300LP	UD2300DH
					54.41 (1382)	52.83 (1342)				59.29 (1506)	57.72 (1466)	57.20 (1453)	55.63 (1413)
	ATM	PS860	43.62 (1108)	34.96 (888)	54.57 (1386)	53.03 (1347)	3.54 X 3.29 X 0.13 (90 X 83.6 X 3.2)	41.65 (1058)	34.96 (888)	60.08 (1526)	58.50 (1486)	57.99 (1473)	56.42 (1433)

OD : OUTSIDE DIAMETER "L_1" " L_2 " IS CONSTANT VALUE

ID : INSIDE DIAMETER

T : THICKNESS

UD1800N, UD2000N, UD2300N



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 SHORTENED TO A LENGTH SHORTER THAN THE SHORTEST OFFERED BY NISSAN DIESEL MOTOR CO., LTD. IN THE SAME MODEL.
LIKEWISE, THE PROPELLER SHAFT SHOULD NOT BE LENGTHENED TO A LENGTH LONGER THAN THE LONGEST OFFERED BY NISSAN DIESEL MOTOR CO., LTD. IN THE SAME MODEL.
IN CASE OF PROPELLER SHAFT MODIFICATION. THE PROPELLER SHAFT LAYOUT SHOULD CORRESPOND WITH A WHEELBASE OFFERED BY NISSAN DIESEL MOTOR CO., LTD.

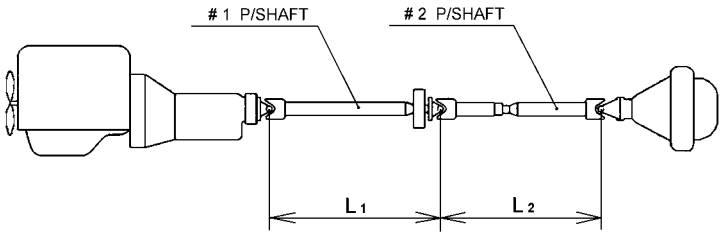
MODEL	TRANSMISSION	L_0	H_0	ℓ_0
UD1800N UD2000N UD2300N	MLS63B	95.47 (2425)	9.92 (252)	52.48 (1333)
UD1800N UD2000N	ATM 1000 SERIES	97.24 (2470)	10.04 (255)	54.25 (1378)
UD2300N	ATM 2400/2500 SERIES			

MODEL		TRANSMISSION	L_1	H_1	L_2	H_2	L_3	H_3	L_4	H_4	ℓ_1	ℓ_2	ℓ_3	ℓ_4	A	B	C	D	E	F	G	P	Q	R	S
CHASSIS-CAB	UD1800N UD2000N	MLS63B	140.98 (3581)	12.76 (324)	175.91 (4468)	14.17 (360)	230.24 (5848)	17.01 (432)	244.45 (6209)	16.89 (429)	45.59 (1158)	34.96 (888)	54.41 (1382)	14.21 (361)	3.6°	2.3°	3.0°	3.7°	0.6°	0.7°	1.0°	0.43 (11)	0.87 (22)	1.77 (45)	1.06 (27)
		ATM 1000 SERIES	140.79 (3576)	12.76 (324)	175.71 (4463)	14.17 (360)	230.24 (5848)	17.01 (432)	244.45 (6209)	16.89 (429)	43.62 (1108)	34.96 (888)	54.57 (1386)	14.21 (361)	3.6°	2.3°	3.0°	3.7°	0.6°	0.7°	1.0°	0.43 (11)	0.87 (22)	1.77 (45)	1.06 (27)
	UD2300LP -N	MLS63B	140.98 (3581)	12.76 (324)	175.91 (4468)	14.17 (360)	230.24 (5848)	17.01 (432)	244.45 (6209)	16.89 (429)	45.59 (1158)	34.96 (888)	54.41 (1382)	14.21 (361)	3.6°	2.3°	3.0°	3.7°	0.6°	0.7°	1.0°	0.43 (11)	0.87 (22)	1.77 (45)	1.06 (27)
		ATM 2400 /2500 SERIES	140.79 (3576)	12.76 (324)	175.71 (4463)	14.17 (360)	230.24 (5848)	17.01 (432)	244.45 (6209)	16.89 (429)	43.62 (1108)	34.96 (888)	54.57 (1386)	14.21 (361)	3.6°	2.3°	3.0°	3.7°	0.6°	0.7°	1.0°	0.43 (11)	0.87 (22)	1.77 (45)	1.06 (27)
	UD2300DH -N	MLS63B	140.98 (3581)	12.76 (324)	175.91 (4468)	14.17 (360)	228.58 (5806)	18.31 (465)	244.45 (6209)	18.07 (459)	45.59 (1158)	34.96 (888)	52.83 (1342)	15.83 (402)	3.6°	2.3°	4.5°	3.7°	0.6°	0.7°	1.0°	0.43 (11)	0.87 (22)	1.57 (40)	1.26 (32)
		ATM 2400 /2500 SERIES	140.79 (3576)	12.76 (324)	175.71 (4463)	14.17 (360)	228.58 (5806)	18.31 (465)	244.45 (6209)	18.07 (459)	43.62 (1108)	34.96 (888)	53.03 (1347)	15.83 (402)	3.6°	2.3°	4.5°	3.7°	0.6°	0.7°	1.0°	0.43 (11)	0.87 (22)	1.57 (40)	1.26 (32)
LOADED (GVM)	UD1800N UD2000N	MLS63B	140.98 (3581)	12.76 (324)	175.91 (4468)	14.17 (360)	230.51 (5855)	15.47 (393)	244.72 (6216)	15.28 (388)	45.59 (1158)	34.96 (888)	54.65 (1388)	14.21 (361)	3.6°	2.3°	1.4°	3.6°	0.6°	0.7°	1.0°	0.43 (11)	0.87 (22)	1.77 (45)	1.06 (27)
		ATM 1000 SERIES	140.79 (3576)	12.76 (324)	175.71 (4463)	14.17 (360)	230.51 (5855)	15.47 (393)	244.72 (6216)	15.28 (388)	43.62 (1108)	34.96 (888)	54.84 (1393)	14.21 (361)	3.6°	2.3°	1.4°	3.6°	0.6°	0.7°	1.0°	0.43 (11)	0.87 (22)	1.77 (45)	1.06 (27)
	UD2300LP -N	MLS63B	140.98 (3581)	12.76 (324)	175.91 (4468)	14.17 (360)	230.51 (5855)	15.47 (393)	244.72 (6216)	15.28 (388)	45.59 (1158)	34.96 (888)	54.65 (1388)	14.21 (361)	3.6°	2.3°	1.4°	3.6°	0.6°	0.7°	1.0°	0.43 (11)	0.87 (22)	1.77 (45)	1.06 (27)
		ATM 2400 /2500 SERIES	140.79 (3576)	12.76 (324)	175.71 (4463)	14.17 (360)	230.51 (5855)	15.47 (393)	244.72 (6216)	15.28 (388)	43.62 (1108)	34.96 (888)	54.84 (1393)	14.21 (361)	3.6°	2.3°	1.4°	3.6°	0.6°	0.7°	1.0°	0.43 (11)	0.87 (22)	1.77 (45)	1.06 (27)
	UD2300DH -N	MLS63B	140.98 (3581)	12.76 (324)	175.91 (4468)	14.17 (360)	228.86 (5813)	16.85 (428)	244.72 (6216)	16.57 (421)	45.59 (1158)	34.96 (888)	53.03 (1347)	15.83 (402)	3.6°	2.3°	2.9°	3.6°	0.6°	0.7°	1.0°	0.43 (11)	0.87 (22)	1.57 (40)	1.26 (32)
		ATM 2400 /2500 SERIES	140.79 (3576)	12.76 (324)	175.71 (4463)	14.17 (360)	228.86 (5813)	16.85 (428)	244.72 (6216)	16.57 (421)	43.62 (1108)	34.96 (888)	53.23 (1352)	15.83 (402)	3.6°	2.3°	2.9°	3.6°	0.6°	0.7°	1.0°	0.43 (11)	0.87 (22)	1.57 (40)	1.26 (32)

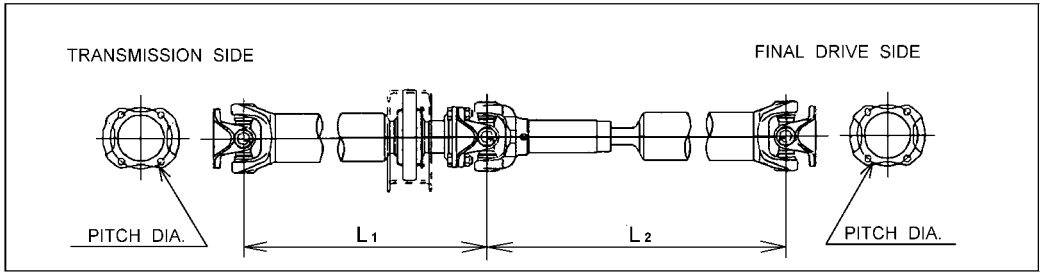
WBM008B

UD2300D, UD2300F, UD2300H, UD2300K

UNIT : INCH (MM)



TYPE : PS860



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

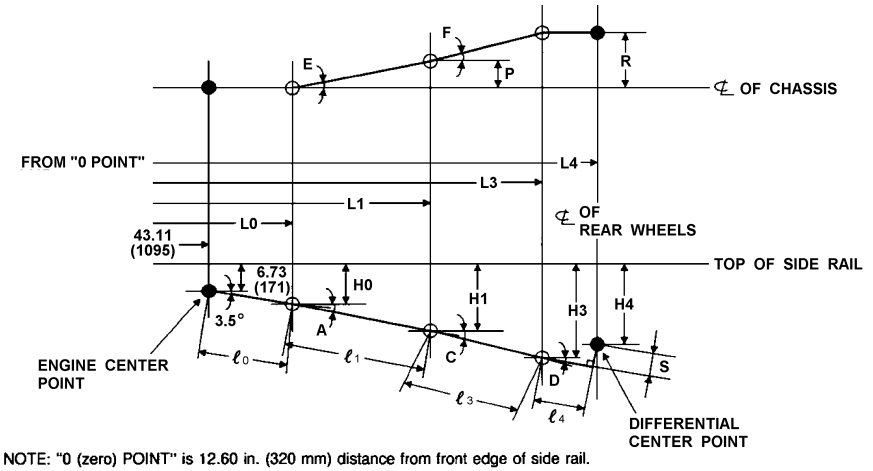
WBM827A

PROPELLER SHAFT DATA

	T/M TYPE	P/S MODEL	INSTALLING LENGTH			P/S DIMENSION OD X ID X T	PERMISSIBLE LENGTH				
			L_1	L_2			* L_1	L_2 MAX		L_2 MIN	
				UD2300LP	UD2300DH			UD2300LP	UD2300DH	UD2300LP	UD2300DH
UD2300D	MTM	PS860	31.02 (788)	30.06 (916)	34.57 (878)	3.54 X 3.29 X 0.13 (90.0 X 83.6 X 3.2)	31.02 (788)	41.18 (1046)	40.39 (1026)	39.09 (993)	38.31 (973)
	ATM	PS860	29.06 (738)	36.26 (921)	34.72 (882)	3.54 X 3.29 X 0.13 (90.0 X 83.6 X 3.2)	29.06 (738)	41.97 (1066)	40.39 (1026)	39.88 (1013)	38.31 (973)
UD2300F	MTM	PS860	45.59 (1158)	39.49 (1003)	38.03 (966)	3.54 X 3.29 X 0.13 (90 X 83.6 X 3.2)	45.59 (1158)	45.12 (1146)	43.54 (1106)	43.03 (1093)	41.46 (1053)
	ATM	PS860	43.62 (1108)	39.69 (1008)	39.19 (970)	3.54 X 3.29 X 0.13 (90 X 83.6 X 3.2)	43.62 (1108)	45.12 (1146)	43.54 (1106)	43.03 (1093)	41.46 (1053)
UD2300H	MTM	PS860	45.59 (1158)	51.26 (1302)	49.76 (1264)	3.54 X 3.29 X 0.13 (90 X 83.6 X 3.2)	45.59 (1158)	56.14 (1426)	55.35 (1406)	54.06 (1373)	53.27 (1353)
	ATM	PS860	43.62 (1108)	51.42 (1306)	49.92 (1268)	3.54 X 3.29 X 0.13 (90 X 83.6 X 3.2)	43.62 (1108)	56.93 (1446)	55.35 (1406)	40.84 (1393)	53.27 (1353)
UD2300K	MTM	PS860	55.83 (1418)	52.80 (1341)	51.30 (1303)	3.54 X 3.29 X 0.13 (90 X 83.6 X 3.2)	55.83 (1418)	57.72 (1466)	56.93 (1446)	55.63 (1413)	54.84 (1393)
	ATM	PS860	53.86 (1368)	52.99 (1346)	51.46 (1307)	3.54 X 3.29 X 0.13 (90 X 83.6 X 3.2)	53.86 (1368)	58.50 (1486)	56.93 (1446)	56.42 (1433)	54.84 (1393)

OD : OUTSIDE DIAMETER "L_1" IS CONSTANT VALUE
ID : INSIDE DIAMETER
T : THICKNESS

UD2300D, UD23000F, UD2300H, UD2300K



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

UNIT: INCH (MM)

NOTE:
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LIKEWISE, THE PROPELLER SHAFT SHOULD NOT BE LENGTHENED TO A LENGTH LONGER THAN THE LONGEST OFFERED BY NISSAN DIESEL MOTOR CO., LTD. IN THE SAME MODEL.
IN CASE OF PROPELLER SHAFT MODIFICATION. THE PROPELLER SHAFT LAYOUT SHOULD CORRESPOND WITH A WHEELBASE OFFERED BY NISSAN DIESEL MOTOR CO., LTD.

MODEL	TRANSMISSION	L_0	H_0	ℓ_0
UD2300D UD2300F UD2300H UD2300K	MLS63B	95.47 (2425)	9.92 (252)	52.48 (1333)
	ATM 2400/2500 SERIES	97.24 (2470)	10.04 (255)	54.25 (1378)

MODEL		TRANSMISSION	L_1	H_1	L_3	H_3	L_4	H_4	ℓ_1	ℓ_3	ℓ_4	A	C	D	E	F	P	R	S
CHASSIS-CAB	UD2300LP-D	MLS63B	126.38 (3210)	12.44 (316)	162.13 (4118)	17.01 (432)	176.38 (4480)	16.89 (429)	31.02 (788)	36.06 (916)	14.21 (361)	4.7°	7.3°	3.7°	0.0°	2.8°	0.0 (0.0)	1.77 (45)	1.06 (27)
		ATM 2400/2500 SERIES	126.22 (3206)	12.44 (316)	162.13 (4118)	17.01 (432)	176.38 (4480)	16.89 (429)	29.06 (738)	36.26 (921)	14.21 (361)	4.8°	7.3°	3.7°	0.0°	2.8°	0.0 (0.0)	1.77 (45)	1.06 (27)
	UD2300LP-F	MLS63B	140.98 (3581)	12.80 (325)	180.24 (4578)	17.01 (432)	194.45 (4939)	16.89 (429)	45.59 (1158)	39.49 (1003)	14.21 (361)	3.6°	6.2°	3.7°	0.6°	1.9°	0.43 (11)	1.77 (45)	1.06 (27)
		ATM 2400/2500 SERIES	140.79 (3576)	12.80 (325)	180.24 (4578)	17.01 (432)	194.45 (4939)	16.89 (429)	43.62 (1108)	39.69 (1008)	14.21 (361)	3.6°	6.2°	3.7°	0.6°	1.9°	0.43 (11)	1.77 (45)	1.06 (27)
	UD2300LP-H	MLS63B	140.98 (3581)	12.80 (325)	192.05 (4878)	17.01 (432)	206.26 (5239)	16.89 (429)	45.59 (1158)	51.26 (1302)	14.21 (361)	3.6°	4.7°	3.7°	0.6°	1.5°	0.43 (11)	1.77 (45)	1.06 (27)
		ATM 2400/2500 SERIES	140.79 (3576)	12.80 (325)	192.05 (4878)	17.01 (432)	206.26 (5239)	16.89 (429)	43.62 (1108)	51.42 (1306)	14.21 (361)	3.6°	4.7°	3.7°	0.6°	1.5°	0.43 (11)	1.77 (45)	1.06 (27)
	UD2300LP-K	MLS63B	151.22 (3841)	12.72 (323)	203.86 (5178)	17.01 (432)	218.07 (5539)	16.89 (429)	55.83 (1418)	52.80 (1341)	14.21 (361)	2.8°	4.7°	3.7°	0.5°	1.4°	0.43 (11)	1.77 (45)	1.06 (27)
		ATM 2400/2500 SERIES	151.02 (3836)	12.72 (323)	203.86 (5178)	17.01 (432)	218.07 (5539)	16.89 (429)	53.86 (1368)	52.99 (1346)	14.21 (361)	2.8°	4.7°	3.7°	0.5°	1.4°	0.43 (11)	1.77 (45)	1.06 (27)
LOADED (GVM)	UD2300LP-D	MLS63B	126.38 (3210)	12.44 (316)	162.40 (4125)	15.47 (393)	176.65 (4487)	15.28 (388)	31.02 (788)	36.18 (919)	14.21 (361)	4.7°	4.8°	3.6°	0.0°	2.8°	0.0 (0.0)	1.77 (45)	1.06 (27)
		ATM 2400/2500 SERIES	126.22 (3206)	12.44 (316)	162.40 (4125)	15.47 (393)	176.65 (4487)	15.28 (388)	29.06 (738)	36.38 (924)	14.21 (361)	4.8°	4.8°	3.6°	0.0°	2.8°	0.0 (0.0)	1.77 (45)	1.06 (27)
	UD2300LP-F	MLS63B	140.98 (3581)	12.80 (325)	180.51 (4585)	15.47 (393)	194.72 (4946)	15.28 (388)	45.59 (1158)	39.65 (1007)	14.21 (361)	3.6°	3.9°	3.6°	0.6°	1.9°	0.43 (11)	1.77 (45)	1.06 (27)
		ATM 2400/2500 SERIES	140.79 (3576)	12.80 (325)	180.51 (4585)	15.47 (393)	194.72 (4946)	15.28 (388)	43.62 (1108)	39.84 (1012)	14.21 (361)	3.6°	3.9°	3.6°	0.6°	1.9°	0.43 (11)	1.77 (45)	1.06 (27)
	UD2300LP-H	MLS63B	140.98 (3581)	12.80 (325)	192.32 (4885)	15.47 (393)	206.54 (5246)	15.28 (388)	45.59 (1158)	51.46 (1307)	14.21 (361)	3.6°	3.0°	3.6°	0.6°	1.5°	0.43 (11)	1.77 (45)	1.06 (27)
		ATM 2400/2500 SERIES	140.79 (3576)	12.80 (325)	192.32 (4885)	15.47 (393)	206.54 (5246)	15.28 (388)	43.62 (1108)	51.65 (1312)	14.21 (361)	3.6°	3.0°	3.6°	0.6°	1.5°	0.43 (11)	1.77 (45)	1.06 (27)
	UD2300LP-K	MLS63B	151.22 (3841)	12.72 (323)	204.13 (5185)	15.47 (393)	218.35 (5546)	15.28 (388)	55.83 (1418)	52.99 (1346)	14.21 (361)	2.8°	3.0°	3.6°	0.5°	1.4°	0.43 (11)	1.77 (45)	1.06 (27)
		ATM 2400/2500 SERIES	151.02 (3836)	12.72 (323)	204.13 (5185)	15.47 (393)	218.35 (5546)	15.28 (388)	53.86 (1368)	53.19 (1351)	14.21 (361)	2.8°	3.0°	3.6°	0.5°	1.4°	0.43 (11)	1.77 (45)	1.06 (27)

WBM009B

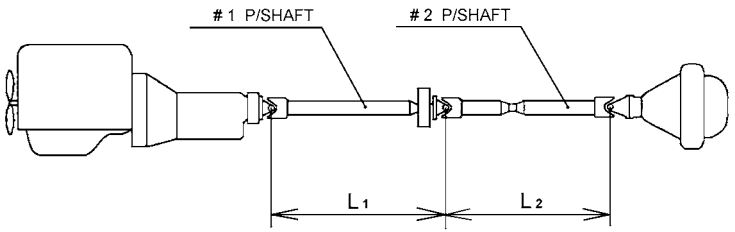
UNIT: INCH (MM)

MODEL		TRANSMIS-SION	L_1	H_1	L_3	H_3	L_4	H_4	ℓ_1	ℓ_3	ℓ_4	A	C	D	E	F	P	R	S
CHASSIS-CAB	UD2300DH-D	MLS63B	126.34 (3209)	12.91 (328)	160.47 (4076)	18.31 (465)	176.38 (4480)	18.07 (459)	31.02 (788)	34.57 (878)	15.83 (402)	5.6°	8.9°	3.7°	0.7°	2.3°	0.39 (10)	1.57 (40)	1.26 (32)
		ATM 2400/2500 SERIES	126.14 (3204)	12.91 (328)	160.47 (4076)	18.31 (465)	176.38 (4480)	18.07 (459)	29.06 (738)	34.72 (882)	15.83 (402)	5.7°	8.9°	3.7°	0.7°	2.3°	0.39 (10)	1.57 (40)	1.26 (32)
	UD2300DH-F	MLS63B	140.98 (3581)	12.80 (325)	178.58 (4536)	18.31 (465)	194.45 (4939)	18.07 (459)	45.59 (1158)	38.03 (966)	15.83 (402)	3.6°	8.3°	3.7°	0.6°	2.0°	0.43 (11)	1.57 (40)	1.26 (32)
		ATM 2400/2500 SERIES	140.75 (3575)	12.80 (325)	178.58 (4536)	18.31 (465)	194.45 (4939)	18.07 (459)	43.62 (1108)	38.19 (970)	15.83 (402)	3.6°	8.3°	3.7°	0.6°	2.0°	0.43 (11)	1.57 (40)	1.26 (32)
	UD2300DH-H	MLS63B	140.98 (3581)	12.72 (323)	190.39 (4836)	18.31 (465)	206.26 (5239)	18.07 (459)	45.59 (1158)	49.76 (1264)	15.83 (402)	3.6°	6.4°	3.7°	0.6°	1.5°	0.43 (11)	1.57 (40)	1.26 (32)
		ATM 2400/2500 SERIES	140.79 (3576)	12.72 (323)	190.39 (4836)	18.31 (465)	206.26 (5239)	18.07 (459)	43.62 (1108)	49.92 (1268)	15.83 (402)	3.6°	6.4°	3.7°	0.6°	1.5°	0.43 (11)	1.57 (40)	1.26 (32)
	UD2300DH-K	MLS63B	151.22 (3841)	12.72 (323)	202.20 (5136)	18.31 (465)	218.07 (5539)	18.07 (459)	55.83 (1418)	51.30 (1303)	15.83 (402)	2.8°	6.3°	3.7°	0.5°	1.5°	0.43 (11)	1.57 (40)	1.26 (32)
		ATM 2400/2500 SERIES	151.02 (3836)	12.72 (323)	202.20 (5136)	18.31 (465)	218.07 (5539)	18.07 (459)	53.86 (1368)	51.46 (1307)	15.83 (402)	2.8°	6.3°	3.7°	0.5°	1.5°	0.43 (11)	1.57 (40)	1.26 (32)
LOADED (GVM)	UD2300DH-D	MLS63B	126.34 (3209)	12.91 (328)	160.75 (4083)	16.85 (428)	176.65 (4487)	16.57 (421)	31.02 (788)	34.65 (880)	15.83 (402)	5.6°	6.5°	3.6°	0.7°	2.3°	0.39 (10)	1.57 (40)	1.26 (32)
		ATM 2400/2500 SERIES	126.14 (3204)	12.91 (328)	160.75 (4083)	16.85 (428)	176.65 (4487)	16.57 (421)	29.06 (738)	34.84 (885)	15.83 (402)	5.7°	6.5°	3.6°	0.7°	2.3°	0.39 (10)	1.57 (40)	1.26 (32)
	UD2300DH-F	MLS63B	140.98 (3581)	12.80 (325)	178.86 (4543)	16.85 (428)	194.72 (4946)	16.57 (421)	45.59 (1158)	38.11 (968)	15.83 (402)	3.6°	6.1°	3.6°	0.6°	2.0°	0.43 (11)	1.57 (40)	1.26 (32)
		ATM 2400/2500 SERIES	140.75 (3575)	12.80 (325)	178.86 (4543)	16.85 (428)	194.72 (4946)	16.57 (421)	43.62 (1108)	38.31 (973)	15.83 (402)	3.6°	6.1°	3.6°	0.6°	2.0°	0.43 (11)	1.57 (40)	1.26 (32)
	UD2300DH-H	MLS63B	140.98 (3581)	12.72 (323)	190.67 (4843)	16.85 (428)	206.54 (5246)	16.57 (421)	45.59 (1158)	49.88 (1267)	15.83 (402)	3.6°	4.7°	3.6°	0.6°	1.5°	0.43 (11)	1.57 (40)	1.26 (32)
		ATM 2400/2500 SERIES	140.79 (3576)	12.72 (323)	190.67 (4843)	16.85 (428)	206.54 (5246)	16.57 (421)	43.62 (1108)	50.08 (1272)	15.83 (402)	3.6°	4.7°	3.6°	0.6°	1.5°	0.43 (11)	1.57 (40)	1.26 (32)
	UD2300DH-K	MLS63B	151.22 (3841)	12.72 (323)	202.48 (5143)	16.85 (428)	218.35 (5546)	16.57 (421)	55.83 (1418)	51.42 (1306)	15.83 (402)	2.8°	4.6°	3.6°	0.5°	1.5°	0.43 (11)	1.57 (40)	1.26 (32)
		ATM 2400/2500 SERIES	151.02 (3836)	12.72 (323)	202.48 (5143)	16.85 (428)	218.35 (5546)	16.57 (421)	53.86 (1368)	51.61 (1311)	15.83 (402)	2.8°	4.6°	3.6°	0.5°	1.5°	0.43 (11)	1.57 (40)	1.26 (32)

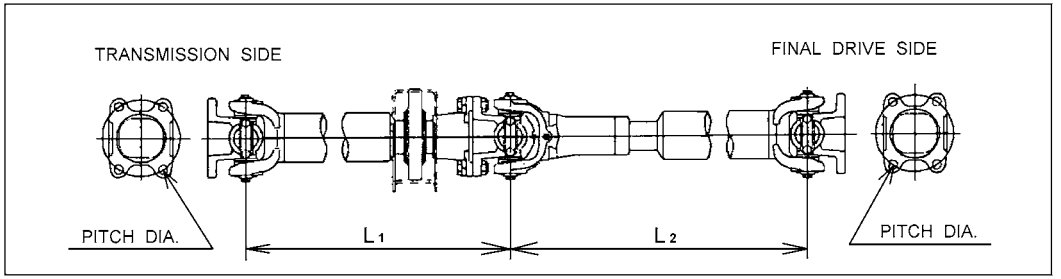
WBM010B

UD2600E, UD2600G, UD2600K

UNIT : INCH (MM)



TYPE : PS420



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

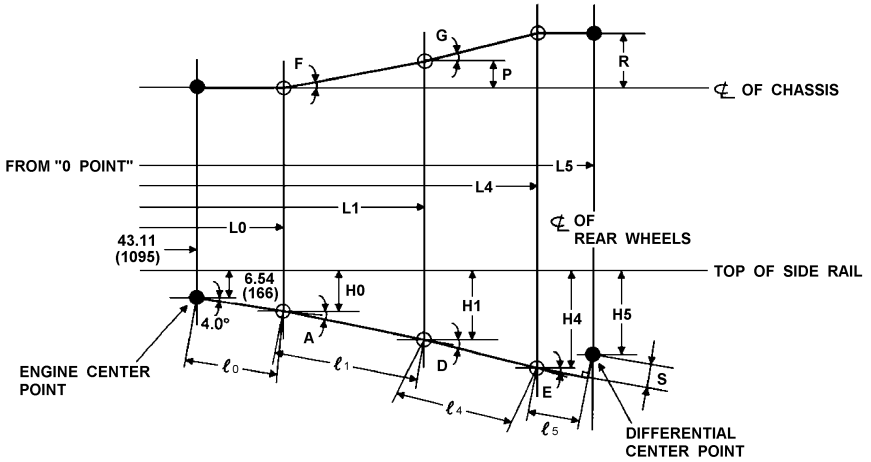
WBM828A

PROPELLER SHAFT DATA

	T/M TYPE	P/S MODEL	INSTALLING LENGTH		P/S DIMENSION OD X ID X T	PERMISSIBLE LENGTH		
			L_1	L_2		* L_1	L_2 MAX	L_2 MIN
UD2600E	MTM	PS420	33.39 (848)	34.92 (887)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	33.39 (848)	37.72 (958)	33.74 (857)
	ATM	PS420	32.20 (818)	35.12 (892)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	32.20 (818)	37.72 (958)	33.74 (857)
UD2600G	MTM	PS420	42.83 (1088)	46.26 (1175)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	42.83 (1088)	48.74 (1238)	44.76 (1137)
	ATM	PS420	42.05 (1068)	46.06 (1170)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	42.05 (1068)	48.74 (1238)	44.76 (1137)
UD2600K	MTM	PS420	56.61 (1438)	48.15 (1223)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	56.61 (1438)	50.31 (1278)	46.34 (1177)
	ATM	PS420	55.43 (1408)	48.31 (1227)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	55.43 (1408)	51.10 (1298)	47.13 (1197)

OD : OUTSIDE DIAMETER "L_1" IS CONSTANT VALUE
ID : INSIDE DIAMETER
T : THICKNESS

UD2600E, UD2600G, UD2600K



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

UNIT: INCH (MM)

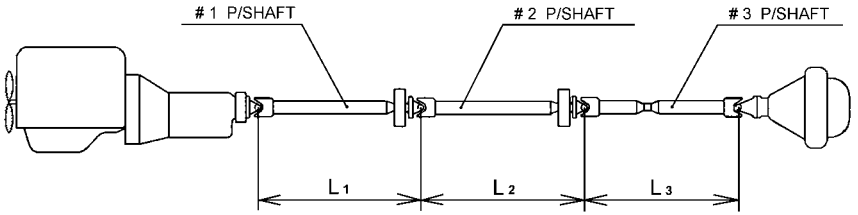
NOTE:
THE PROPELLER SHAFT SHOULD NOT BE SHORTENED TO A LENGTH SHORTER THAN THE SHORTEST OFFERED BY NISSAN DIESEL MOTOR CO., LTD. IN THE SAME MODEL.
LIKEWISE, THE PROPELLER SHAFT SHOULD NOT BE LENGTHENED TO A LENGTH LONGER THAN THE LONGEST OFFERED BY NISSAN DIESEL MOTOR CO., LTD. IN THE SAME MODEL.
IN CASE OF PROPELLER SHAFT MODIFICATION. THE PROPELLER SHAFT LAYOUT SHOULD CORRESPOND WITH A WHEELBASE OFFERED BY NISSAN DIESEL MOTOR CO., LTD.

MODEL	TRANSMISSION	L_0	H_0	ℓ_0
UD2600E UD2600G UD2600K	MLS63B	96.73 (2457)	9.80 (249)	53.74 (1365)
	ATM 2400/2500 SERIES	97.72 (2482)	9.84 (250)	54.72 (1390)

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	129.88 (3299)	13.58 (345)	164.37 (4175)	19.33 (491)	182.44 (4634)	19.88 (505)	33.39 (848)	34.92 (887)	18.03 (458)	6.5°	9.5°	4.1°	0.6°	0.9°	0.35 (9)	0.91 (23)	1.38 (35)
		ATM 2400/2500 SERIES	129.72 (3295)	13.58 (345)	164.37 (4175)	19.33 (491)	182.44 (4634)	19.88 (505)	32.20 (818)	35.12 (892)	18.03 (458)	6.6°	9.5°	4.1°	0.6°	0.9°	0.35 (9)	0.91 (23)	1.38 (35)
	UD2600G	MLS63B	139.33 (3539)	14.09 (358)	185.24 (4705)	19.33 (491)	203.31 (5164)	19.88 (505)	42.83 (1088)	46.26 (1175)	18.03 (458)	5.7°	7.3°	4.1°	0.0°	1.1°	0.00 (0)	0.91 (23)	1.38 (35)
		ATM 2400/2500 SERIES	139.53 (3544)	14.09 (358)	185.24 (4705)	19.33 (491)	203.31 (5164)	19.88 (505)	42.05 (1068)	46.06 (1170)	18.03 (458)	5.8°	7.3°	4.1°	0.0°	1.1°	0.00 (0)	0.91 (23)	1.38 (35)
	UD2600K	MLS63B	153.11 (3889)	14.57 (370)	200.98 (5105)	19.33 (491)	219.06 (5564)	19.88 (505)	56.61 (1438)	48.15 (1223)	18.03 (458)	4.8°	6.4°	4.1°	0.5°	0.6°	0.43 (11)	0.91 (23)	1.38 (35)
		ATM 2400/2500 SERIES	152.95 (3885)	14.57 (370)	200.98 (5105)	19.33 (491)	219.06 (5564)	19.88 (505)	55.43 (1408)	48.31 (1227)	18.03 (458)	4.8°	6.4°	4.1°	0.5°	0.6°	0.43 (11)	0.91 (23)	1.38 (35)
LOADED (GVM)	UD2600E	MLS63B	129.88 (3299)	13.58 (345)	164.80 (4186)	16.73 (425)	182.83 (4644)	17.20 (437)	33.39 (848)	35.00 (889)	18.03 (458)	6.5°	5.1°	3.9°	0.6°	0.9°	0.35 (9)	0.91 (23)	1.38 (35)
		ATM 2400/2500 SERIES	129.72 (3295)	13.58 (345)	164.80 (4186)	16.73 (425)	182.83 (4644)	17.20 (437)	32.20 (818)	35.16 (893)	18.03 (458)	6.6°	5.1°	3.9°	0.6°	0.9°	0.35 (9)	0.91 (23)	1.38 (35)
	UD2600G	MLS63B	139.33 (3539)	14.09 (358)	185.63 (4715)	16.73 (425)	203.70 (5174)	17.20 (437)	42.83 (1088)	46.42 (1179)	18.03 (458)	5.7°	4.0°	3.9°	0.0°	1.1°	0.00 (0)	0.91 (23)	1.38 (35)
		ATM 2400/2500 SERIES	139.53 (3544)	14.09 (358)	185.63 (4715)	16.73 (425)	203.70 (5174)	17.20 (437)	42.05 (1068)	46.18 (1173)	18.03 (458)	5.8°	4.0°	3.9°	0.0°	1.1°	0.00 (0)	0.91 (23)	1.38 (35)
	UD2600K	MLS63B	153.11 (3889)	14.57 (370)	201.38 (5115)	16.73 (425)	219.45 (5574)	17.20 (437)	56.61 (1438)	48.31 (1227)	18.03 (458)	4.8°	3.3°	3.9°	0.5°	0.6°	0.43 (11)	0.91 (23)	1.38 (35)
		ATM 2400/2500 SERIES	152.95 (3885)	14.57 (370)	201.38 (5115)	16.73 (425)	219.45 (5574)	17.20 (437)	55.43 (1408)	48.50 (1232)	18.03 (458)	4.8°	3.3°	3.9°	0.5°	0.6°	0.43 (11)	0.91 (23)	1.38 (35)

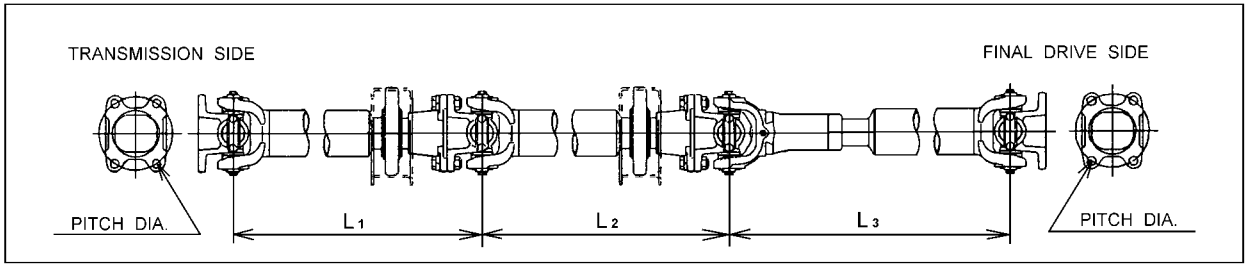
WBM011B

UD2600L, UD2600N



UNIT: INCH (MM)

TYPE : PS420



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

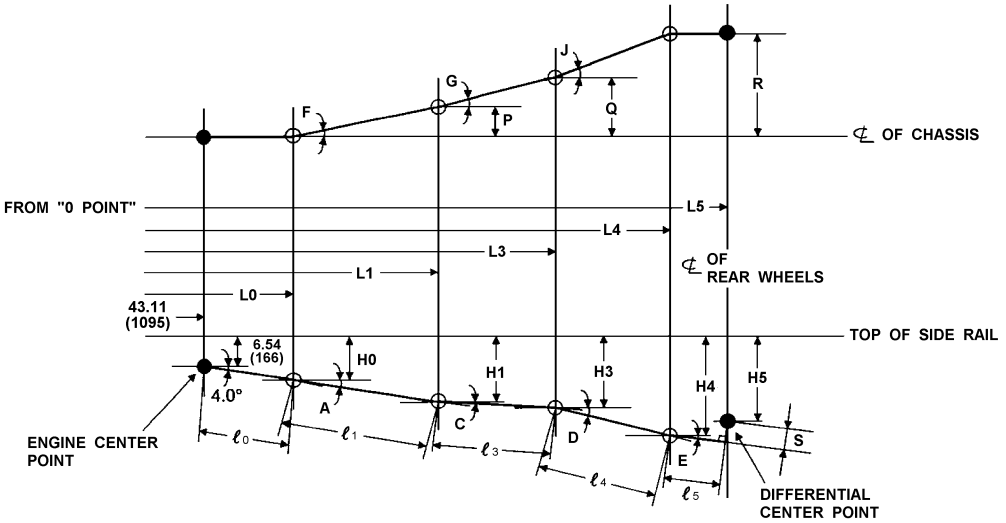
WBM829A

PROPELLER SHAFT DATA

	T/M TYPE	P/S MODEL	INSTALLING LENGTH			P/S DIMENSION OD X ID X T	PERMISSIBLE LENGTH			
			L_1	L_2	L_3		* L_1	* L_2	L_2 MAX	L_2 MIN
UD2600L	MTM	PS420	56.61 (1438)	26.30 (668)	37.56 (954)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	56.61 (1438)	26.30 (668)	40.08 (1018)	36.10 (917)
	ATM	PS420	55.43 (1408)	26.69 (678)	37.36 (949)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	55.43 (1408)	26.69 (678)	40.08 (1018)	36.10 (917)
UD2600N	MTM	PS420	56.61 (1438)	34.96 (888)	44.57 (1132)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	56.61 (1438)	34.96 (888)	47.17 (1198)	43.19 (1097)
	ATM	PS420	55.43 (1408)	34.96 (888)	44.76 (1137)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	55.43 (1408)	34.96 (888)	47.17 (1198)	43.19 (1097)

OD : OUTSIDE DIAMETER “L_1” “L_2” IS CONSTANT VALUE
ID : INSIDE DIAMETER
T : THICKNESS

UD2600L, UD2600N



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

NOTE:
THE PROPELLER SHAFT SHOULD NOT BE SHORTENED TO A LENGTH SHORTER THAN THE SHORTEST OFFERED BY NISSAN DIESEL MOTOR CO., LTD. IN THE SAME MODEL.
LIKEWISE, THE PROPELLER SHAFT SHOULD NOT BE LENGTHENED TO A LENGTH LONGER THAN THE LONGEST OFFERED BY NISSAN DIESEL MOTOR CO., LTD. IN THE SAME MODEL.
IN CASE OF PROPELLER SHAFT MODIFICATION. THE PROPELLER SHAFT LAYOUT SHOULD CORRESPOND WITH A WHEELBASE OFFERED BY NISSAN DIESEL MOTOR CO., LTD.

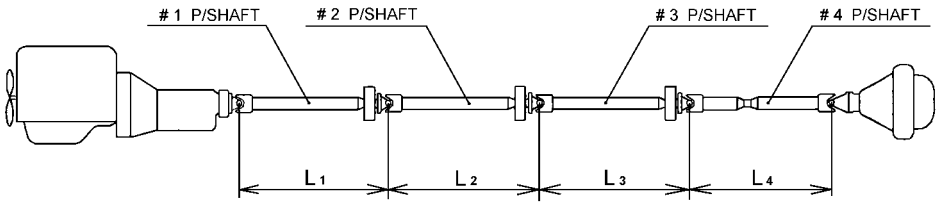
UNIT : INCH (MM)

MODEL	TRANSMISSION	L_0	H_0	ℓ_0
UD2600L UD2600N	MLS63B	100.28 (2457)	9.80 (249)	53.74 (1365)
	ATM 2400/2500 SERIES	97.72 (2482)	9.84 (250)	54.72 (1390)

MODEL		TRANS-MISSION	L_1	H_1	L_3	H_3	L_4	H_4	L_5	H_5	ℓ_1	ℓ_3	ℓ_4	ℓ_5	A	C	D	E	F	G	J	P	Q	R	S
CHASSIS-CAB	UD2600L	MLS63B	153.19 (3891)	13.90 (353)	179.45 (4558)	15.43 (392)	216.73 (5505)	19.33 (491)	234.80 (5964)	19.88 (505)	56.61 (1438)	26.30 (668)	37.56 (954)	18.03 (458)	4.2°	3.4°	7.0°	4.1°	0.0°	0.0°	1.4°	0.00 (0)	0.00 (0)	0.91 (23)	1.38 (35)
		ATM 2400 /2500 SERIES	152.99 (3886)	13.90 (353)	179.65 (4563)	15.43 (392)	216.73 (5505)	19.33 (491)	234.80 (5964)	19.88 (505)	55.43 (1408)	26.69 (678)	37.36 (949)	18.03 (458)	4.2°	3.4°	7.0°	4.1°	0.0°	0.0°	1.4°	0.00 (0)	0.00 (0)	0.91 (23)	1.38 (35)
	UD2600N	MLS63B	153.19 (3891)	13.90 (353)	188.11 (4778)	15.75 (400)	232.48 (5905)	19.33 (491)	250.55 (6364)	19.88 (505)	56.61 (1438)	34.96 (888)	44.57 (1132)	18.03 (458)	4.2°	3.0°	5.4°	4.1°	0.0°	0.8°	0.5°	0.00 (0)	0.47 (12)	0.91 (23)	1.38 (35)
		ATM 2400 /2500 SERIES	152.99 (3886)	13.90 (353)	187.91 (4773)	15.75 (400)	232.48 (5905)	19.33 (491)	250.55 (6364)	19.88 (505)	55.43 (1408)	34.96 (888)	44.76 (1137)	18.03 (458)	4.2°	3.0°	5.4°	4.1°	0.0°	0.8°	0.5°	0.00 (0)	0.47 (12)	0.91 (23)	1.38 (35)
LOADED (GVM)	UD2600L	MLS63B	153.19 (3891)	13.90 (353)	179.45 (4558)	15.43 (392)	217.13 (5515)	16.73 (425)	235.20 (5974)	17.20 (437)	56.61 (1438)	26.30 (668)	37.72 (958)	18.03 (458)	4.2°	3.4°	2.9°	3.9°	0.0°	0.0°	1.4°	0.00 (0)	0.00 (0)	0.91 (23)	1.38 (35)
		ATM 2400 /2500 SERIES	152.99 (3886)	13.90 (353)	179.65 (4563)	15.43 (392)	217.13 (5515)	16.73 (425)	235.20 (5974)	17.20 (437)	55.43 (1408)	26.69 (678)	37.52 (953)	18.03 (458)	4.2°	3.4°	2.9°	3.9°	0.0°	0.0°	1.4°	0.00 (0)	0.00 (0)	0.91 (23)	1.38 (35)
	UD2600N	MLS63B	153.19 (3891)	13.90 (353)	188.11 (4778)	15.75 (400)	232.87 (5915)	16.73 (425)	250.94 (6374)	17.20 (437)	56.61 (1438)	34.96 (888)	44.80 (1138)	18.03 (458)	4.2°	3.0°	2.1°	3.9°	0.0°	0.8°	0.5°	0.00 (0)	0.47 (12)	0.91 (23)	1.38 (35)
		ATM 2400 /2500 SERIES	152.99 (3886)	13.90 (353)	187.91 (4773)	15.75 (400)	232.87 (5915)	16.73 (425)	250.94 (6374)	17.20 (437)	55.43 (1408)	34.96 (888)	44.96 (1142)	18.03 (458)	4.2°	3.0°	2.1°	3.9°	0.0°	0.8°	0.5°	0.00 (0)	0.47 (12)	0.91 (23)	1.38 (35)

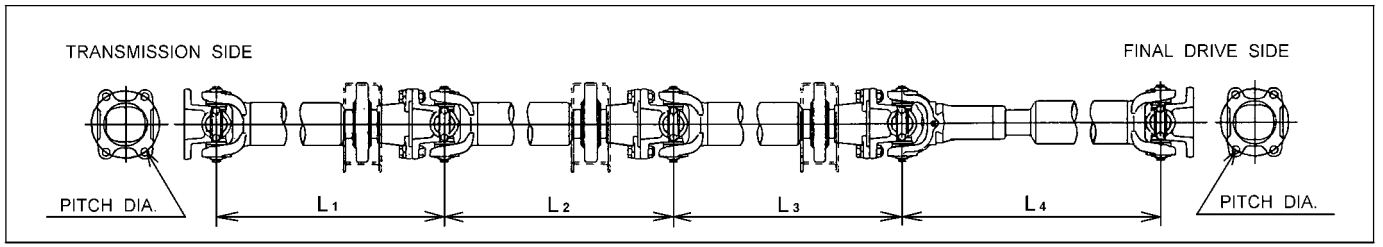
WBM012B

UD2600S



UNIT : INCH (MM)

TYPE : PS420



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

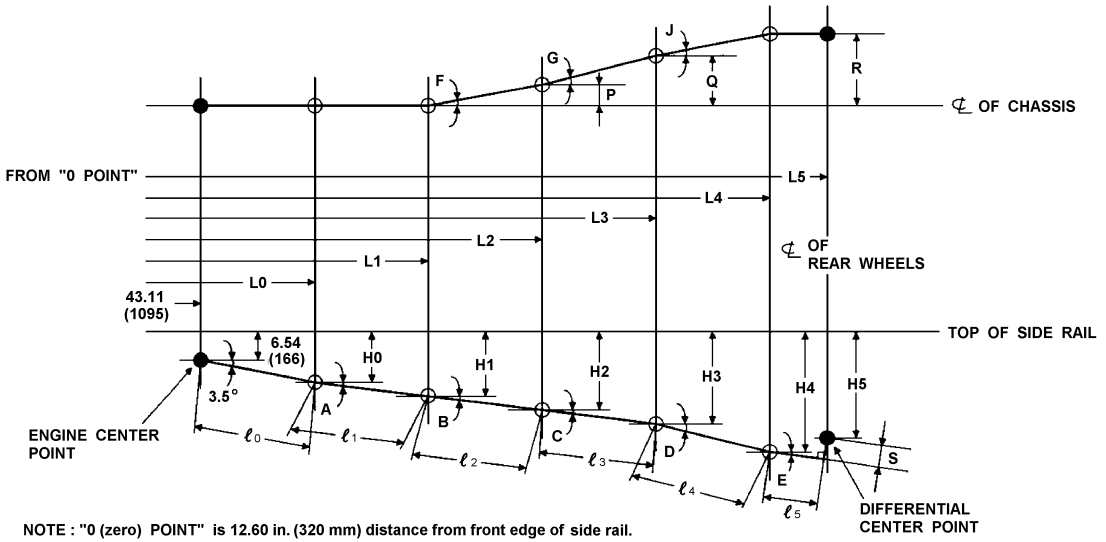
WBM830A

PROPELLER SHAFT DATA

	T/M TYPE	P/S MODEL	INSTALLING LENGTH				P/S DIMENSION OD X ID X T	PERMISSIBLE LENGTH				
			L_1	L_2	L_3	L_4		* L_1	* L_2	* L_3	L_4 MAX	L_4 MIN
UD2600S	MTM	PS420	56.61 (1438)	30.24 (768)	32.20 (818)	52.48 (1333)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	56.61 (1438)	30.24 (678)	32.20 (818)	55.04 (1398)	51.06 (1297)
	ATM	PS420	55.43 (1408)	30.63 (778)	32.20 (818)	52.24 (1327)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	55.43 (1408)	30.63 (778)	32.20 (818)	55.04 (1398)	51.06 (1297)

OD : OUTSIDE DIAMETER "L_1" "L_2" "L_3" IS CONSTANT VALUE
ID : INSIDE DIAMETER
T : THICKNESS

UD2600S



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

UNIT: INCH (MM)

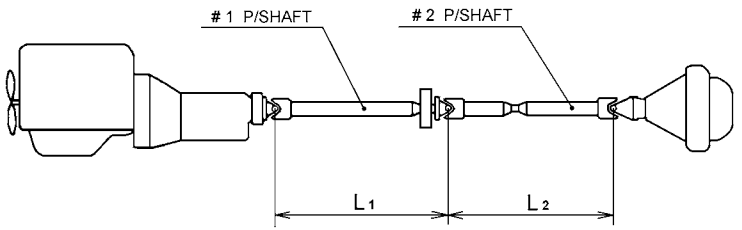
NOTE:
THE PROPELLER SHAFT SHOULD NOT BE SHORTENED TO A LENGTH SHORTER THAN THE SHORTEST OFFERED BY NISSAN DIESEL MOTOR CO., LTD. IN THE SAME MODEL.
LIKEWISE, THE PROPELLER SHAFT SHOULD NOT BE LENGTHENED TO A LENGTH LONGER THAN THE LONGEST OFFERED BY NISSAN DIESEL MOTOR CO., LTD. IN THE SAME MODEL.
IN CASE OF PROPELLER SHAFT MODIFICATION. THE PROPELLER SHAFT LAYOUT SHOULD CORRESPOND WITH A WHEELBASE OFFERED BY NISSAN DIESEL MOTOR CO., LTD.

MODEL	TRANSMISSION	L_0	H_0	ℓ_0
UD2600S	MLS63B	96.73 (2457)	9.80 (249)	53.54 (1360)
	ATM 2400/2500 SERIES	97.72 (2482)	9.84 (250)	54.72 (1390)

MODEL		TRANS-MISSION	L_1	H_1	L_2	H_2	L_3	H_3	L_4	H_4	L_5	H_5	ℓ_1	ℓ_2	ℓ_3	ℓ_4	ℓ_5	A	B	C	D	E	F	G	J	P	Q	R	S
CHASSIS-CAB	UD2600S	MLS63B	153.19 (3891)	13.90 (353)	183.43 (4659)	14.09 (358)	215.59 (5476)	15.71 (399)	267.91 (6805)	19.33 (491)	285.98 (7264)	19.88 (505)	56.61 (1438)	30.24 (768)	32.2 (818)	52.48 (1333)	18.03 (458)	4.2°	1.5°	1.8°	4.6°	4.1°	0.0°	0.5°	0.3°	0.24 (6)	0.43 (11)	0.91 (23)	1.38 (35)
		ATM 2400/ 2500 SERIES	152.99 (3886)	13.90 (353)	183.62 (4664)	14.09 (358)	215.83 (5482)	15.71 (399)	267.91 (6805)	19.33 (491)	285.98 (7264)	19.88 (505)	55.43 (1408)	30.63 (778)	32.2 (818)	52.24 (1327)	18.03 (458)	4.2°	1.5°	1.8°	4.6°	4.1°	0.0°	0.5°	0.3°	0.24 (6)	0.43 (11)	0.91 (23)	1.38 (35)
LOADED (GVM)	UD2600S	MLS63B	153.19 (3891)	13.90 (353)	183.43 (4659)	14.09 (358)	215.59 (5476)	15.71 (399)	268.31 (6815)	16.73 (425)	286.38 (7274)	17.20 (437)	56.61 (1438)	30.24 (768)	32.2 (818)	52.72 (1339)	18.03 (458)	4.2°	1.5°	1.8°	1.8°	3.9°	0.0°	0.5°	0.3°	0.24 (6)	0.43 (11)	0.91 (23)	1.38 (35)
		ATM 2400/ 2500 SERIES	152.99 (3886)	13.90 (353)	183.62 (4664)	14.09 (358)	215.83 (5482)	15.71 (399)	268.31 (6815)	16.73 (425)	286.38 (7274)	17.20 (437)	55.43 (1408)	30.63 (778)	32.2 (818)	52.52 (1334)	18.03 (458)	4.2°	1.5°	1.8°	1.8°	3.9°	0.0°	0.5°	0.3°	0.24 (6)	0.43 (11)	0.91 (23)	1.38 (35)

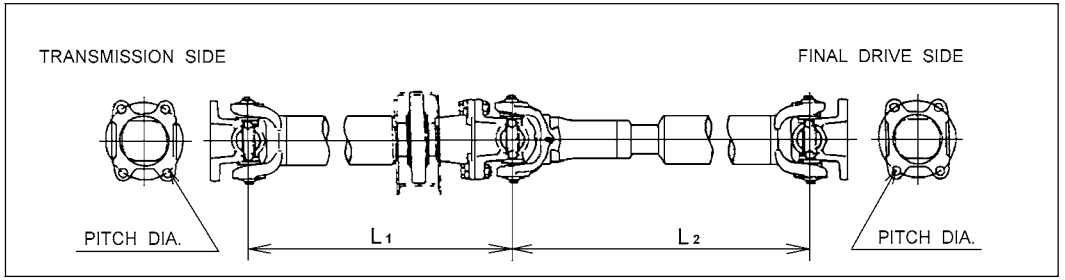
WBM013B

UD3300E, UD3300H, UD3300K



UNIT : INCH (MM)

TYPE : PS420



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

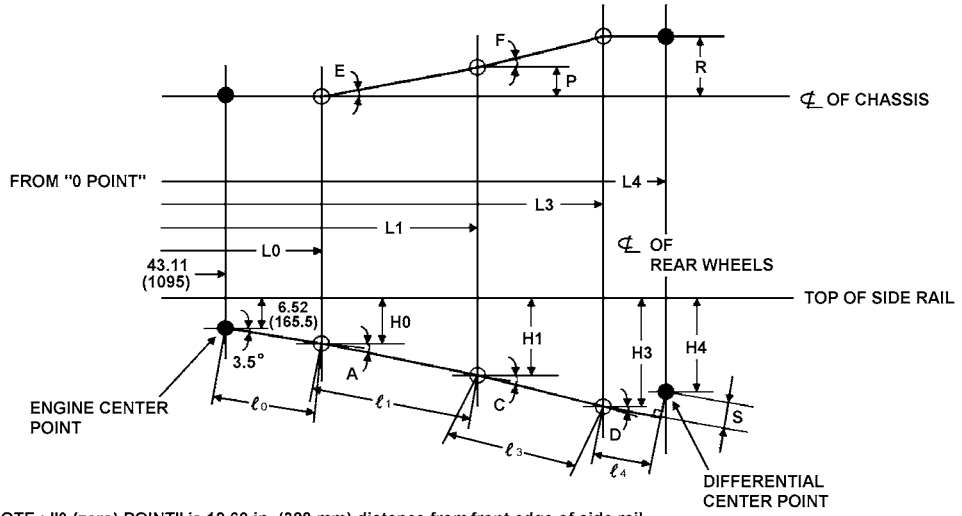
WBM949A

PROPELLER SHAFT DATA

	T/M TYPE	P/S MODEL	INSTALLING LENGTH		P/S DIMENSION OD X ID X T	PERMISSIBLE LENGTH		
			L_1	L_2		* L_1	L_2 MAX	L_2 MIN
UD3300E	MTM	PS420	37.32 (948)	36.97 (939)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	37.32 (948)	39.29 (998)	35.31 (897)
UD3300H	MTM	PS420	43.62 (1108)	51.42 (1306)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	43.62 (1108)	53.46 (1358)	49.49 (1257)
UD3300K	MTM	PS420	59.37 (1508)	51.30 (1303)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	59.37 (1508)	53.46 (1358)	49.49 (1257)

OD : OUTSIDE DIAMETER "L_1" IS CONSTANT VALUE
ID : INSIDE DIAMETER
T : THICKNESS

UD3300E, UD3300H, UD3300K



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

UNIT : INCH (MM)

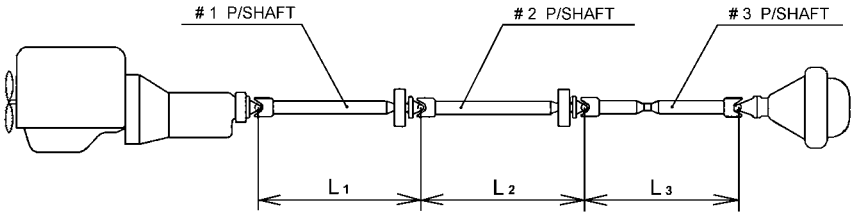
NOTE:
THE PROPELLER SHAFT SHOULD NOT BE SHORTENED TO A LENGTH SHORTER THAN THE SHORTEST OFFERED BY NISSAN DIESEL MOTOR CO., LTD. IN THE SAME MODEL.
LIKEWISE, THE PROPELLER SHAFT SHOULD NOT BE LENGTHENED TO A LENGTH LONGER THAN THE LONGEST OFFERED BY NISSAN DIESEL MOTOR CO., LTD. IN THE SAME MODEL.
IN CASE OF PROPELLER SHAFT MODIFICATION, THE PROPELLER SHAFT LAYOUT SHOULD CORRESPOND WITH A WHEELBASE OFFERED BY NISSAN DIESEL MOTOR CO., LTD.

MODEL	TRANSMISSION	L_0	H_0	ℓ_0
UD3300E UD3300H UD3300K	MLS63B	96.72 (2456.6)	9.80 (248.8)	53.72 (1364.5)

MODEL		TRANSMISSION	L_1	H_1	L_3	H_3	L_4	H_4	ℓ_1	ℓ_3	ℓ_4	A	C	D	E	F	P	R	S
CHASSIS - CAB	UD3300E	MLS63B	133.81 (3398.7)	13.93 (353.7)	170.30 (4325.5)	19.78 (502.4)	188.37 (4784.6)	20.33 (516.3)	37.32 (948)	36.97 (939)	18.03 (458)	6.3°	9.1°	6.1°	0.8°	1.4°	0.53 (13.5)	0.91 (23)	1.38 (35)
	UD3300H	MLS63B	140.13 (3559.2)	14.10 (358.2)	191.15 (4855.3)	20.41 (518.5)	209.24 (5314.6)	20.33 (516.3)	43.62 (1108)	51.42 (1306)	18.03 (458)	5.7°	7.1°	4.1°	0°	1.5°	0.0 (0)	0.91 (23)	1.38 (35)
	UD3300K	MLS63B	155.83 (3958.2)	15.26 (387.7)	206.90 (5255.3)	20.41 (518.5)	224.98 (5714.6)	20.33 (516.3)	59.37 (1508)	51.30 (1303)	18.03 (458)	5.3°	5.8°	4.1°	0°	1.5°	0.0 (0)	0.91 (23)	1.38 (35)
LOADED (GVM)	UD3300E	MLS63B	133.81 (3398.7)	13.93 (353.7)	170.65 (4334.4)	17.49 (444.2)	188.72 (4793.6)	17.97 (456.5)	37.32 (948)	37.01 (940)	18.03 (458)	6.3°	5.5°	5.9°	0.8°	1.4°	0.53 (13.5)	0.91 (23)	1.38 (35)
	UD3300H	MLS63B	140.13 (3559.2)	14.10 (358.2)	191.51 (4864.3)	18.12 (460.3)	209.59 (5323.6)	17.97 (456.5)	43.62 (1108)	51.54 (1309)	18.03 (458)	5.7°	4.5°	3.9°	0°	1.5°	0.0 (0)	0.91 (23)	1.38 (35)
	UD3300K	MLS63B	155.83 (3958.2)	15.26 (387.7)	207.26 (5264.3)	18.12 (460.3)	225.34 (5723.6)	17.97 (456.5)	59.37 (1508)	51.50 (1308)	18.03 (458)	5.3°	3.2°	3.9°	0°	1.5°	0.0 (0)	0.91 (23)	1.38 (35)

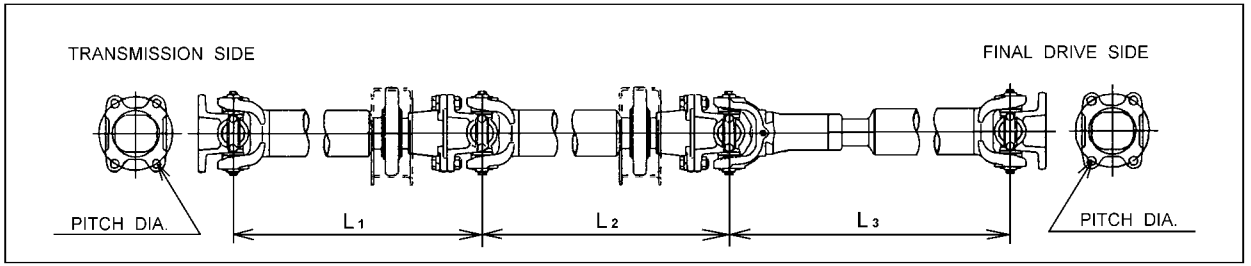
WBM950A

UD3300M, UD3300R



UNIT: INCH (MM)

TYPE : PS420



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

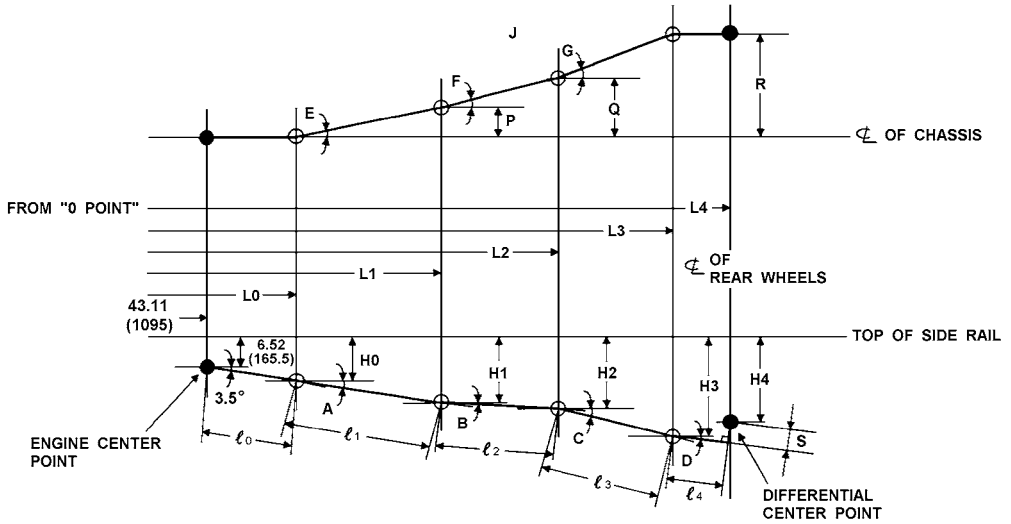
WBM829A

PROPELLER SHAFT DATA

	T/M TYPE	P/S MODEL	INSTALLING LENGTH			P/S DIMENSION OD X ID X T	PERMISSIBLE LENGTH			
			L_1	L_2	L_3		* L_1	* L_2	L_3 MAX	L_3 MIN
UD3300M	MTM	PS420	44.02 (1118)	34.96 (888)	47.44 (1205)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	44.02 (1118)	34.96 (888)	49.53 (1258)	45.55 (1157)
UD3300R	MTM	PS420	59.37 (1508)	41.65 (1058)	54.84 (1393)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	59.37 (1508)	41.65 (1058)	57.40 (1458)	53.43 (1357)

OD : OUTSIDE DIAMETER “ L_1 ” “ L_2 ” IS CONSTANT VALUE
ID : INSIDE DIAMETER
T : THICKNESS

UD3300M, UD3300R



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

NOTE:
THE PROPELLER SHAFT SHOULD NOT BE SHORTENED TO A LENGTH SHORTER THAN THE SHORTEST OFFERED BY NISSAN DIESEL MOTOR CO., LTD. IN THE SAME MODEL.
LIKEWISE, THE PROPELLER SHAFT SHOULD NOT BE LENGTHENED TO A LENGTH LONGER THAN THE LONGEST OFFERED BY NISSAN DIESEL MOTOR CO., LTD. IN THE SAME MODEL.
IN CASE OF PROPELLER SHAFT MODIFICATION. THE PROPELLER SHAFT LAYOUT SHOULD CORRESPOND WITH A WHEELBASE OFFERED BY NISSAN DIESEL MOTOR CO., LTD.

UNIT : INCH (MM)

MODEL	TRANSMISSION	L_0	H_0	ℓ_0
UD3300M UD3300R	MLS63B	96.72 (2456.6)	9.80 (248.8)	53.72 (1364.5)

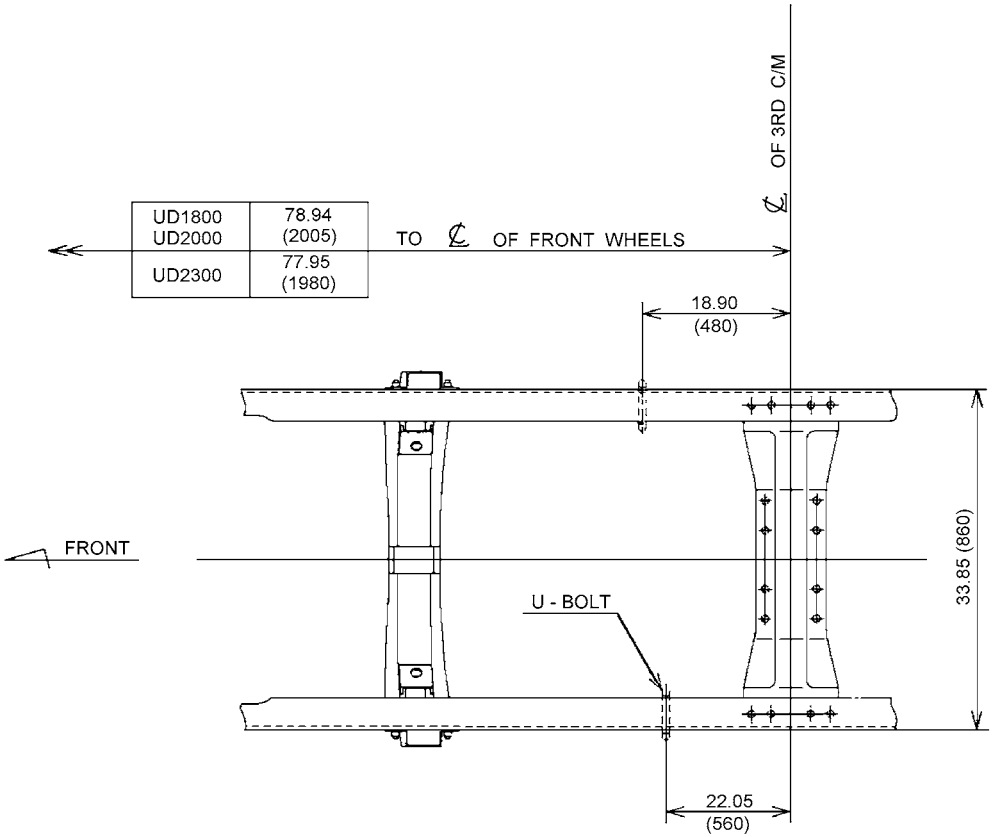
MODEL		TRANS-MISSION	L_1	H_1	L_2	H_2	L_3	H_3	L_4	H_4	ℓ_1	ℓ_2	ℓ_3	ℓ_4	A	B	C	D	E	F	G	P	Q	R	S
CHASSIS -CAB	UD3300M	MLS63B	140.62 (3571.7)	12.97 (329.4)	175.52 (4458.2)	15.04 (382)	222.65 (5655.3)	20.41 (518.5)	240.73 (6114.6)	20.33 (516.3)	44.02 (1118)	34.96 (888)	47.44 (1205)	18.03 (458)	4.1°	3.4°	6.5°	4.1°	0°	0°	1.7°	0.0 (0)	0.0 (0)	0.91 (23)	1.38 (35)
	UD3300R	MLS63B	155.92 (3960.3)	14.29 (362.9)	197.55 (5017.8)	15.60 (396.3)	252.18 (6405.3)	20.41 (518.5)	270.26 (6864.6)	20.33 (516.3)	59.37 (1508)	41.65 (1058)	54.84 (1393)	18.03 (458)	4.3°	1.8°	5.0°	4.1°	0.3°	0.3°	0.8°	0.35 (9)	0.59 (15)	0.91 (23)	1.38 (35)
LOADED (GVM)	UD3300M	MLS63B	140.62 (3571.7)	12.97 (329.4)	175.52 (4458.2)	15.04 (382)	223.00 (5664.3)	18.12 (460.3)	241.09 (6123.6)	17.97 (456.5)	44.02 (1118)	34.96 (888)	47.60 (1209)	18.03 (458)	4.1°	3.4°	3.7°	3.9°	0°	0°	1.7°	0.0 (0)	0.0 (0)	0.91 (23)	1.38 (35)
	UD3300R	MLS63B	155.92 (3960.3)	14.29 (362.9)	197.55 (5017.8)	15.60 (396.3)	252.53 (6414.3)	18.12 (460.3)	270.61 (6873.6)	17.97 (456.5)	59.37 (1508)	41.65 (1058)	55.04 (1398)	18.03 (458)	4.3°	1.8°	2.6°	3.9°	0.3°	0.3°	0.8°	0.35 (9)	0.59 (15)	0.91 (23)	1.38 (35)

WBM952A

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

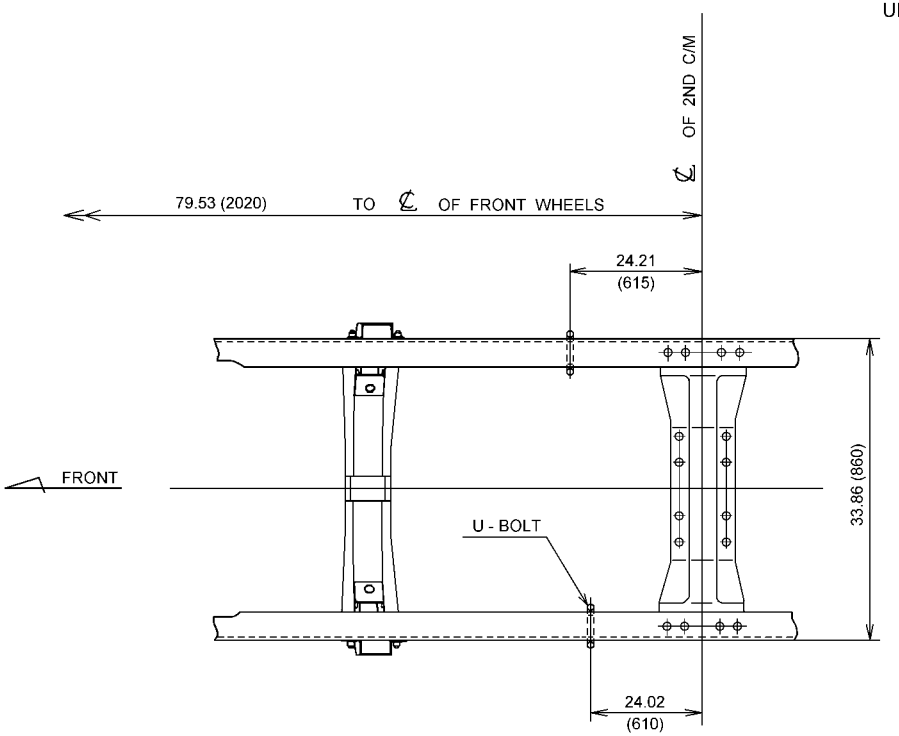
UD1800, UD2000, UD2300

UNIT: INCH (MM)



WBM820A

UNIT : INCH (MM)

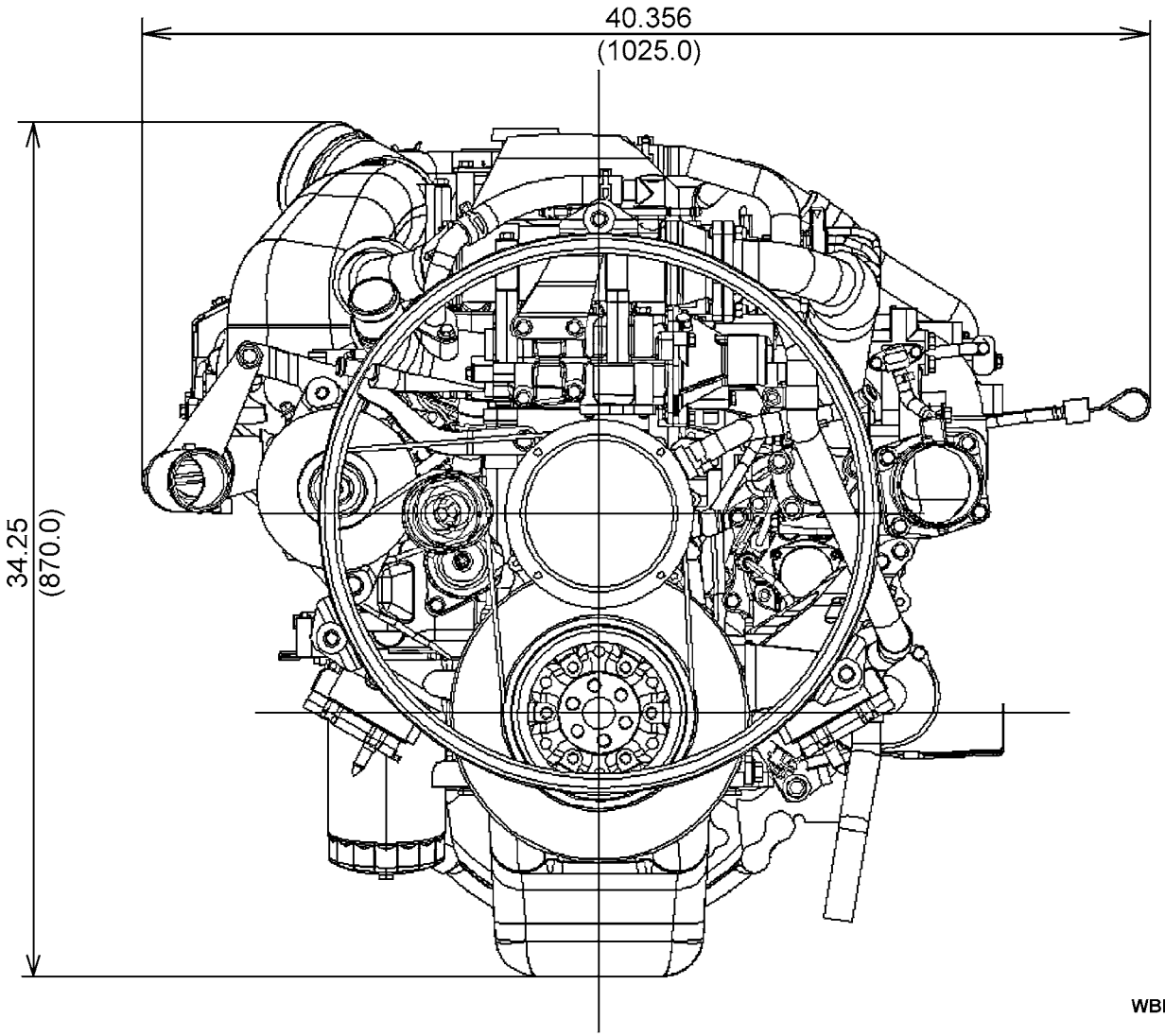


WBM821A

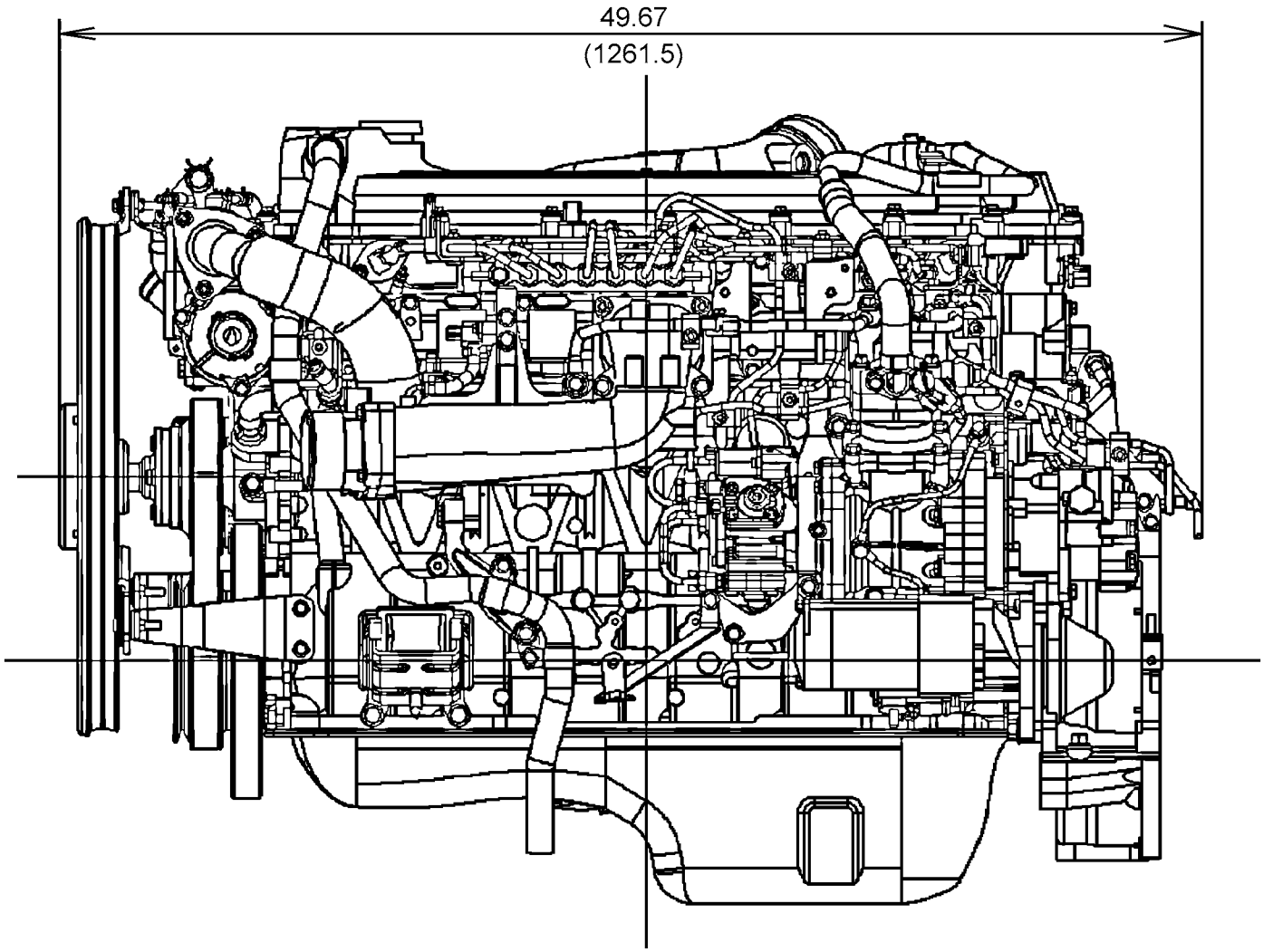
C : BODY INSTALLATION INFORMATION

INFORMATION CHART

ENGINE EXTERNAL VIEW
FRONT VIEW

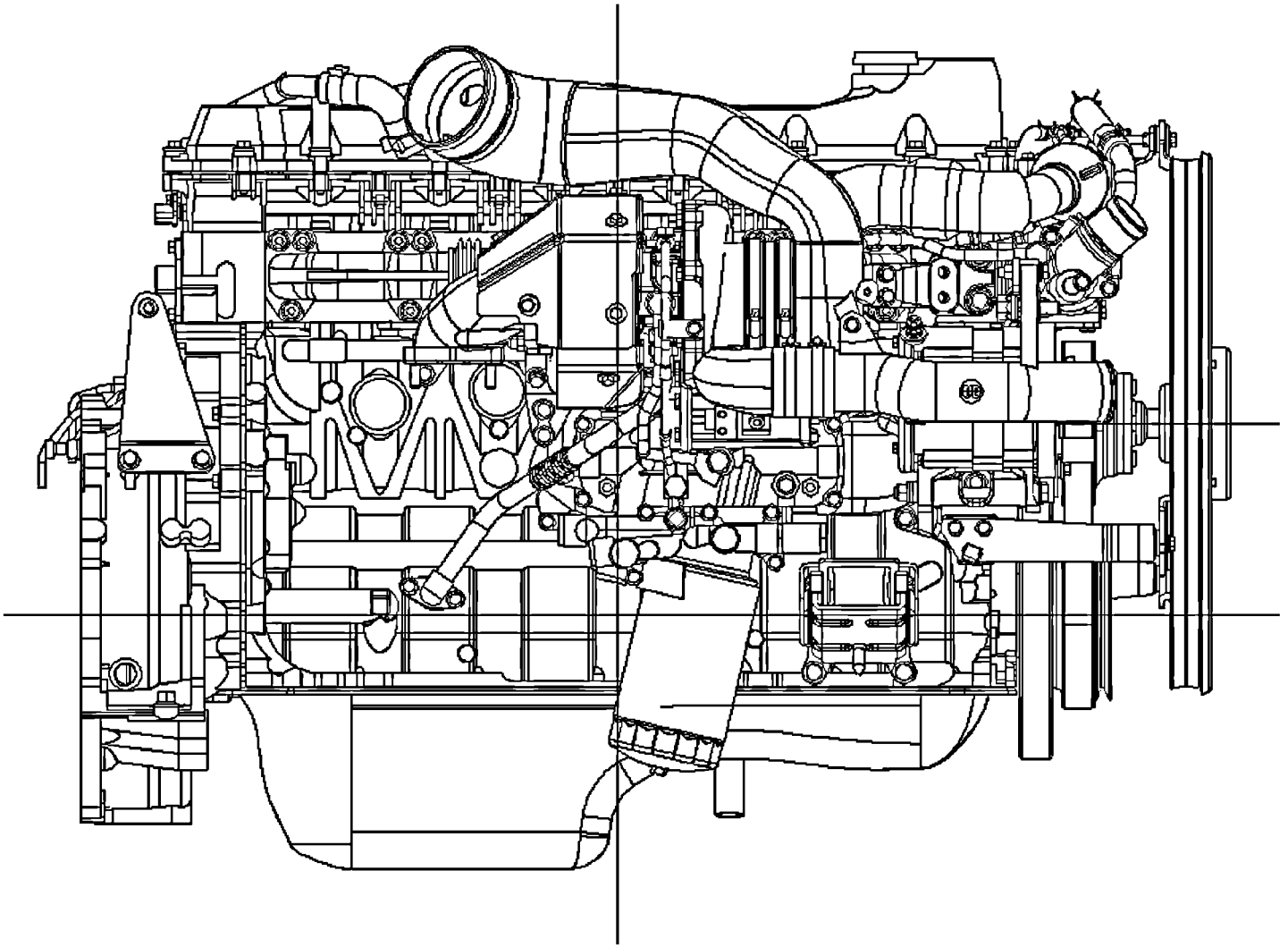


LEFT-HAND SIDE VIEW



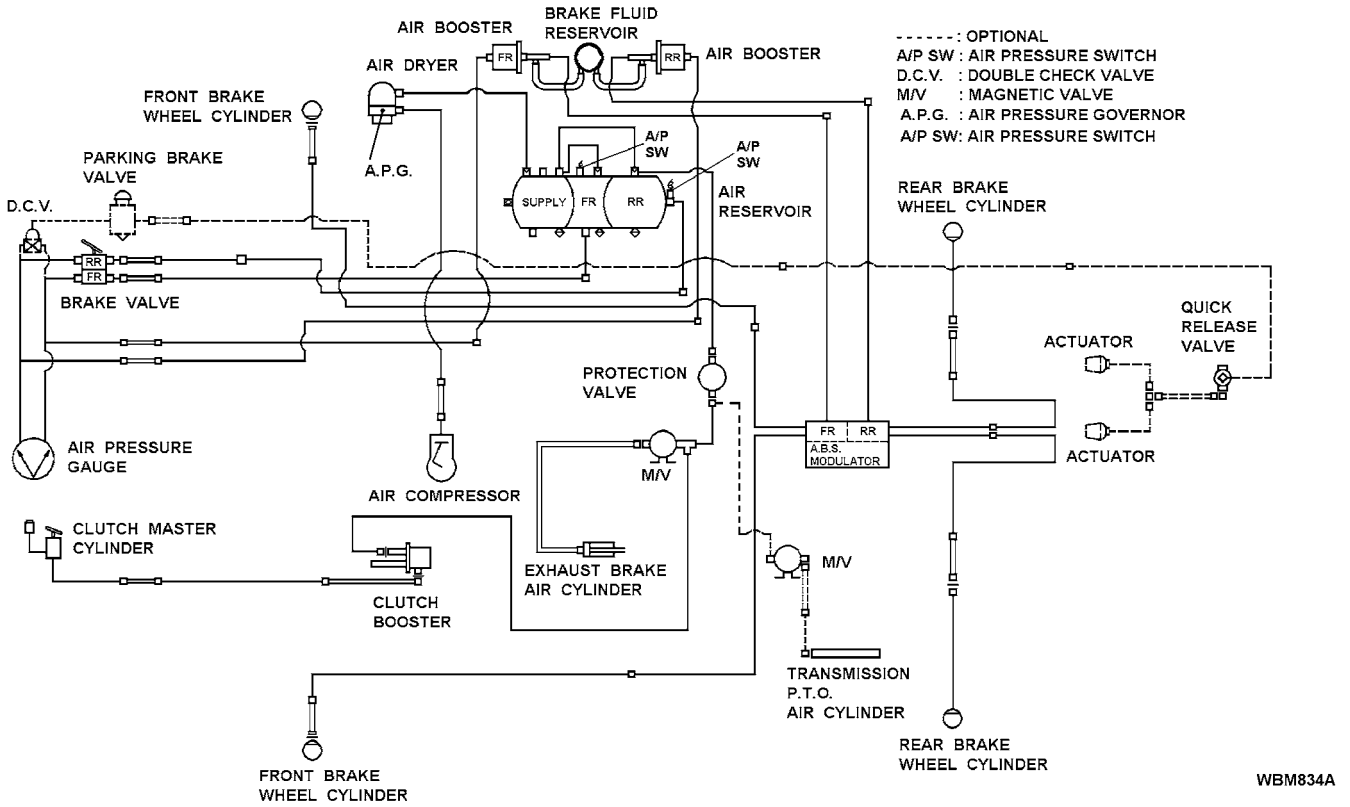
WBM832A

RIGHT-HAND SIDE VIEW



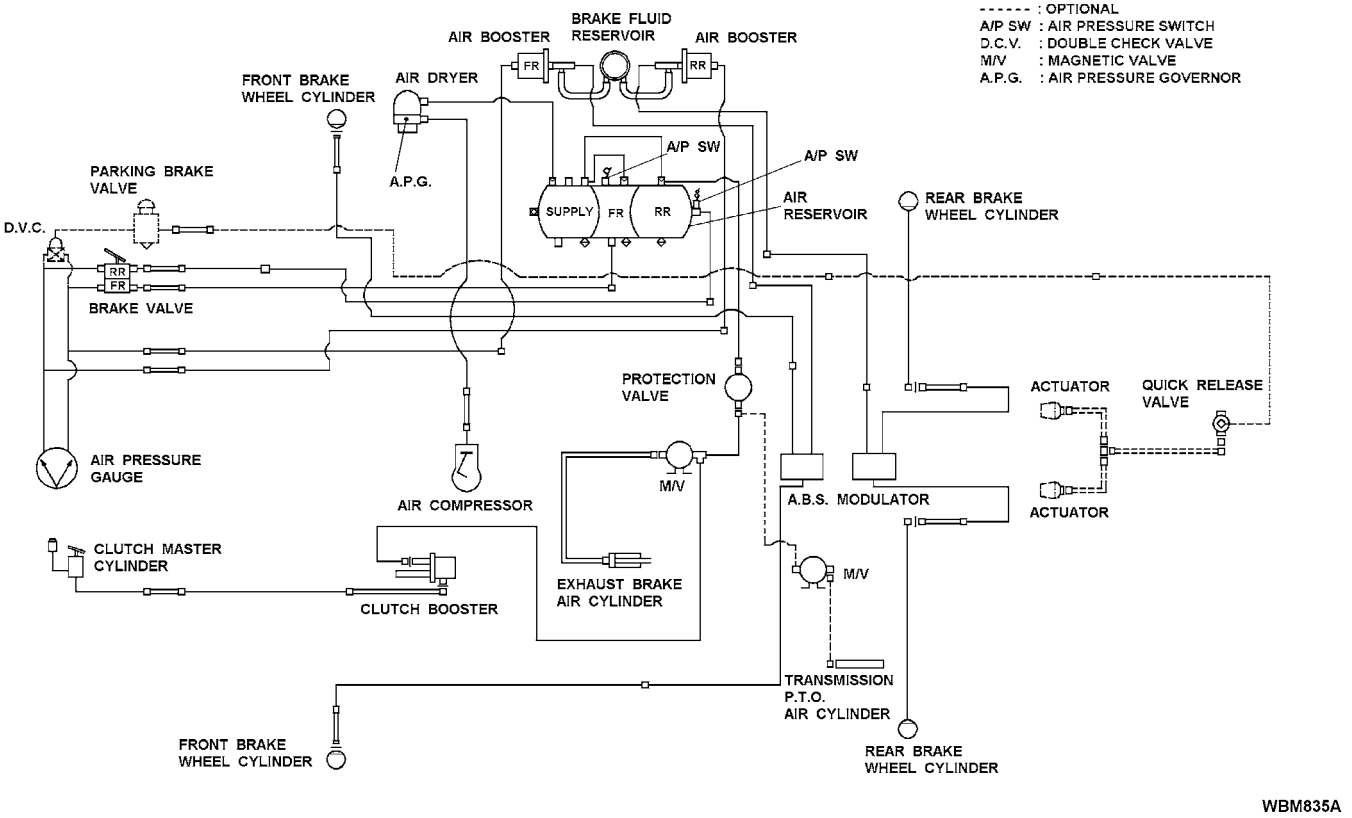
WBM833A

BRAKE SYSTEM DIAGRAM
UD1800, UD2000



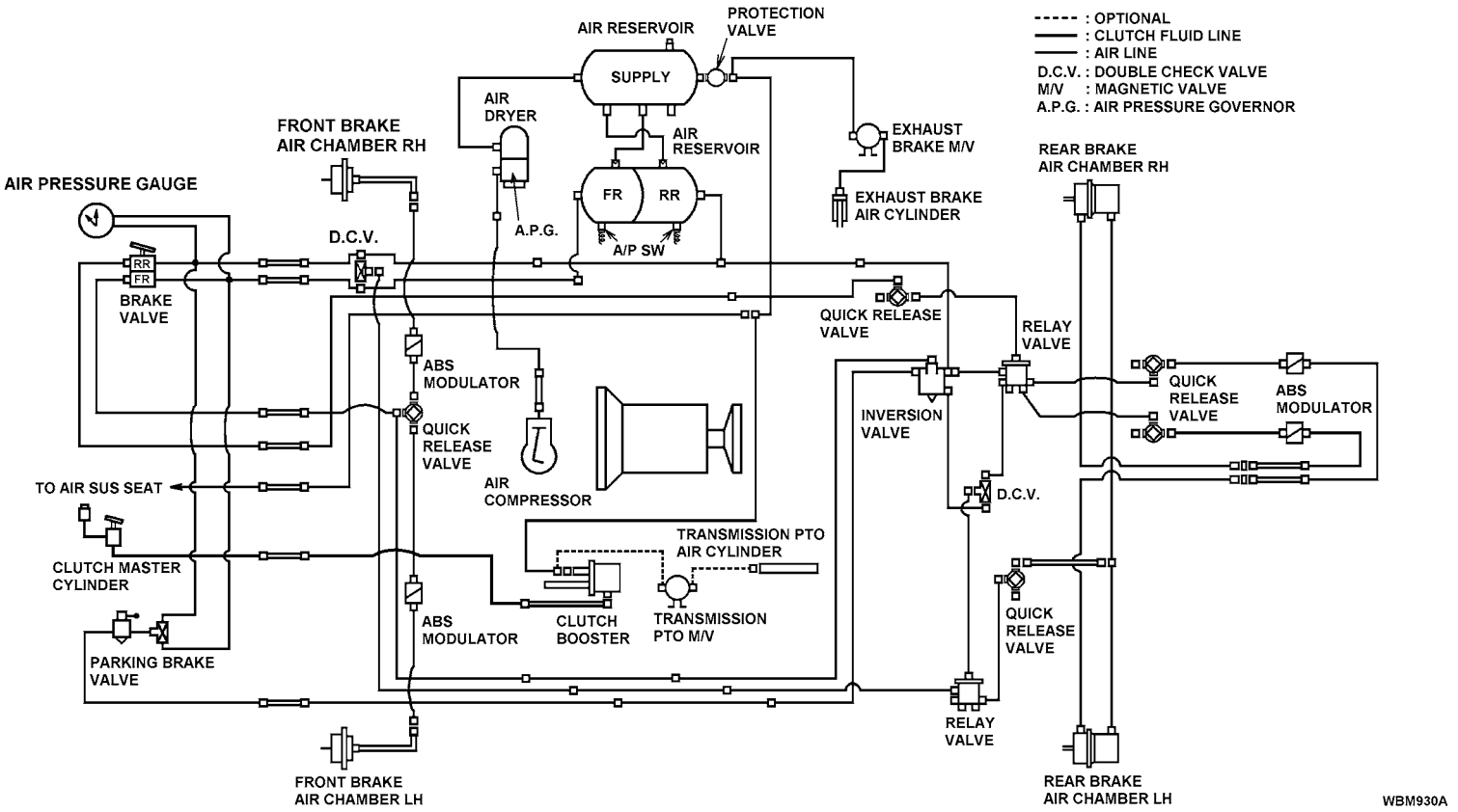
THE PROTECTION VALVE IS PROVIDED FOR THE PROPER CONNECTION OF AIR SUPPLIED ACCESSORIES.
ACCESSORIES ARE TO BE INSTALLED ON THE OUTLET PORT OF THIS PROTECTION VALVE, IDENTIFIED BY AN ARROW STAMPED ON THE PROTECTION VALVE. THE TIP OF THE ARROW INDICATES THE OUTLET PORT.
WARNING : NEVER ATTACH ACCESSORIES BEFORE OR UPSTREAM OF THE PROTECTION VALVE.
THIS CAN REDUCE THE EFFECTIVENESS OF THE BRAKE SYSTEM.
DO NOT ADD ADDITIONAL AIR RESERVOIRS OR AXLES.

UD2300, UD2600



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



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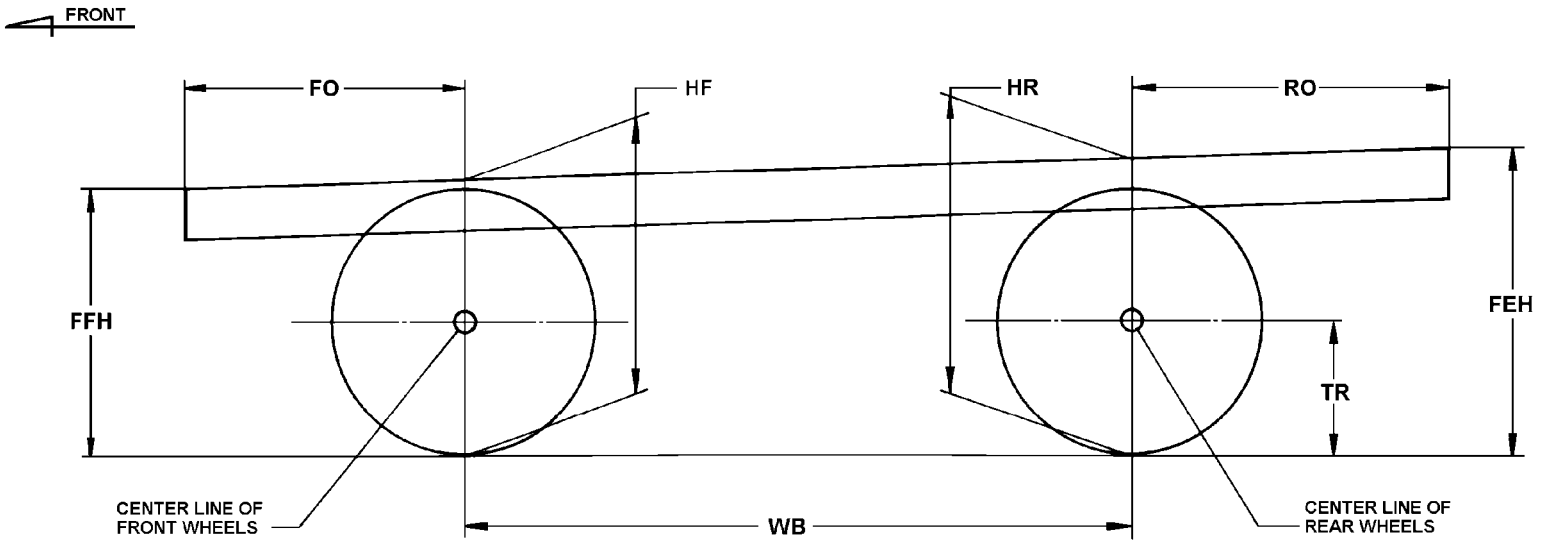
WARNING : NEVER ATTACH ACCESSORIES BEFORE OR UPSTREAM OF THE PROTECTION VALVE.
THIS CAN REDUCE THE EFFECTIVENESS OF THE BRAKE SYSTEM.
DO NOT ADD ADDITIONAL AIR RESERVOIRS OR AXLES.

FRAME HEIGHT CALCULATION



DETERMINE FRAME HEIGHT

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

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

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

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

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

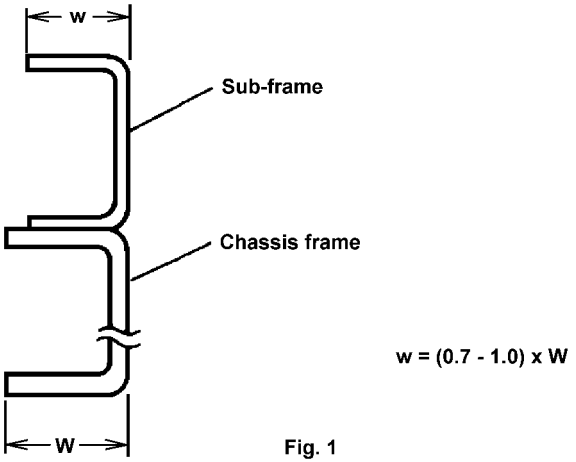
FEH ; REAR FRAME END HEIGHT, REAR END OF FRAME HEIGHT FROM TOP OF FRAME TO GROUND

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

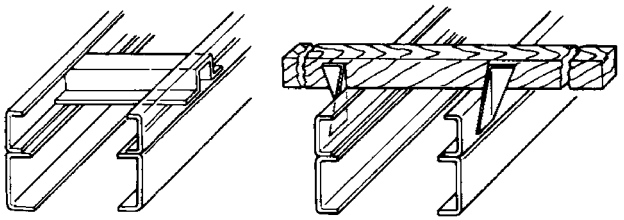


w = (0.7 - 1.0) x W

Fig. 1

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

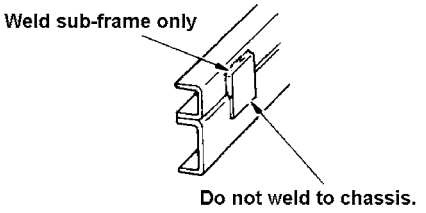


Fig. 2

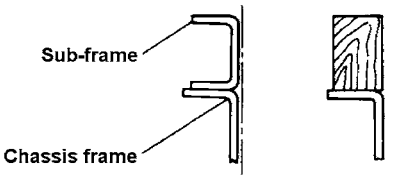


Fig. 3

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)

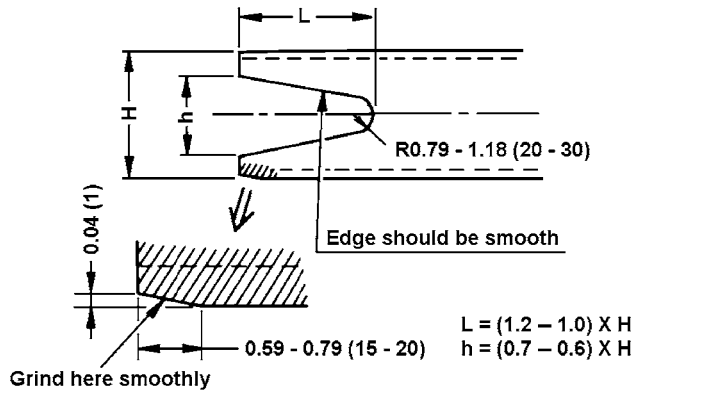


Fig. 4

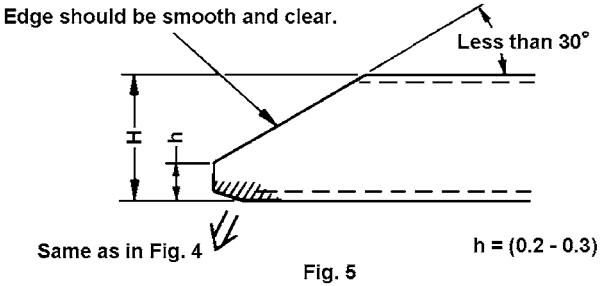


Fig. 5

WBM738A

UNIT : INCH (MM)

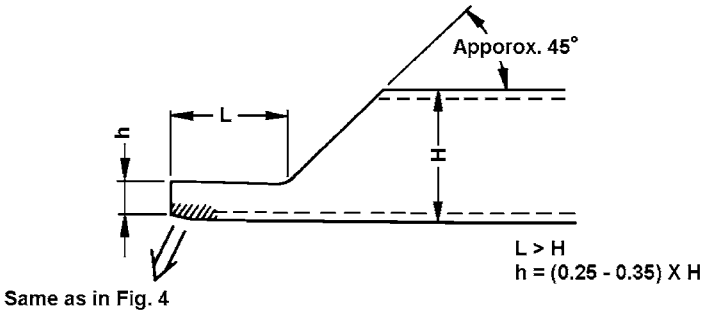


Fig. 6

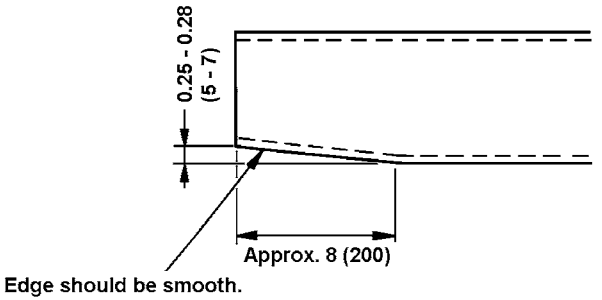


Fig. 7 (Steel sub-frame)

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)

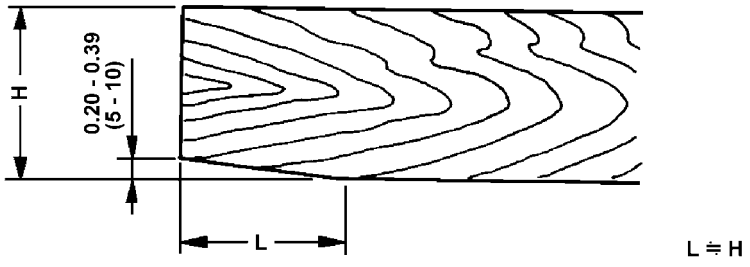


Fig. 8 (Hardwood sub-frame)

WBM740A

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

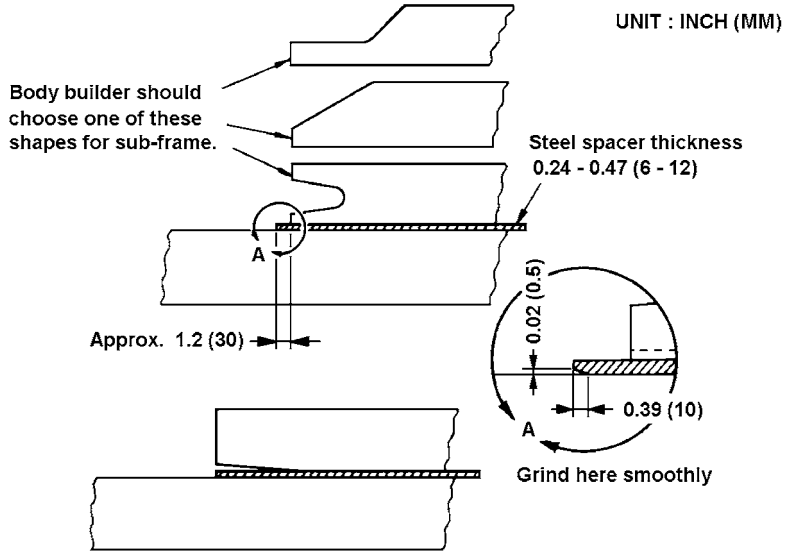


Fig. 9

WBM741A

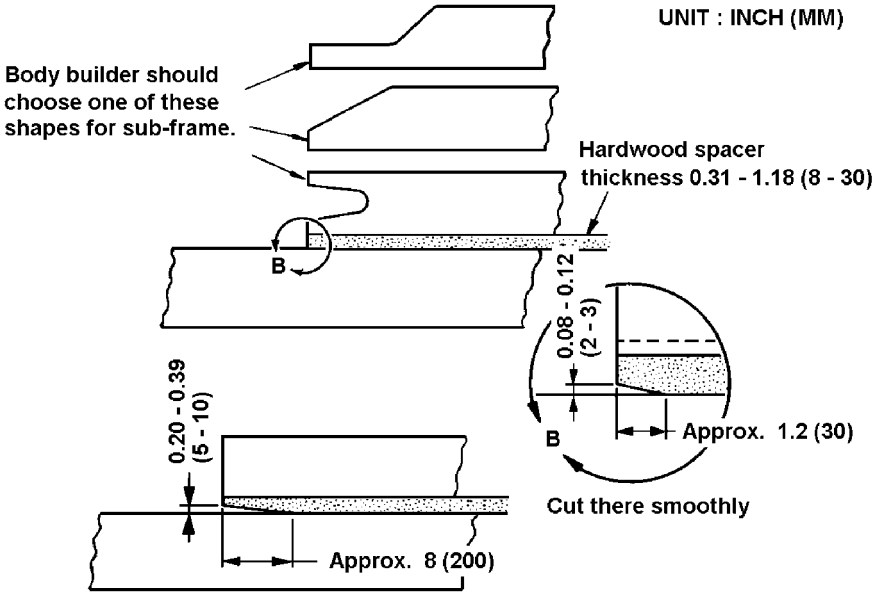


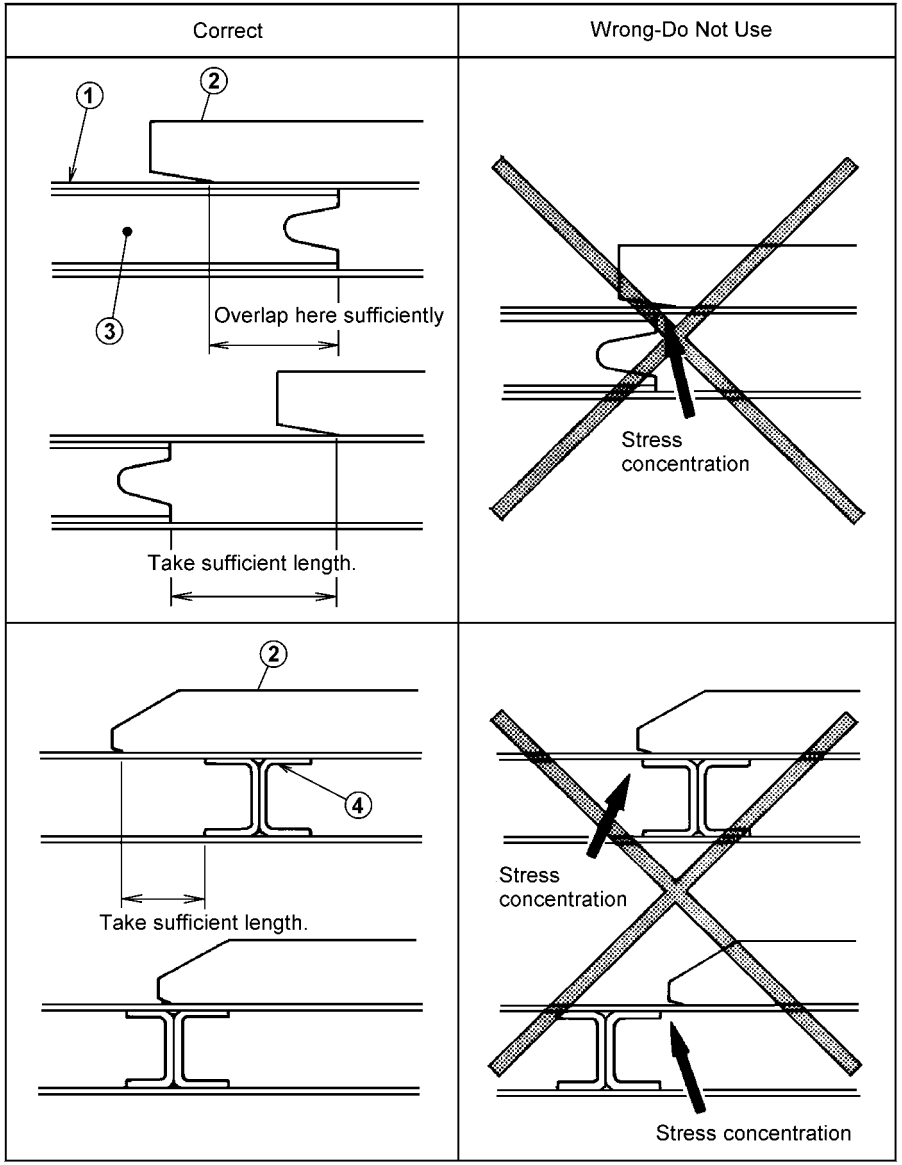
Fig. 10

WBM742A

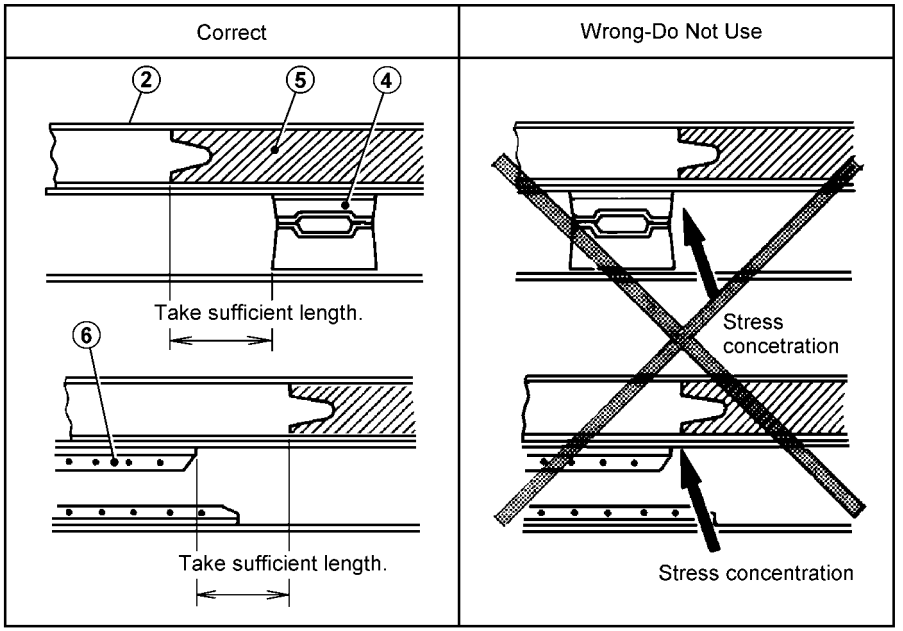
Use a steel spacer to compensate for the uneven surface caused by the gusset on the chassis frame. Avoid using semi-elastic spacer material.

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



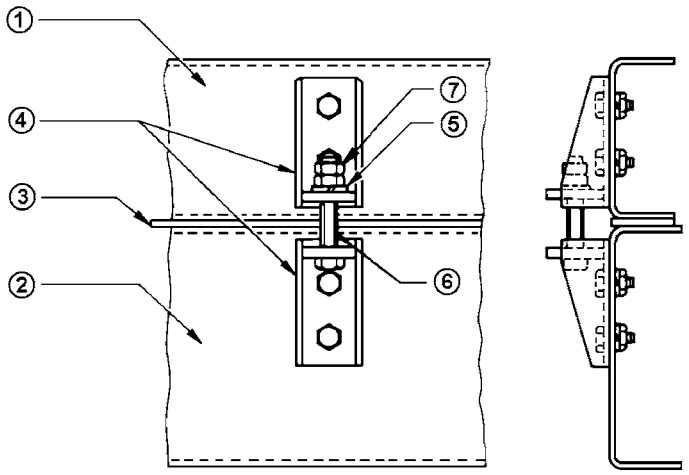
① Chassis frame
② Sub-frame
③ Reinforcement (chassis frame)
④ Crossmember
⑤ Reinforcement (sub-frame)
⑥ Gusset L-shaped reinforcement

Fig. 11

WBM744A

The points of the chassis frame where its rigidity changes (e.g., crossmember, 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

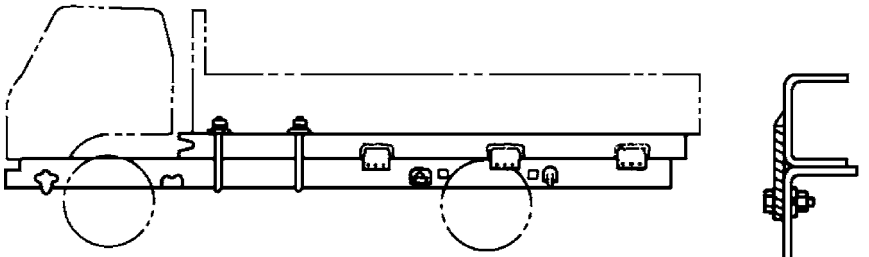
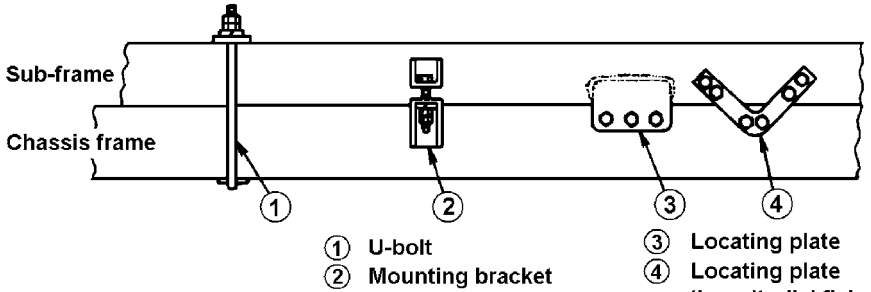


Fig. 13 WBM746A

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

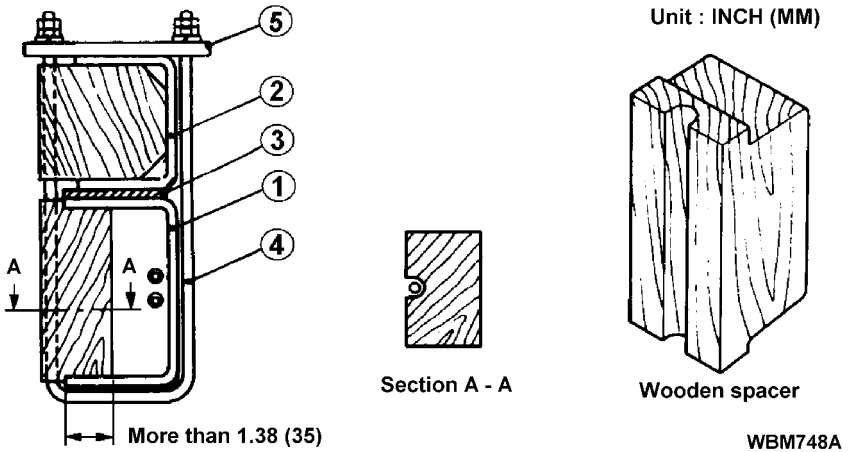


WBM747A

Fig. 14

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



WBM748A

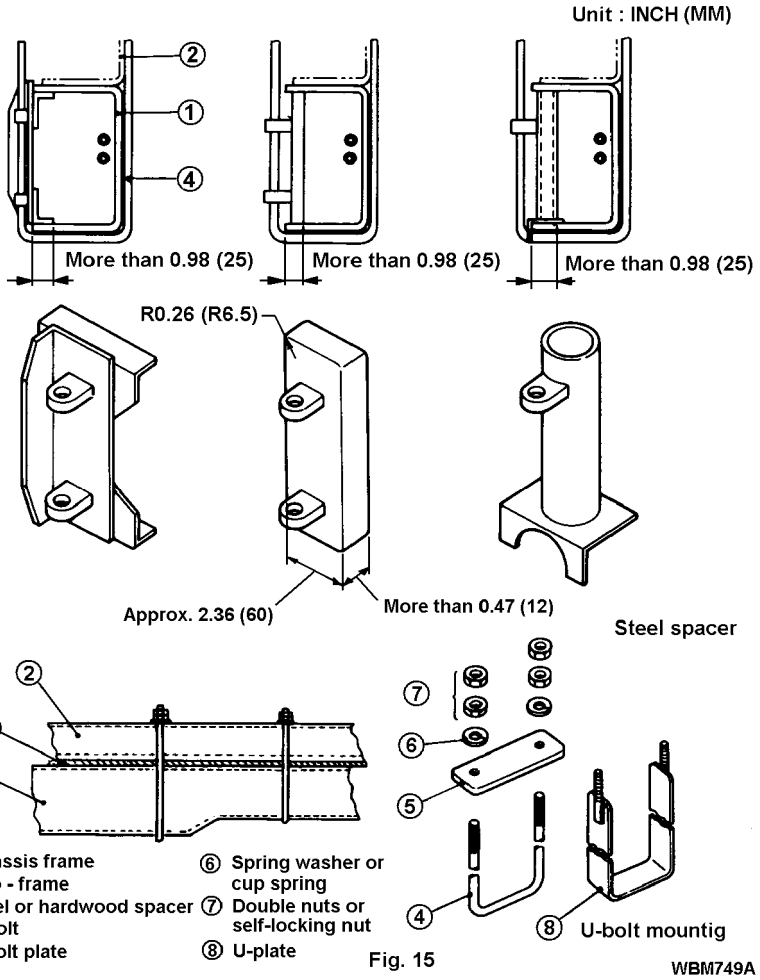


Fig. 15

WBM749A

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

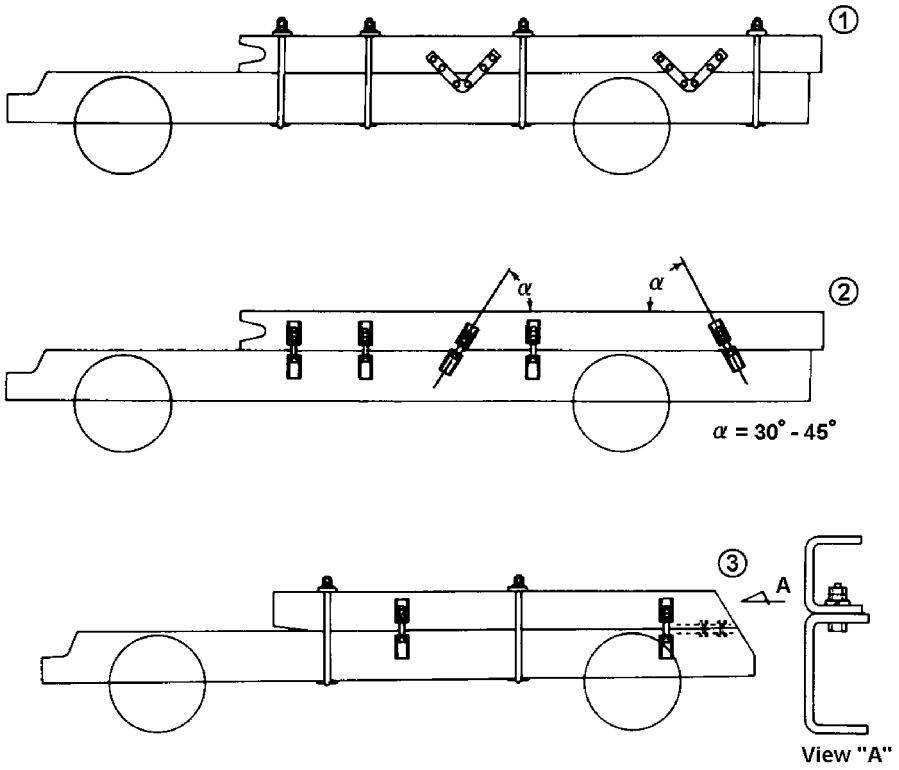


Fig. 16 WBM750A

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 blots and nuts. See Fig. 16- ③ .

(3) sub-frame connecting Devices Location

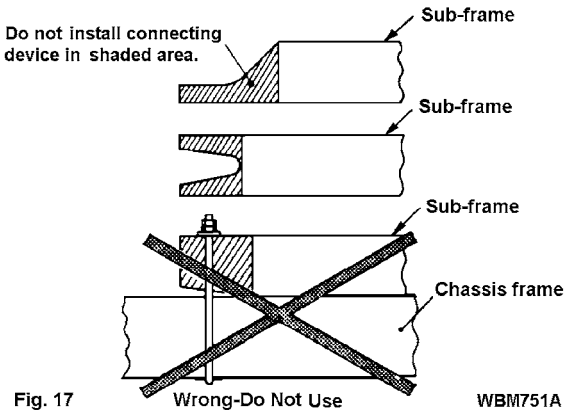


Fig. 17 Wrong-Do Not Use WBM751A

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).

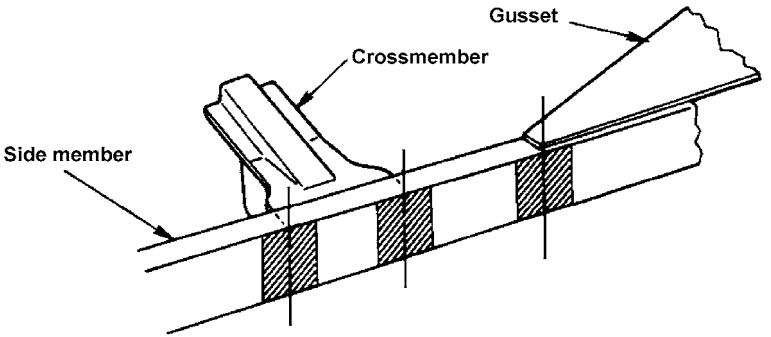


Fig. 18 WBM752A

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

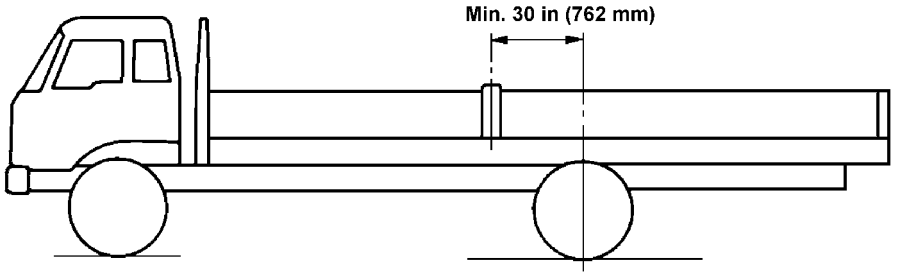


Fig. 19 WBM753A

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

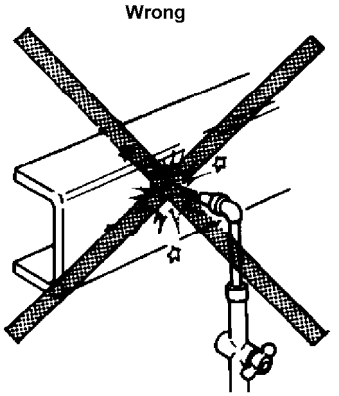


Fig. 20 WBM754A

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

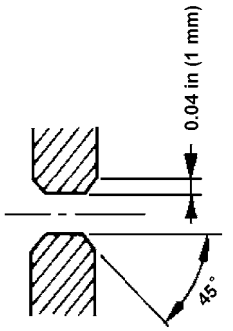


Fig. 21

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/mm^2, 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.

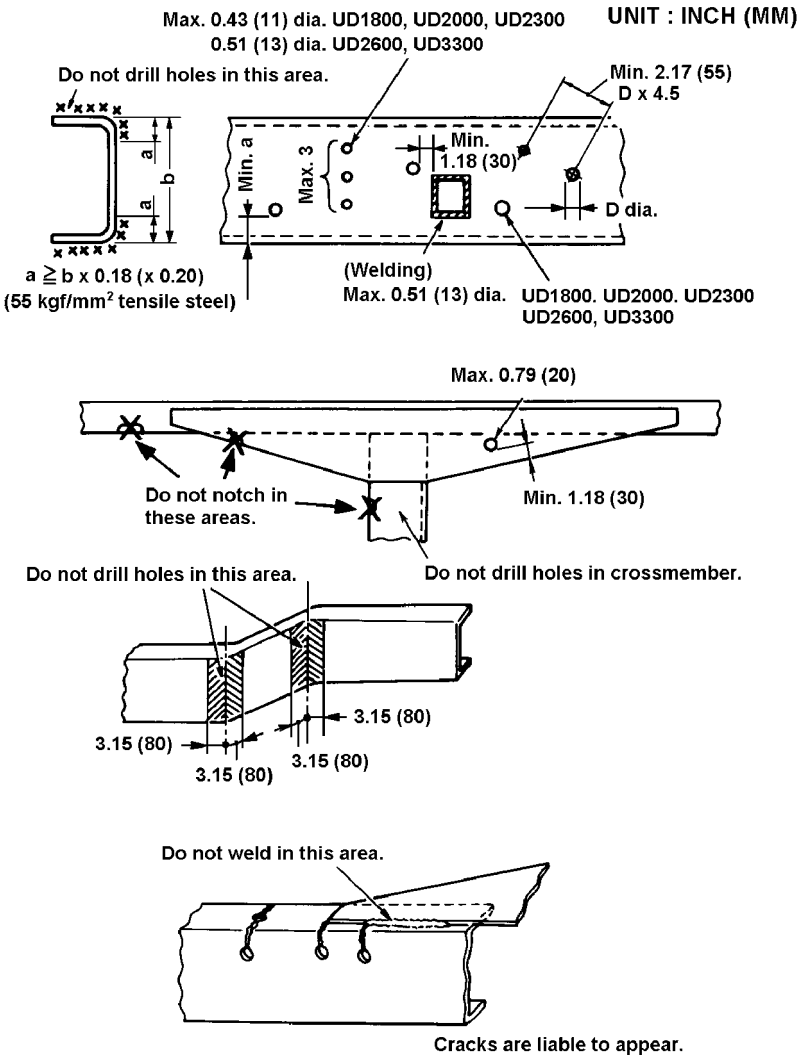


Fig. 22 WBM128A

2. RIVETING

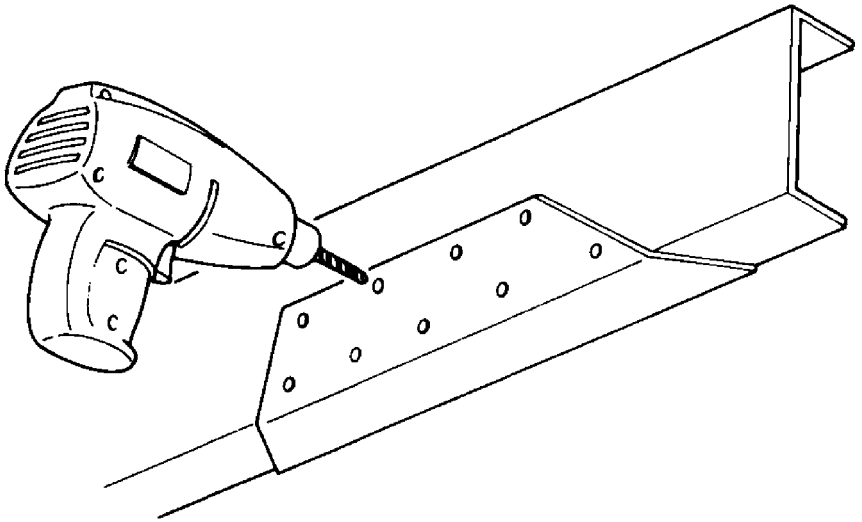


Fig. 23 WBM756A

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 Nissan Diesel Motor Co.,Ltd. conform to FMVSS 108 according to the terms and conditions stated in the Document for lncomplete 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 and the pre-stroke power supply fuse are for exclusive usage. 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 form 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 connector 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

TABLE II

Description	*No. of	Color	Remarks
Headlights	4	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
Rear clearance light	2	Red		(12V at 9A)
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 over-all length is over 30 ft. only	
Room light (Rear body)	-	White		Total 48W (12V at 4A)

*No. of : The number of lights or reflectors

- Chassis-cabs manufactured by Nissan Diesel Motor Co., Ltd. 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.

(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 frame 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 mm^2). 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

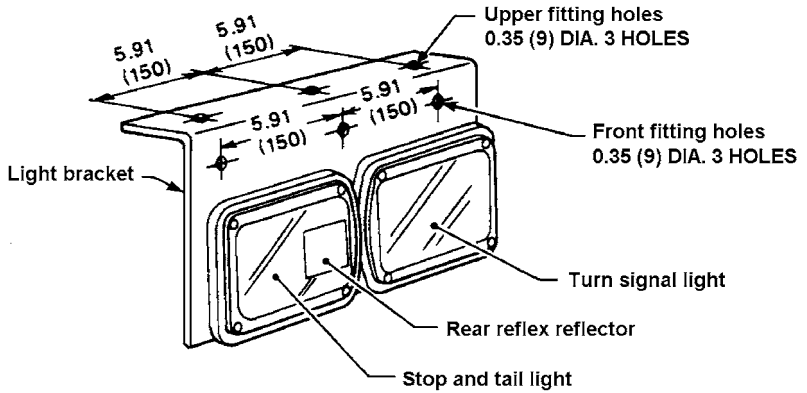
In general vehicles, the tail, license, clearance, identification, and side marker lights should illuminate when the headlight switch is set to the first position.

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

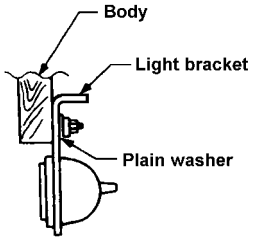
(a) The rear combination light is temporarily installed on the rear of the frame. The rear reflex reflector is built in the existing rear combination light. Properly mount the light to assure compliance with the requirements of FMVSS 108. The rear combination lights can be installed in two ways, I.e., 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 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.

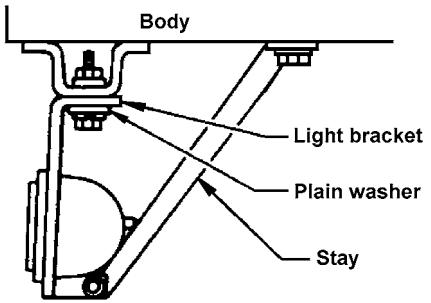


Fig. A WBM759A

(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 108W, 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 mm^2). 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

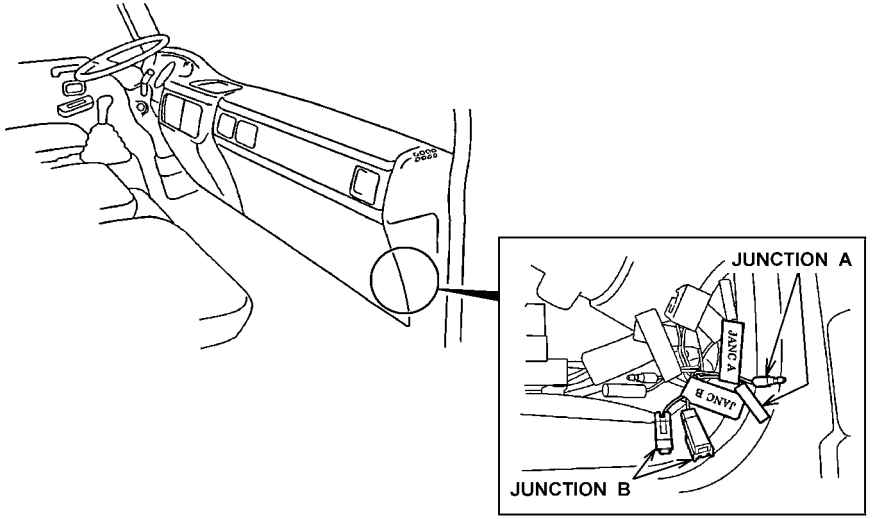
- When controlling an added light with an existing switch, install a relay for the light. Be careful to pass only the actuating current for the relay passed through the switch.
  Other added loads must not be controlled by existing switches. Be sure to install an exclusive switch for each added device. When adding switches inside the cab, extra care must be used to prevent interference to existing wiring.

ENGINE CONTROL

The engine governor is available only in electronic types but not in mechanical types.

ENGINE WITH AN ELECTRONIC GOVERNOR

- The engine with an electronic governor is not equipped with a control lever for the injection pump.
- An engine control lever is available as an option, and the engine control unit can be controlled externally by connecting the engine control lever to the connector (chassis harness on the inner left side of the cab mounting bracket).
- The engine control lever should be attached on the chassis side, using an extension harness.
- The characteristics of the governor can be switched by connecting or disconnecting the two harness connectors (junction A and junction B) in the lower inner section of the instrument panel in front of the front passenger seat.
- Positions of the junctions



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1. About the applications of the engine control

Typical chassis		Standard chassis	Dump truck	Garbage truck	Custom-made chassis
Transmission PTO		Not provided	Provided	Provided	Provided
Transmission PTO switch		Not provided	Provided	Provided	Provided
Junction A		Disconnected	Connected	Connected	Connected
Switching governor characteristics during operation	PTO switch OFF	Driving mode	Driving mode	Driving mode	Driving mode
	PTO switch ON		All speeds	All speeds	All speeds
Junction B		Disconnected	Disconnected	Connected	Connected
External engine control lever		Not required	Not required	Required	Required
Throttle opening (Engine speed control)		Accelerator pedal	Accelerator pedal	Max selected (NOTE 1)	Max selected (NOTE 1)

NOTE 1 : An engine speed is selected between the speed controlled with the accelerator and the speed controlled with the accelerator for operation (external engine control lever), whichever is higher (Max speed).

2. Functions of junctions A and B

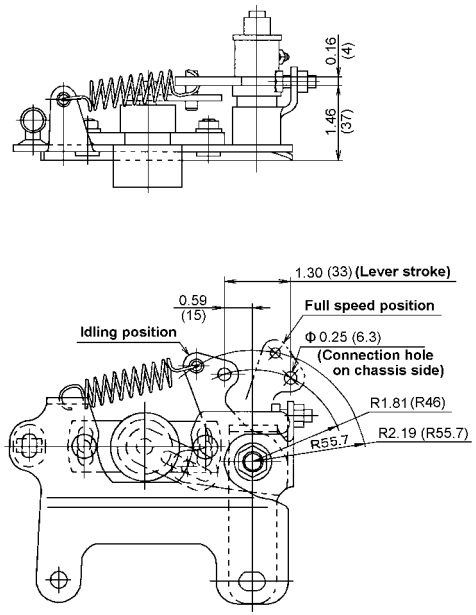
1) If junction A is connected
- The characteristic can be switched to All speeds by turning on the PTO switch.

2) If junction B is connected
- An engine speed is selected between the speed controlled with the accelerator and the speed controlled with the accelerator for operation)external engine control lever), whichever is higher (Max speed).
- The accelerator for operation (external engine control lever) is checked for malfunctions.

3) If both junction A and B are not connected.
- If the PTO switch is turned on, operations can be performed while keeping the governor characteristic in the driving mode.
- The engine speed can be controlled with the accelerator pedal, but it cannot be controlled with the engine control lever.

Cautions :
- **For a model equipped with a PTO switch and an external engine control lever, connect junction A and junction B at the same time.**
- **When junction A is connected, always turn off the PTO switch before driving. Failure to turn off the PTO switch will cause the governor characteristic to remain at All Speeds, so if is very dangerous.**

3. Engine control lever



Unit : inch (mm)

<REACTION FORCE OF LEVER>
- During Idling : 2.21±1.1 lbf {9.8±4.9 N, 1.0±0.5 kgf}
- At full speed : 5.96 1.1 lbf {26.5±4.9 N, 2.7±0.5 kgf}

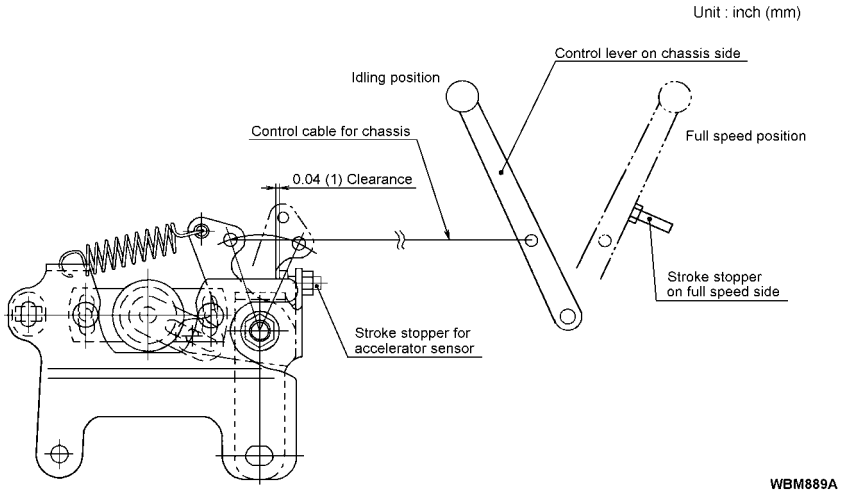
(Part No. : 23760 36D01)

WBM888A

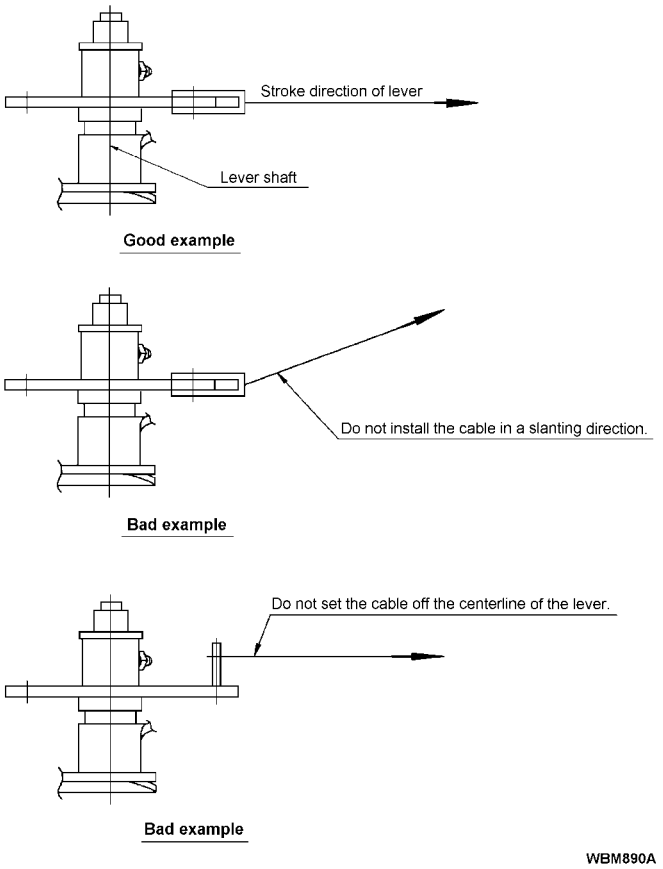
4. Attachment

1) Attach the engine control lever on the chassis side.
When connecting to the linkage on the chassis side, take the following precautions.

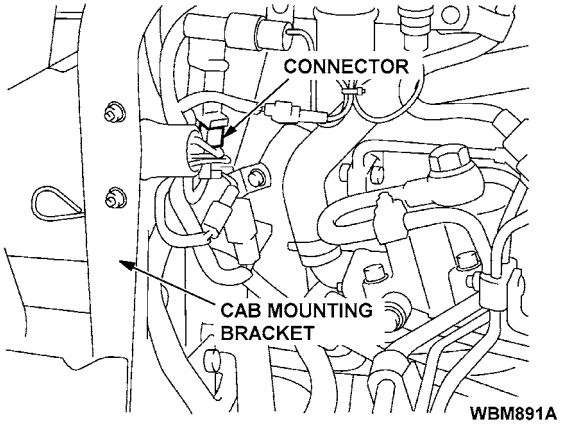
NOTE :
- **Set the engine control lever with adequate play leftover so that it can return to the idling position without fail during driving (idling).**
- **To prevent deformation when the engine is running at full speed, leave a clearance of 0.04 inch (1 mm) between the engine control lever and the adjusting bolt on the full speed side by limiting the lever stroke, using the linkage on the chassis side (by attaching a stopper).**



2) When connecting a cable to the engine control lever, install it in parallel with the stroke direction of the lever so that it will not strain the lever shaft



3) Connect the harness to the connector on the chassis harness. (The connector is placed in the chassis harness section on the inner left side of the cab mounting bracket)



4) The connector to be used is the waterproof 4-pole terminal (6189 0841) with blue tape on the stem. Before using the connector, take the tape off and detach the waterproof plug.

5) Cautions about attachment
- For brackets and similar parts, use ones provided by the chassis maker.
- Do not mount the engine control lever in a position where it may be directly splashed with water. If the sensor section, in particular, may be directly splashed with water (including times of a car wash), protect it with a cover.
- Do not disassemble the engine control lever. Be careful not to drop the engine control unit or to give a strong impact to it. It may cause a malfunction or break down.
- An extension sub-harness is available as an optional part. Part number : 24024 37Z04 (Harness length : 137.80 inch (3500 mm)
- Use the sub-harness connector 6188 0541 (male : chassis harness side) and 6189 0841 (female : engine control lever side), manufactured by Sumitomo.

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 ”NISSAN DIESEL MOTER CO.,LTD. SERVICE MANUAL“.

Parts Abbreviation

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

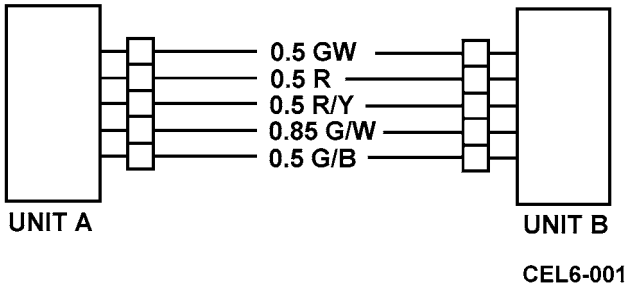
ABBREVIATION	MEANINGS
ON	Switch on
OFF	Switch off
ACC	Accessory
ST	Start
RH	Right hand
LH	Left hand
AOH	Air-over-hydraulic brake
TEMP	Engine coolant temperature
W/L	Warning light
I/L	Indicator light
MAIN H.	Main harness
CHASSIS H.	Chassis harness
ENGINE H.	Engine heater harness
TAIL H	Tail harness
FLOOR 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
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, mm^2), and the letter at the end of each number indicates the color of the covering.



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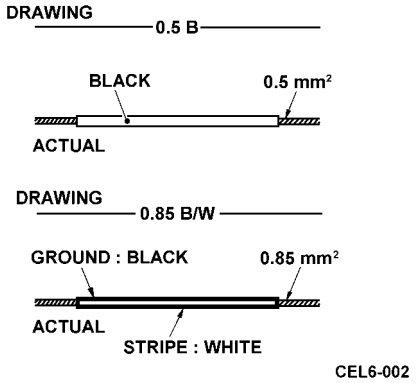
Wire color code and Symbol

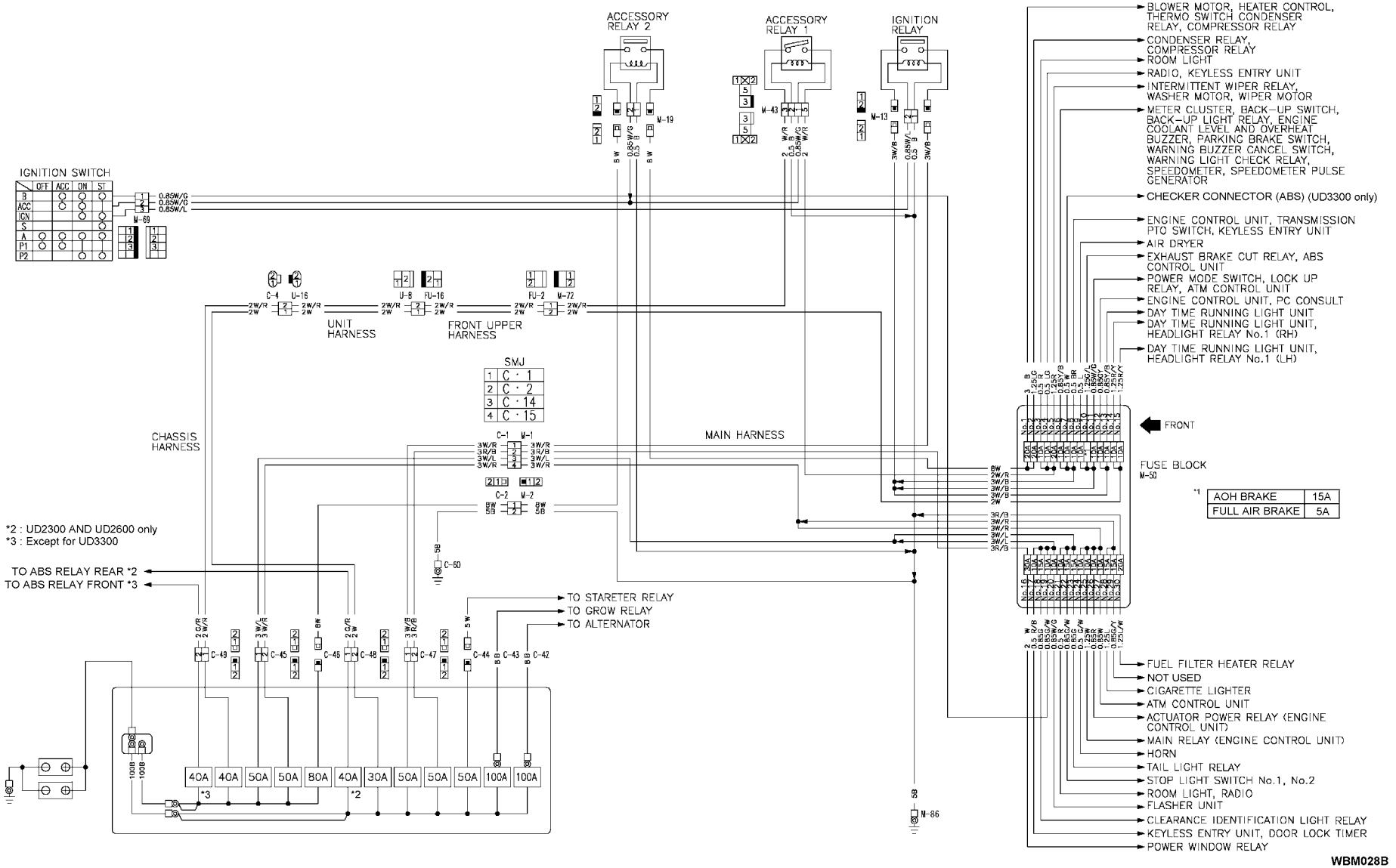
The color of a wire covering is indicated by an alphabetic symbol. If there are two symbols, the first symbol indicates the ground color of the covering and the second one the color of the marking (stripe).



The alphabetical symbols are as follows.

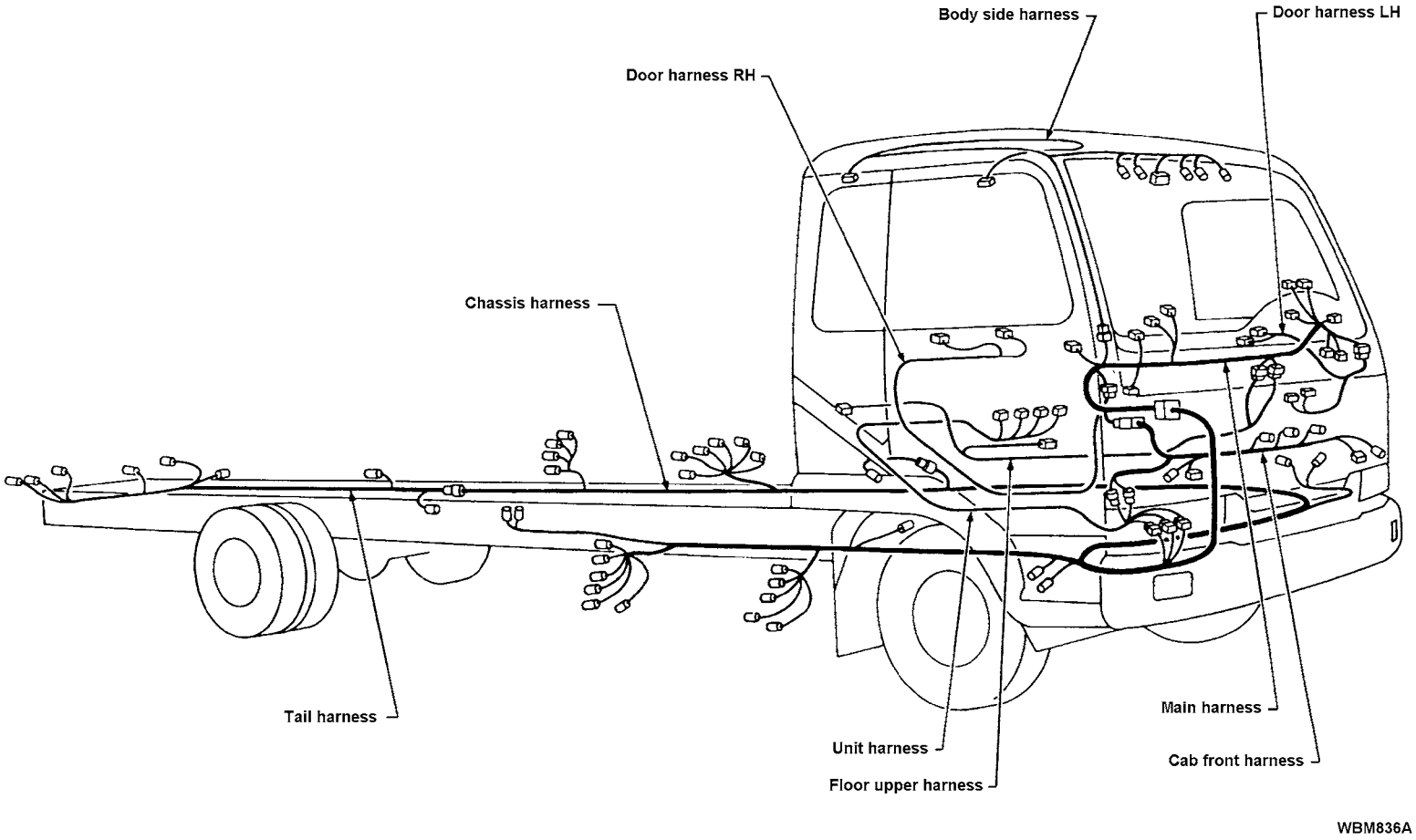
Alphabetical symbol	Color	Mainly-used locations (Circuit name)
W	White	Power supply
B	Black	Grounding (earth)
R	Red	Lighting
Y	Yellow	Meter
G	Green	Signal
L	Blue	Window wiper
BR	Brown	
LG	Light green	
GY	Gray	

CIRCUIT PROTECTOR
CIRCUIT DIAGRAM



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.



CAB HARNESS

DOOR HARNESS (LH)

DL-1	Main harness (M-87)
DL-2	Main harness (M-88)
DL-3	Side turn signal light
DL-4	Power window switch
DL-5	Power window motor
DL-6	Door lock switch and motor
DL-7	Door lock switch (Key-less entry)

BODY SIDE HARNESS

B-1	Main harness (M-90)
B-2	Speaker (RH)
B-3	Speaker (LH)
B-4	Clearance light (RH)
B-5	Identification light (RH)
B-6	Identification light (Center)
B-7	Identification light (LH)
B-8	Clearance light (LH)
B-9	Interior light

DOOR HARNESS (RH)

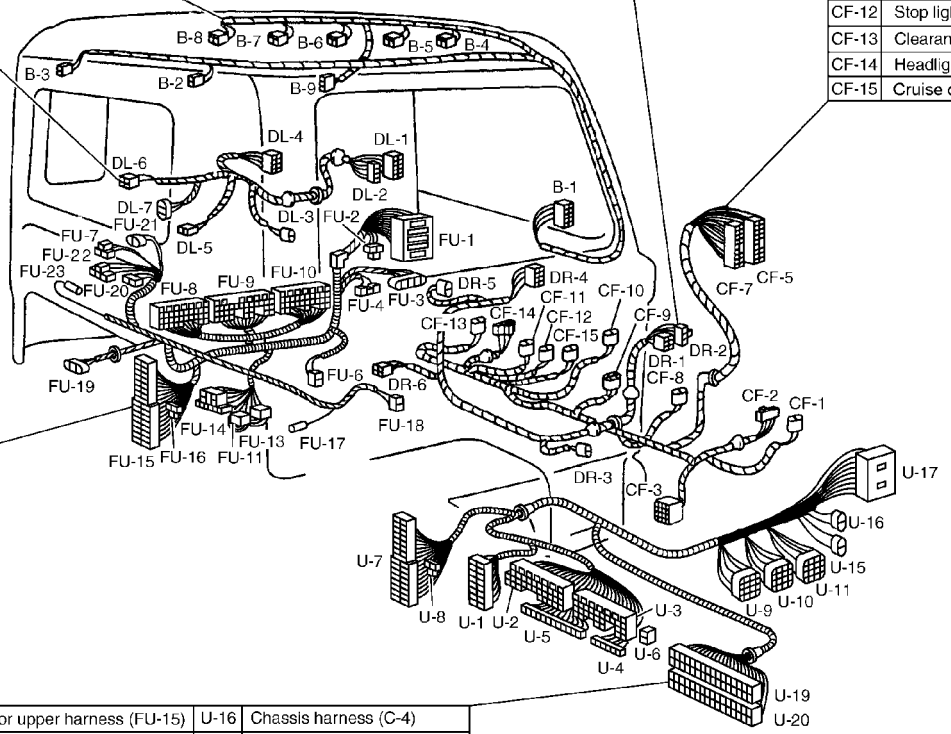
DR-1	Main harness (M-8)
DR-2	Main harness (M-9)
DR-3	Side turn signal light
DR-4	Power window switch
DR-5	Power window motor
DR-6	Door lock motor

CAB FRONT HARNESS

CF-1	Clearance light (RH)
CF-2	Headlight (RH)
CF-3	Unit harness (U-9) *1
CF-5	Main harness (M-11) *1
CF-7	Main harness (M-10)
CF-8	Position light (RH)
CF-9	Wiper motor
CF-10	Position light (LH)
CF-11	Stop light switch 1
CF-12	Stop light switch 2
CF-13	Clearance light (LH)
CF-14	Headlight (LH)
CF-15	Cruise control brake switch

FLOOR UPPER HARNESS

FU-1	Main harness (M-71)
FU-2	Main harness (M-72)
FU-3	Accelerator sensor
FU-4	Accelerator switch
FU-6	Over-drive off switch
FU-7	Shift tower illumination light *1
FU-8	Engine control unit
FU-9	Engine control unit
FU-10	Engine control unit
FU-11	Lock up relay
FU-13	Fuel filter heater relay
FU-14	Main & actuator power relay
FU-15	Unit harness (U-7)
FU-16	Unit harness (U-8)
FU-17	Door switch (RH)
FU-18	Washer motor
FU-19	Tilt lock switch
FU-20	Parking brake air pressure switch *4
FU-21	Warning buzzer cancel switch *4
FU-22	Parking brake switch *5
FU-23	Door switch (LH)



UNIT HARNESS

U-1	Speedometer pulse generator	U-7	Floor upper harness (FU-15)	U-16	Chassis harness (C-4)
U-2	Engine control unit	U-8	Floor upper harness (FU-16)	U-17	Chassis harness (L6) *1, *3
U-3	Engine control unit	U-9	Cab front harness (CF-3) *1	U-19	ATM control unit *1
U-4	Diode	U-10	Chassis harness (C-7) *1	U-20	ATM control unit *1
U-5	Can junction	U-11	Chassis harness (C-6) *1		
U-6	Can resister	U-15	Chassis harness (C-5) *3		

*1: ATM only
*3: MTM only
*4: Wheel parking brake type
*5: Except wheel parking brake type

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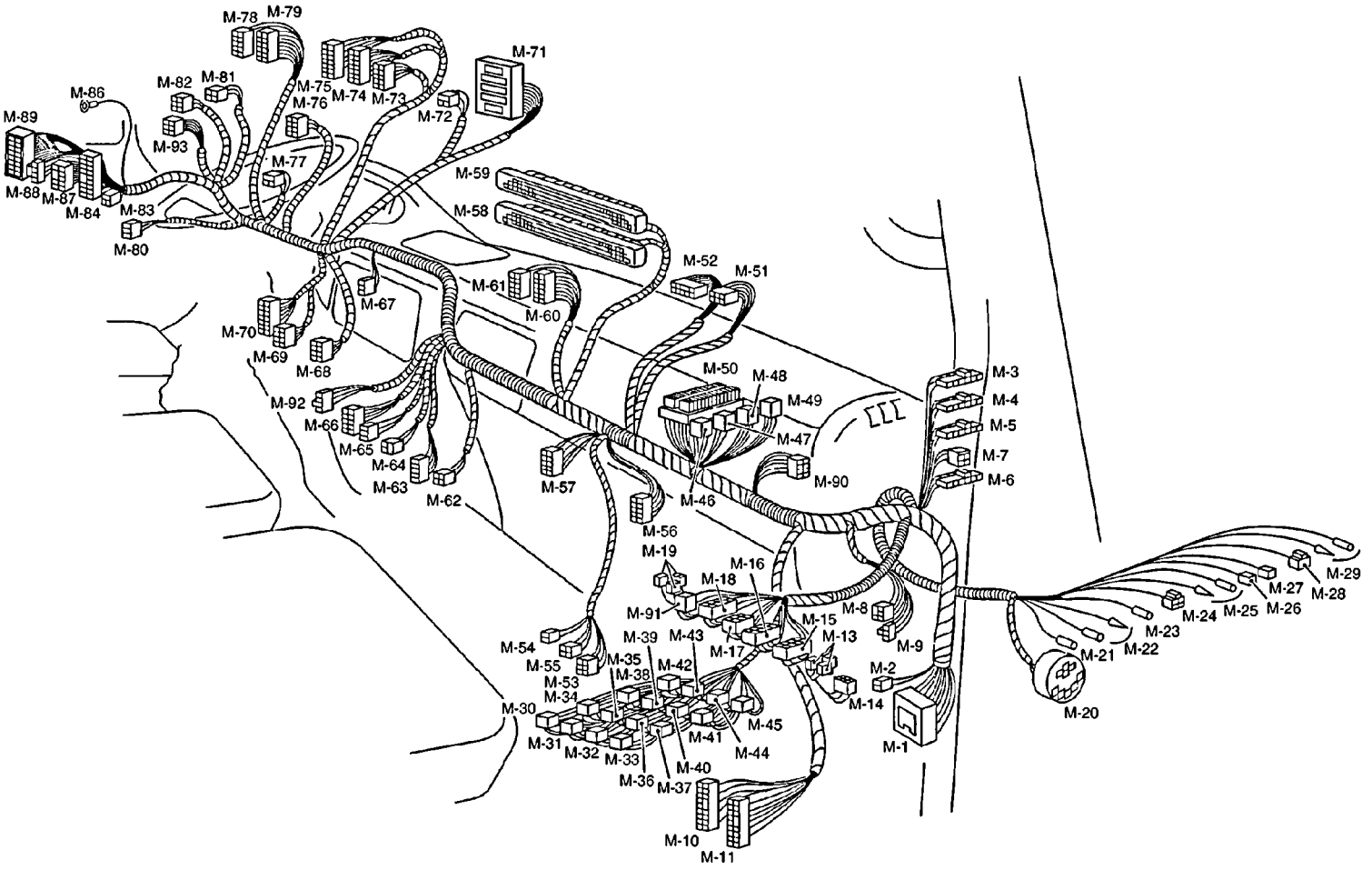
MAIN HARNESS



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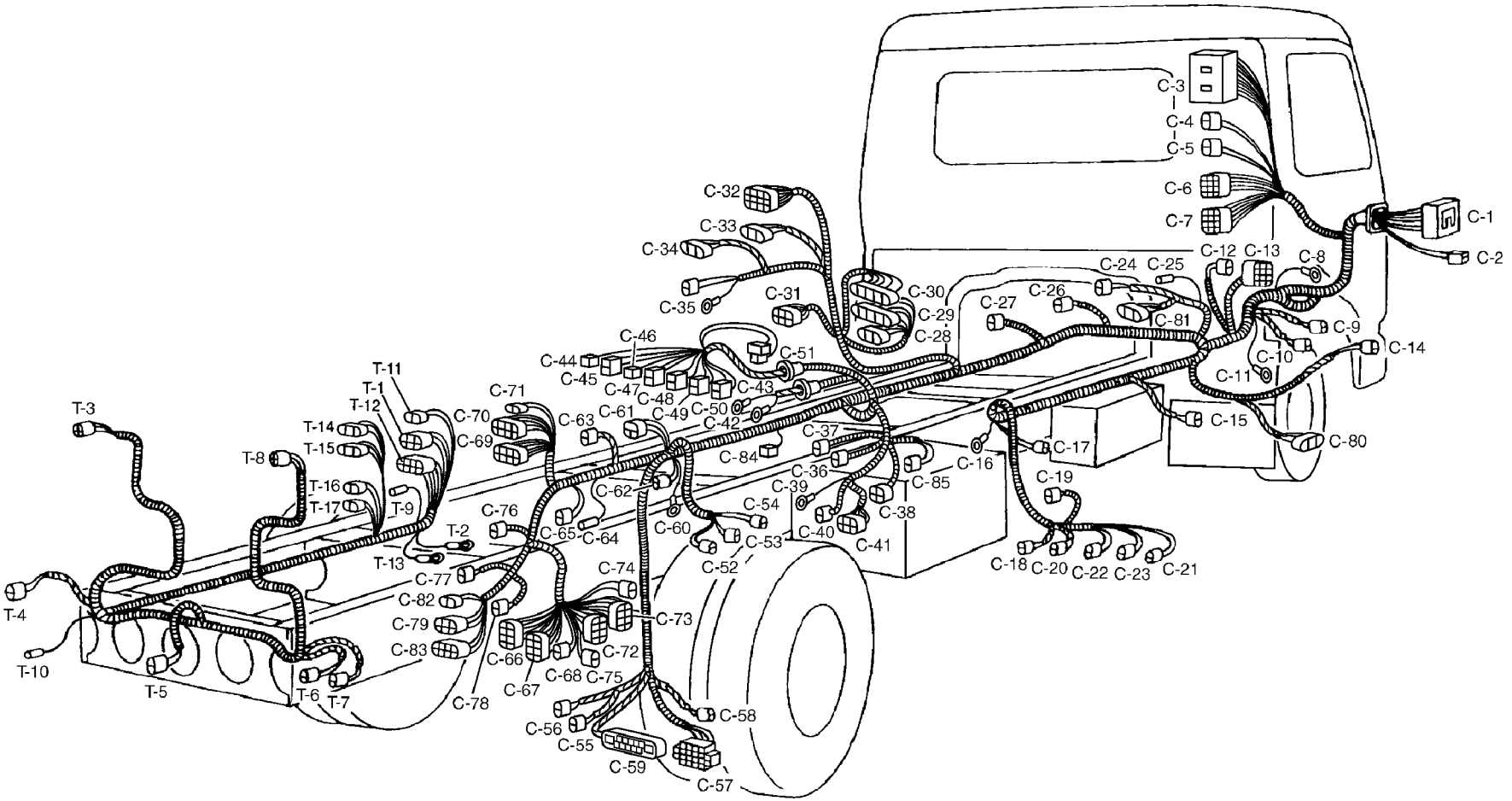
MAIN HARNESS

M-1	Chassis harness (C-1)
M-2	Chassis harness (C-2)
M-3	Diode(ABS/ATM) *5
M-4	Diode
M-5	Diode
M-6	Diode
M-7	Diode(Transmission PTO)
M-8	Door harness (DR-1)
M-9	Door harness (DR-2)
M-10	Cab front harness (CF-7)
M-11	Cab front harness (CF-5) *1
M-13	Ignition relay
M-14	Engine coolant level and overheat warning buzzer
M-15	Flasher unit
M-16	DRL unit
M-17	DRL unit
M-18	Intermittent wiper relay
M-19	Accessory relay
M-20	ATM diagnosis *1
M-21	Engine diagnosis switch
M-22	Diagnosis switch
M-23	Diagnosis switch (For ABS)
M-24	ABS checker *6
M-25	Junction connector A
M-26	Junction connector B
M-27	Junction connector B
M-28	PTO holder diode
M-29	Junction connector PTO
M-30	Compressor relay
M-31	Condenser relay
M-32	Clearance identification relay
M-33	Starter sub relay
M-34	Transmission PTO relay 1 *1 Transmission PTO relay *2
M-35	Warning light check relay
M-36	Air booster hold relay
M-37	Tail light relay
M-38	Exhaust brake cut relay
M-39	Exhaust brake relay
M-40	DRL relay
M-41	Horn relay
M-42	Transmission PTO relay 2
M-43	Accessory relay 1
M-44	Headlight relay LH No. 3
M-45	Power window relay
M-46	Headlight relay No. 1 (RH)
M-47	Headlight relay No. 2 (RH)
M-48	Headlight relay No. 1 (LH)
M-49	Headlight relay No. 2 (LH)
M-50	Fuse block
M-51	Door lock timer
M-52	Back buzzer
M-53	Fan resistor
M-54	Blower motor
M-55	Thermo switch
M-56	Diode
M-57	Diode
M-58	ABS control unit *3
M-59	ABS control unit *4
M-60	ABS control unit *6
M-61	ABS control unit *6
M-62	Cigarette lighter
M-63	Heater controller
M-64	Heater controller illumination
M-65	Air conditioner switch
M-66	Radio
M-67	Idle adjust knob
M-68	Power mode switch *1
M-69	Starter switch
M-70	Combination switch
M-71	Floor upper harness (FU-1)
M-72	Floor upper harness (FU-2)
M-73	Meter cluster A
M-74	Meter cluster B
M-75	Meter cluster C
M-76	Speedometer illumination light
M-77	Exhaust brake clutch switch
M-78	Meter cluster D
M-79	Meter cluster E
M-80	PTO clutch switch *2
M-81	PTO switch
M-82	Warm-up switch
M-83	Warning buzzer
M-84	Key-less unit
M-86	Cab earth
M-87	Door harness (DL-1)
M-88	Door harness (DL-2)
M-89	PC consult
M-90	Body side harness (B-1)
M-91	Oil pressure warning relay
M-92	Cruise control switch (Combination switch)
M-93	Cruise control main switch

*1 : ATM only
*2 : MTM only
*3 : UD1800HD, UD2000 only
*4 : UD2300, UD2600 only
*5 : Except for UD3300
*6 : UD3300 only

CHASSIS HARNESS AND TAIL HARNESS



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CHASSIS HARNESS AND TAIL HARNESS

C-1	Main harness (M-1)
C-2	Main harness (M-2)
C-3	Unit harness (U-17)
C-4	Unit harness (U-16)
C-5	Unit harness (U-15) *2
C-6	Unit harness (U-11) *1
C-7	Unit harness (U-10) *1
C-8	Cab earth *7
C-9	Cooler condenser motor
C-10	Cooler pressure switch
C-11	Frame earth *7
C-12	Engine harness (VNT valve/Engine coolant temperature sensor)
C-13	Engine harness
C-14	Front turn signal light (RH)
C-15	Speed sensor FR, RH
C-16	Frame earth
C-17	Air dryer
C-18	Air pressure switch (FR)
C-19	Exhaust brake magnetic valve
C-20	Air pressure switch (RR)
C-21	Brake fluid level switch *5
C-22	Air booster stroke switch No.1 *5
C-23	Air booster stroke switch No.2 *5
C-24	Front turn signal light (LH)
C-25	Horn
C-26	Speed sensor FR, LH
C-27	Engine coolant level switch
C-28	Boost pressure sensor
C-29	EGR valve 1
C-30	EGR valve 2
C-31	Engine sub harness
C-32	Centralized injector connector
C-33	Common rail pressure sensor
C-34	G sensor
C-35	NE sensor
C-36	Starter relay
C-37	Starter relay
C-38	Accelerator sensor for work
C-39	Glow relay
C-40	Glow relay
C-41	Air flow sub harness
C-42	Fusible link (100A)
C-43	Fusible link (100A)
C-44	Fusible link (50A)
C-45	Fusible link (50A)
C-46	Fusible link (80A)
C-47	Fusible link (50A)
C-48	Fusible link (30A)
C-49	Fusible link (40A)
C-50	3P fuse *5
C-51	3P fuse *5
C-52	Revolution sensor *2
C-53	Transmission neutral switch *2
C-54	Back-up light switch *2
C-55	Engine speed sensor *1
C-56	Turbine speed sensor *1
C-57	Feedthru connector *1
C-58	Output speed sensor *1
C-59	NSBU switch *1
C-60	Frame earth
C-61	Fuel filter
C-62	Fuel heater
C-63	Transmission PTO magnetic valve
C-64	Marker light
C-65	Fuel tank unit
C-66	ABS modulator *3
C-67	ABS relay *3
C-68	ABS relay *3
C-69	ABS modulator (FR) *4
C-70	ABS relay (FR) *4
C-71	ABS relay (FR) *4
C-72	ABS modulator (RR) *4
C-73	ABS relay (RR) *4
C-74	ABS relay (RR) *4
C-75	Speed sensor RR, RH *3 (W/B : E), *4
C-76	Speed sensor RR, LH *3 (W/B : E), *4
C-77	Speed sensor RR, RH *3 (Except W/B : E)
C-78	Speed sensor RR, LH *3 (Except W/B : E)
C-79	Tail harness (T-1)
C-80	ABS modulator FR (RH) *6
C-81	ABS modulator FR (LH) *6
C-82	Tail harness (T-11) *6
C-83	Tail harness (T-12) *6
C-84	Starter (C) *6
C-85	Diode *6

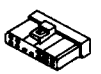
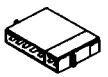
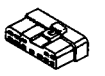
T-1	Chassis harness (C-79)
T-2	Frame earth
T-3	Rear combination light (LH)
T-4	Back-up light (LH)
T-5	License plate light
T-6	Back buzzer
T-7	Back-up light (RH)
T-8	Rear combination light (RH)
T-9	Marker light
T-10	Room light (Rear body)
T-11	Chassis harness (C-82)
T-12	Chassis harness (C-83)
T-13	Frame earth
T-14	ABS modulator RR (RH) *6
T-15	ABS modulator RR (LH) *6
T-16	Speed sensor RR (RH) *6
T-17	Speed sensor RR (LH) *6

*1 : ATM only
*2 : MTM only
*3 : UD1800HD, UD2000 only
*4 : UD2300, UD2600 only
*5 : Except for UD3300
*6 : UD3300 only
*7 : UD1800HD, UD2000, UD2300 only

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.

Type	Classification	Drawing examples		Actual	
		Male	Female	Male	Female
C type	2-pole (W)				
	3-pole (W)				
	4-pole (W)				
	4-pole (BR)				
	8-pole (W)				
M type	2-pole (W)				
	3-pole (W)				
	4-pole (W)				
L type	1-pole (W)				
	2-pole (B)				
W type	2-pole (W)				
	3-pole (W)				

Type	Classification	Drawing examples		Actual	
		Male	Female	Male	Female
W type	4-pole (W)				
Z type	2-pole (GY)				
	3-pole (GY)				
	4-pole (GY)				
S type	1-pole (W)				
	3-pole (L)				
	3-pole (W)				
	3-pole (W)				
	6-pole (W)				
	6-pole (B)				
	12-pole (B)				
	12-pole (B)				

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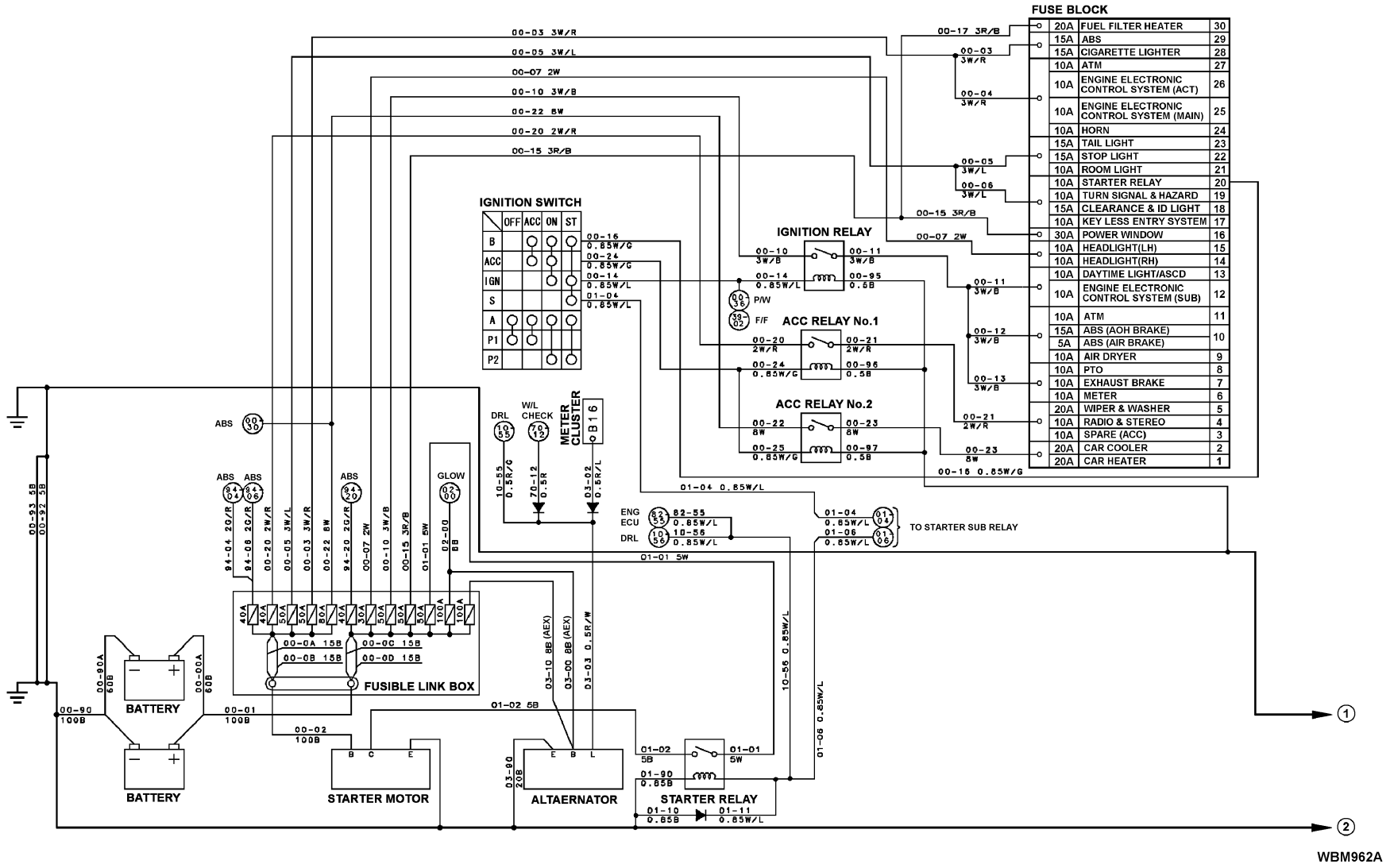
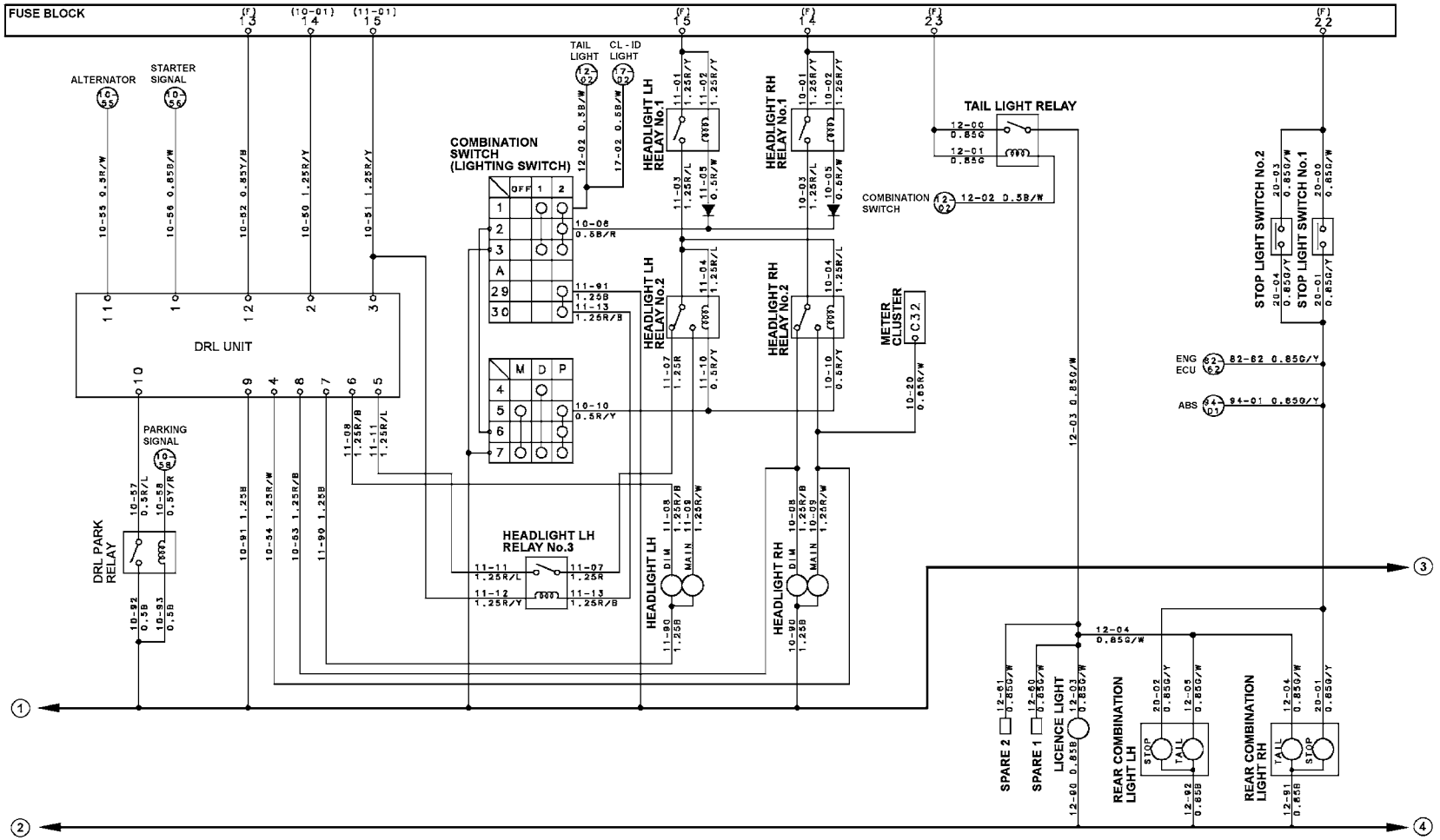
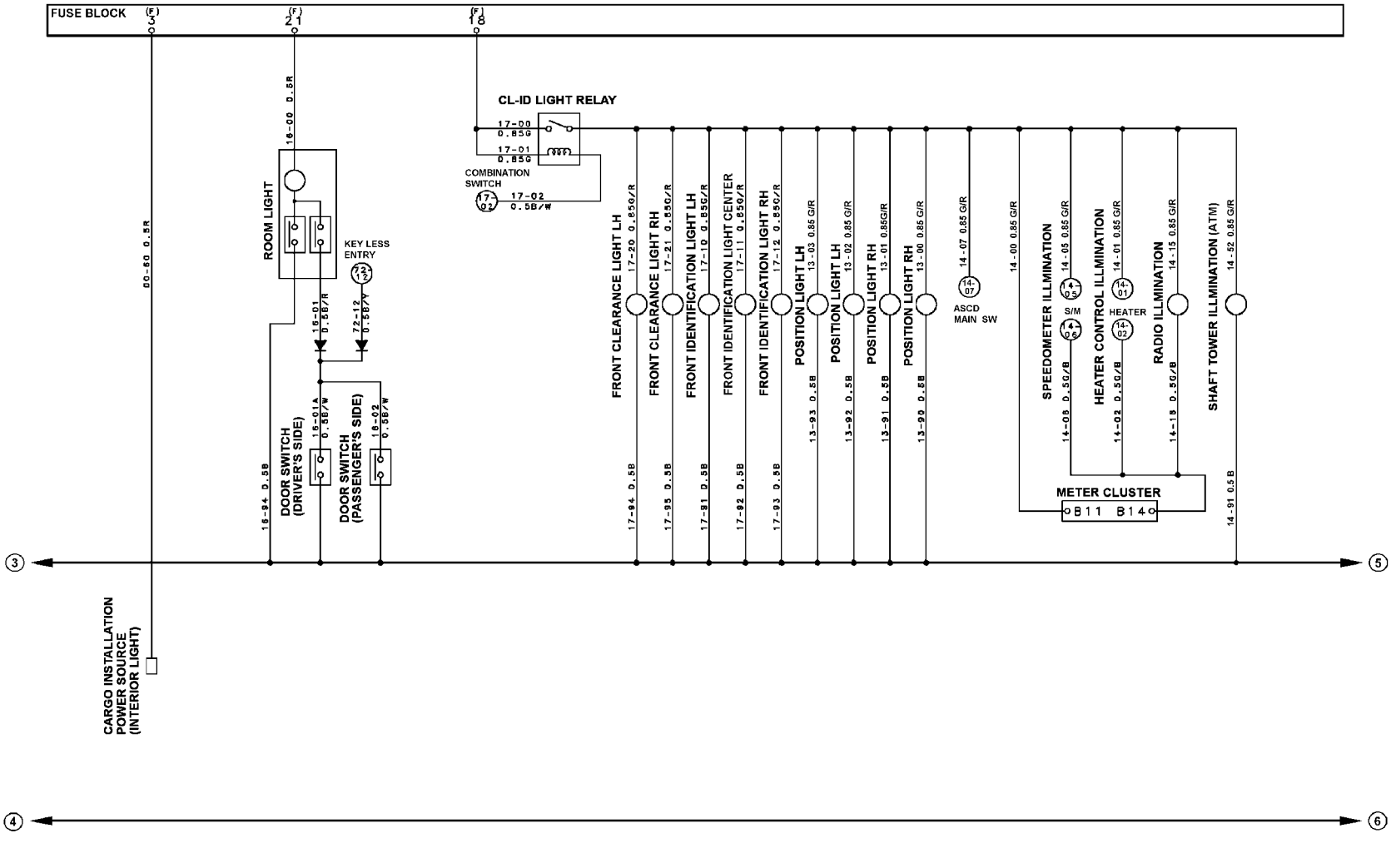
CIRCUIT DIAGRAM

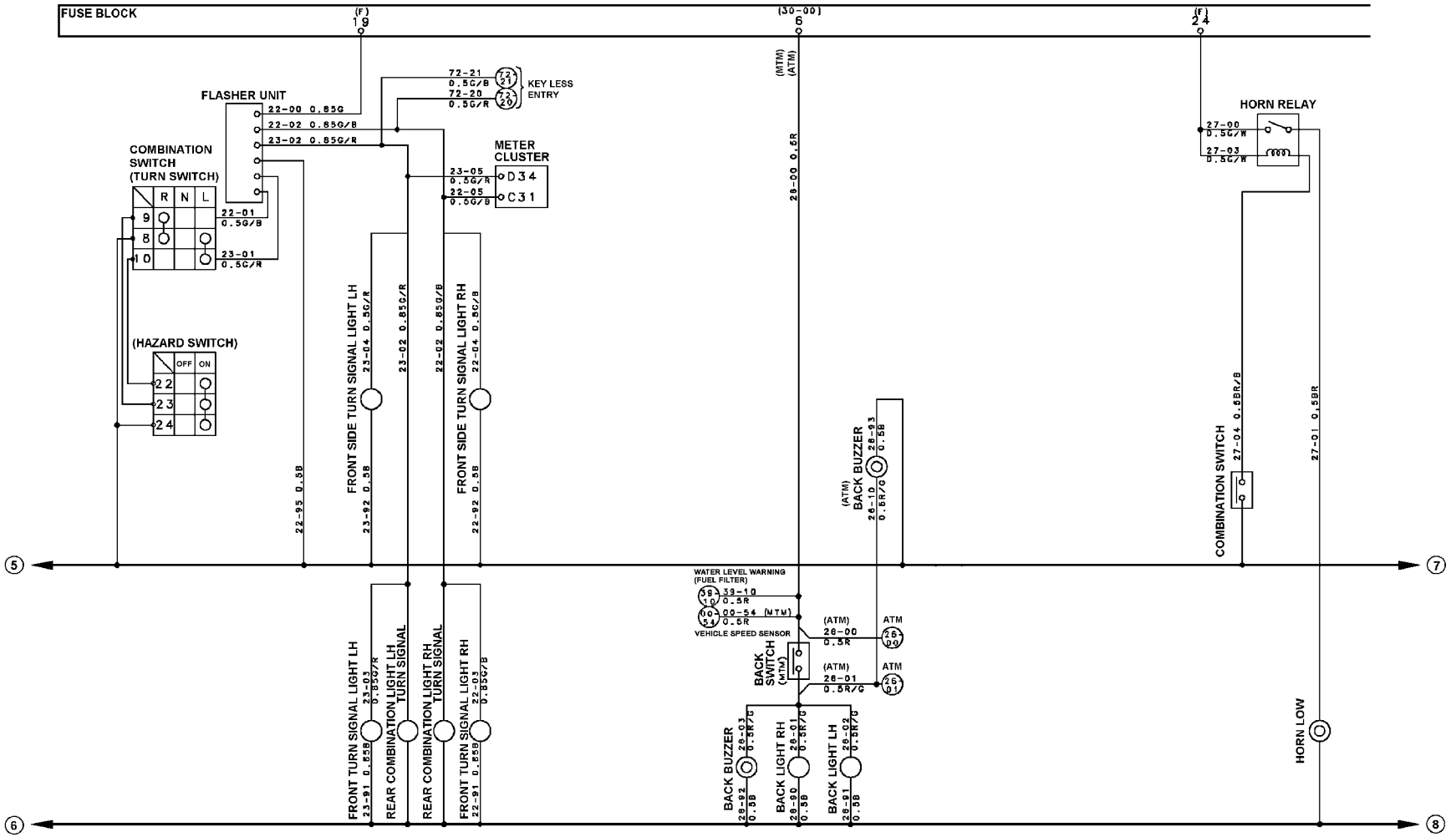



FUSE BLOCK
ALTERNATOR
STARTER SIGNAL
DRL UNIT
PARKING SIGNAL
DRL PARK RELAY
COMBINATION SWITCH (LIGHTING SWITCH)
TAIL LIGHT
CL - ID LIGHT
HEADLIGHT LH RELAY No.1
HEADLIGHT RH RELAY No.1
HEADLIGHT LH RELAY No.2
HEADLIGHT RH RELAY No.2
HEADLIGHT LH RELAY No.3
HEADLIGHT LH DIM
HEADLIGHT LH MAIN
HEADLIGHT RH DIM
HEADLIGHT RH MAIN
TAIL LIGHT RELAY
COMBINATION SWITCH
METER CLUSTER
STOP LIGHT SWITCH No.2
STOP LIGHT SWITCH No.1
ENG ECU
ABS
SPARE 2
SPARE 1
LICENCE LIGHT
REAR COMBINATION LIGHT LH
REAR COMBINATION LIGHT RH

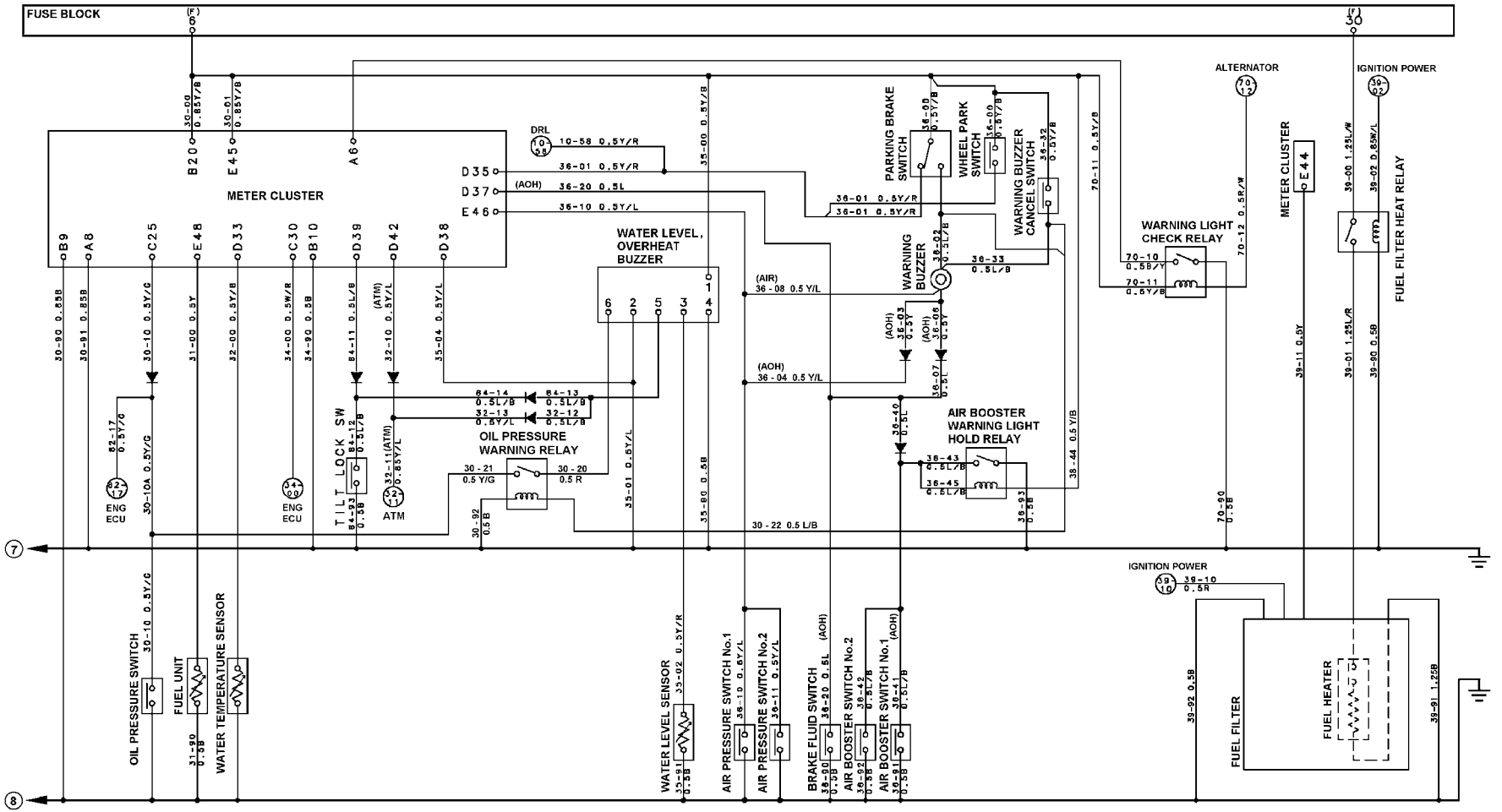
WEL558B


FUSE BLOCK
(F) 3
(F) 21
(F) 18
CL-ID LIGHT RELAY
17-00 0.85G
17-01 0.85G
COMBINATION SWITCH
17-02 0.5B/W
ROOM LIGHT
16-00 0.5R
KEY LESS ENTRY
72-12 0.5B/Y
16-01 0.5B/R
16-01A 0.5B/W
16-02 0.5B/W
DOOR SWITCH (DRIVER'S SIDE)
DOOR SWITCH (PASSENGER'S SIDE)
00-80 0.5R
16-94 0.5B
CARGO INSTALLATION POWER SOURCE (INTERIOR LIGHT)
FRONT CLEARANCE LIGHT LH
17-20 0.85G/R
FRONT CLEARANCE LIGHT RH
17-21 0.85G/R
FRONT IDENTIFICATION LIGHT LH
17-10 0.85G/R
FRONT IDENTIFICATION LIGHT CENTER
17-11 0.85G/R
FRONT IDENTIFICATION LIGHT RH
17-12 0.85G/R
POSITION LIGHT LH
13-03 0.85 G/R
POSITION LIGHT LH
13-02 0.85 G/R
POSITION LIGHT RH
13-01 0.85G/R
POSITION LIGHT RH
13-00 0.85 G/R
ASCD MAIN SW
14-07 0.85 G/R
14-00 0.85 G/R
SPEEDOMETER ILLMINATION
14-05 0.85 G/R
S/M
HEATER CONTROL ILLMINATION
14-01 0.85 G/R
HEATER
RADIO ILLMINATION
14-15 0.85 G/R
SHAFT TOWER ILLMINATION (ATM)
14-52 0.85 G/R
METER CLUSTER
B11 B14
14-06 0.5G/B
14-02 0.5G/B
14-18 0.5G/B
14-91 0.5B
3
5
4
6

WBM963A


FUSE BLOCK
(F) 19
(30-00) 6
(F) 24
FLASHER UNIT
22-00 0.85G
22-02 0.85G/B
23-02 0.85G/R
COMBINATION SWITCH (TURN SWITCH)
R N L
9 8 10
22-01 0.5G/B
23-01 0.5G/R
(HAZARD SWITCH)
OFF ON
22 23 24
72-21 0.5G/B
72-20 0.5G/R
KEY LESS ENTRY
METER CLUSTER
23-05 0.5G/R
22-05 0.5G/B
D34
C31
22-95 0.5B
FRONT SIDE TURN SIGNAL LIGHT LH
23-04 0.5G/R
23-02 0.85G/R
22-02 0.85G/B
FRONT SIDE TURN SIGNAL LIGHT RH
22-04 0.5G/B
23-92 0.5B
22-92 0.5B
(MTM) (ATM)
28-00 0.5R
(ATM) BACK BUZZER
28-03 0.5B
28-10 0.5R/G
HORN RELAY
27-00 0.5G/W
27-03 0.5G/W
COMBINATION SWITCH
27-04 0.85R/B
27-01 0.5BR
HORN LOW
WATER LEVEL WARNING (FUEL FILTER)
39 23-10 0.5R
40 54 00-54 (MTM) 0.5R
VEHICLE SPEED SENSOR
BACK SWITCH (MTM)
(ATM) 28-00 0.5R
(ATM) 28-01 0.5R/G
ATM 26 00
ATM 26 01
FRONT TURN SIGNAL LIGHT LH
23-03 0.85G/R
23-91 0.85B
REAR COMBINATION LIGHT LH TURN SIGNAL
REAR COMBINATION LIGHT RH TURN SIGNAL
FRONT TURN SIGNAL LIGHT RH
22-03 0.85G/B
22-91 0.85B
BACK BUZZER
28-03 0.5R/G
28-92 0.5B
BACK LIGHT RH
28-01 0.5R/G
28-90 0.5B
BACK LIGHT LH
28-02 0.5R/G
28-91 0.5B
5
6
7
8

WEL560B


FUSE BLOCK
METER CLUSTER
B20
E45
A6
D35
D37
E46
DRL
10-58 0.5Y/R
36-01 0.5Y/R
(AOH) 36-20 0.5L
36-10 0.5Y/L
35-00 0.5Y/B
PARKING BRAKE SWITCH
WHEEL PARK SWITCH
WARNING BUZZER CANCEL SWITCH
36-01 0.5Y/R
36-01 0.5Y/R
70-11 0.5Y/B
ALTERNATOR
IGNITION POWER
WARNING LIGHT CHECK RELAY
70-10 0.5B/Y
70-11 0.5Y/B
70-12 0.5R/W
METER CLUSTER
E44
39-11 0.5Y
39-00 1.25L/W
39-02 0.85W/L
FUEL FILTER HEAT RELAY
39-01 1.25L/R
39-90 0.5B
WATER LEVEL, OVERHEAT BUZZER
(AIR) 36-08 0.5 Y/L
(AOH) 36-04 0.5 Y/L
WARNING BUZZER
36-02 0.5L/B
36-33 0.5L/B
(AOH) 36-03 0.5Y
(AOH) 36-06 0.5Y
36-07 0.5L
36-40 0.5L
AIR BOOSTER WARNING LIGHT HOLD RELAY
36-43 0.5L/B
36-45 0.5L/B
36-93 0.5B
38-44 0.5 Y/B
70-90 0.5B
B9
A8
C25
E48
D33
C30
B10
D39
D42
D38
30-90 0.85B
30-91 0.85B
30-10 0.5Y/G
31-00 0.5Y
32-00 0.5Y/B
34-00 0.5W/B
34-90 0.5B
84-11 0.5L/B
32-10 0.5Y/L
35-04 0.5Y/L
(ATM)
84-14 0.5L/B
84-13 0.5L/B
32-13 0.5Y/L
32-12 0.5L/B
82-17 0.5Y/G
30-10A 0.5Y/G
ENG ECU
ENG ECU
TILT LOCK SW
84-12 0.5L/B
84-93 0.5B
32-11 (ATM) 0.85Y/L
ATM
OIL PRESSURE WARNING RELAY
30 - 21 0.5 Y/G
30 - 20 0.5 R
30-92 0.5 B
35-01 0.5Y/L
35-00 0.5B
30 - 22 0.5 L/B
6 2 5 3 4 1
IGNITION POWER
39-10 0.5R
FUEL FILTER
FUEL HEATER
39-92 0.5B
39-91 1.25B
OIL PRESSURE SWITCH
39-10 0.5Y/G
FUEL UNIT
31-90 0.5B
WATER TEMPERATURE SENSOR
WATER LEVEL SENSOR
33-02 0.5Y/R
33-91 0.5B
AIR PRESSURE SWITCH No.1
38-10 0.5Y/L
AIR PRESSURE SWITCH No.2
39-11 0.5Y/L
BRAKE FLUID SWITCH
38-00 0.5B
36-20 0.5L
(AOH)
AIR BOOSTER SWITCH No.2
38-92 0.5B
38-42 0.5L/B
AIR BOOSTER SWITCH No.1
38-91 0.5B
38-41 0.5L/B
(AOH)
7
8

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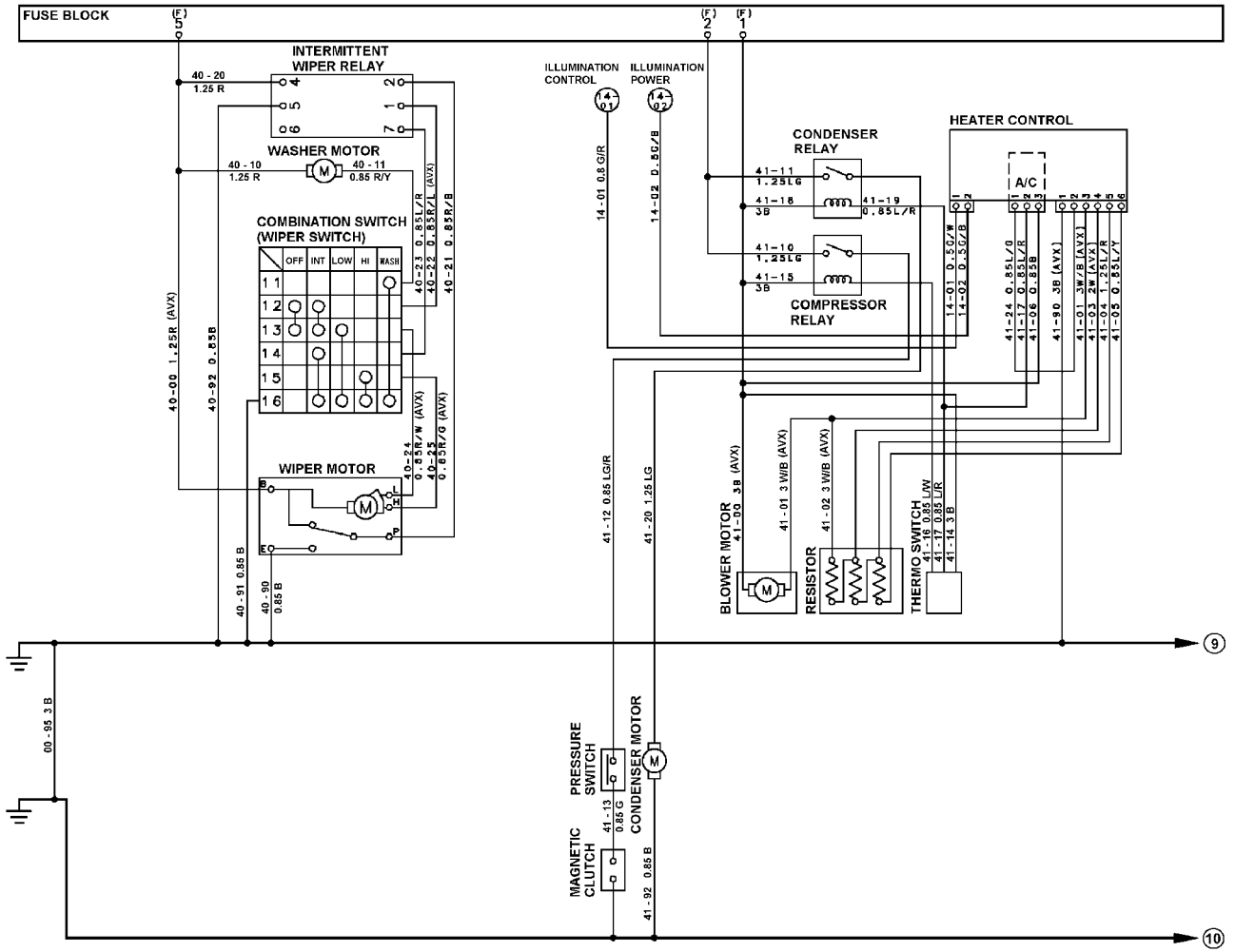
FUSE BLOCK
INTERMITTENT WIPER RELAY
WASHER MOTOR
COMBINATION SWITCH (WIPER SWITCH)
OFF
INT
LOW
HI
WASH
WIPER MOTOR
ILLUMINATION CONTROL
ILLUMINATION POWER
CONDENSER RELAY
COMPRESSOR RELAY
HEATER CONTROL
A/C
BLOWER MOTOR
RESISTOR
THERMO SWITCH
PRESSURE SWITCH
MAGNETIC CLUTCH
CONDENSER MOTOR
40 - 20 1.25 R
40 - 10 1.25 R
40 - 11 0.85 R/Y
40-00 1.25R (AVX)
40-92 0.85B
40 - 91 0.85 B
40 - 90 0.85 B
40-23 0.85L/R
40-22 0.85R/L (AVX)
40-21 0.85R/B
40-24 0.85R/W (AVX)
40-25 0.85R/G (AVX)
14-01 0.8 G/R
14-02 0.5G/B
41-11 1.25LG
41-18 3B
41-19 0.85L/R
41-10 1.25LG
41-15 3B
41-12 0.85 LG/R
41 - 20 1.25 LG
41-00 3B (AVX)
41 - 01 3W/B (AVX)
41 - 02 3 W/B (AVX)
41-16 0.85 L/W
41-17 0.85 L/R
41-14 3 B
41-13 0.85 G
41 - 92 0.85 B
00 - 95 3 B
9
10

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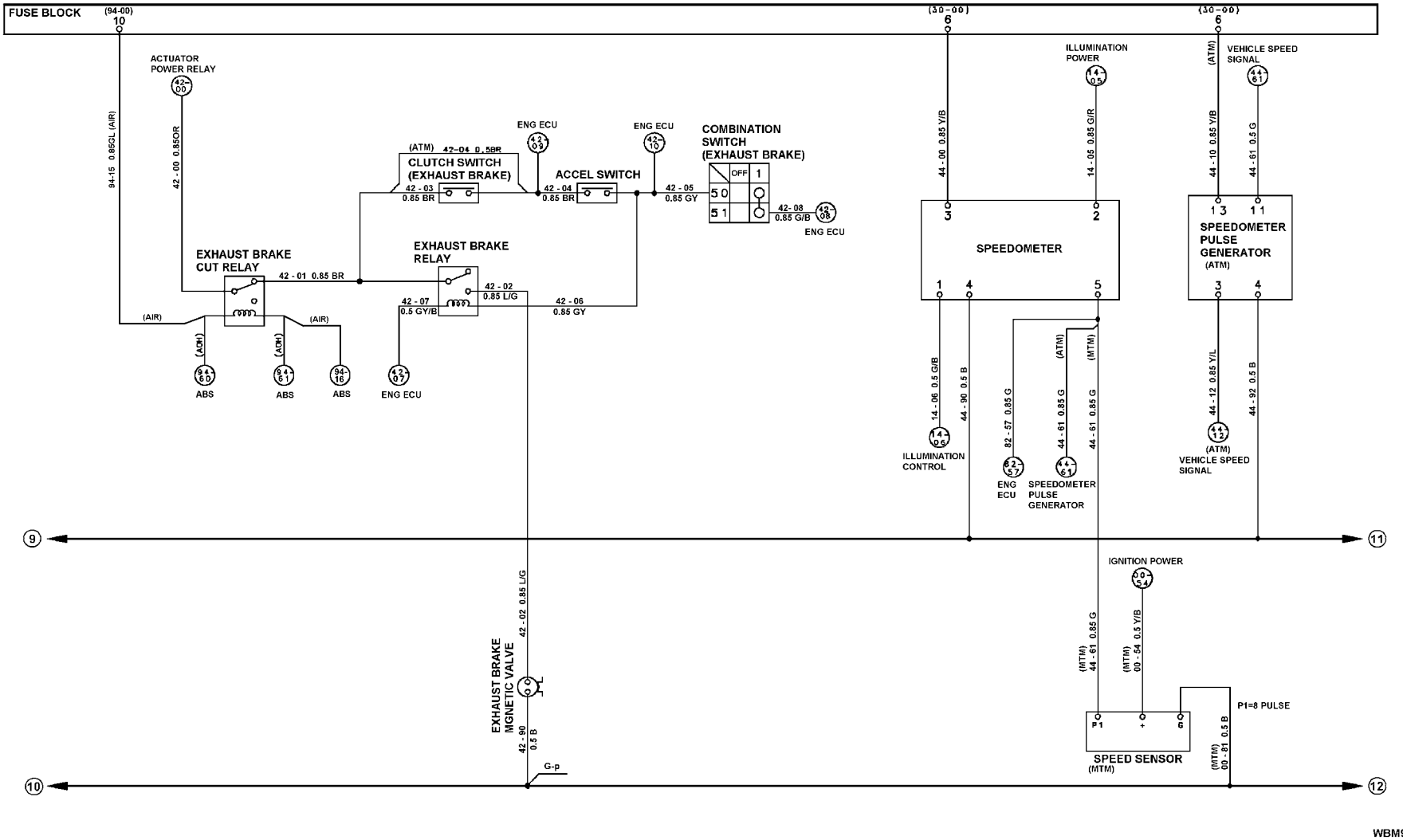
FUSE BLOCK
(94-00)
10
(30-00)
6
(30-00)
6
ACTUATOR POWER RELAY
42-00
94-15 0.85GL (AIR)
42 - 00 0.85OR
ENG ECU
42-03
ENG ECU
42-10
(ATM) 42-04 0.5BR
CLUTCH SWITCH (EXHAUST BRAKE)
42 - 03
0.85 BR
ACCEL SWITCH
42 - 04
0.85 BR
42 - 05
0.85 GY
COMBINATION SWITCH (EXHAUST BRAKE)
OFF
1
50
51
42-08
0.85 G/B
42-08
ENG ECU
EXHAUST BRAKE CUT RELAY
42 - 01 0.85 BR
EXHAUST BRAKE RELAY
42 - 02
0.85 L/G
42 - 07
0.5 GY/B
42 - 06
0.85 GY
(AIR)
(AIR)
(ATM)
(ATM)
94-09
ABS
94-01
ABS
94-16
ABS
42-07
ENG ECU
44 - 00 0.85 Y/B
ILLUMINATION POWER
14-05
14 - 05 0.85 G/R
(ATM)
VEHICLE SPEED SIGNAL
44-61
44 - 10 0.85 Y/B
44 - 61 0.5 G
SPEEDOMETER
1
4
5
3
2
SPEEDOMETER PULSE GENERATOR
(ATM)
13
11
3
4
14 - 06 0.5 G/B
44 - 90 0.5 B
ILLUMINATION CONTROL
14-05
82 - 57 0.85 G
(ATM)
44 - 61 0.85 G
(MTM)
44 - 61 0.85 G
ENG ECU
82-57
SPEEDOMETER PULSE GENERATOR
44-61
44 - 12 0.85 Y/L
44 - 92 0.5 B
(ATM)
VEHICLE SPEED SIGNAL
44-12
9
11
IGNITION POWER
00-54
(MTM)
44 - 61 0.85 G
(MTM)
00 - 54 0.5 Y/B
P1=8 PULSE
P1
+
G
SPEED SENSOR
(MTM)
(MTM)
00 - 81 0.5 B
EXHAUST BRAKE MGNETIC VALVE
42 - 02 0.85 L/G
42 - 90 0.5 B
G-p
10
12

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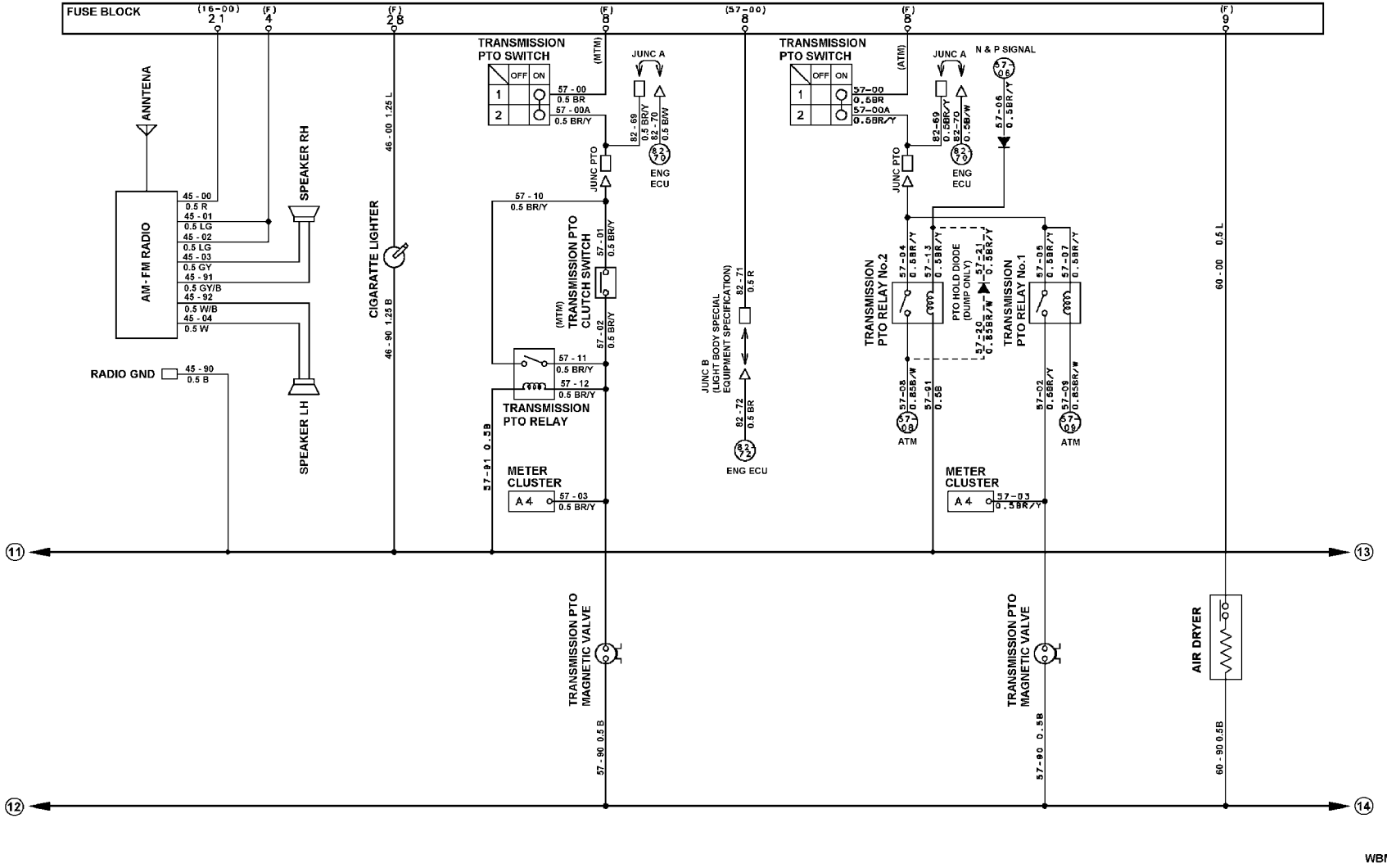
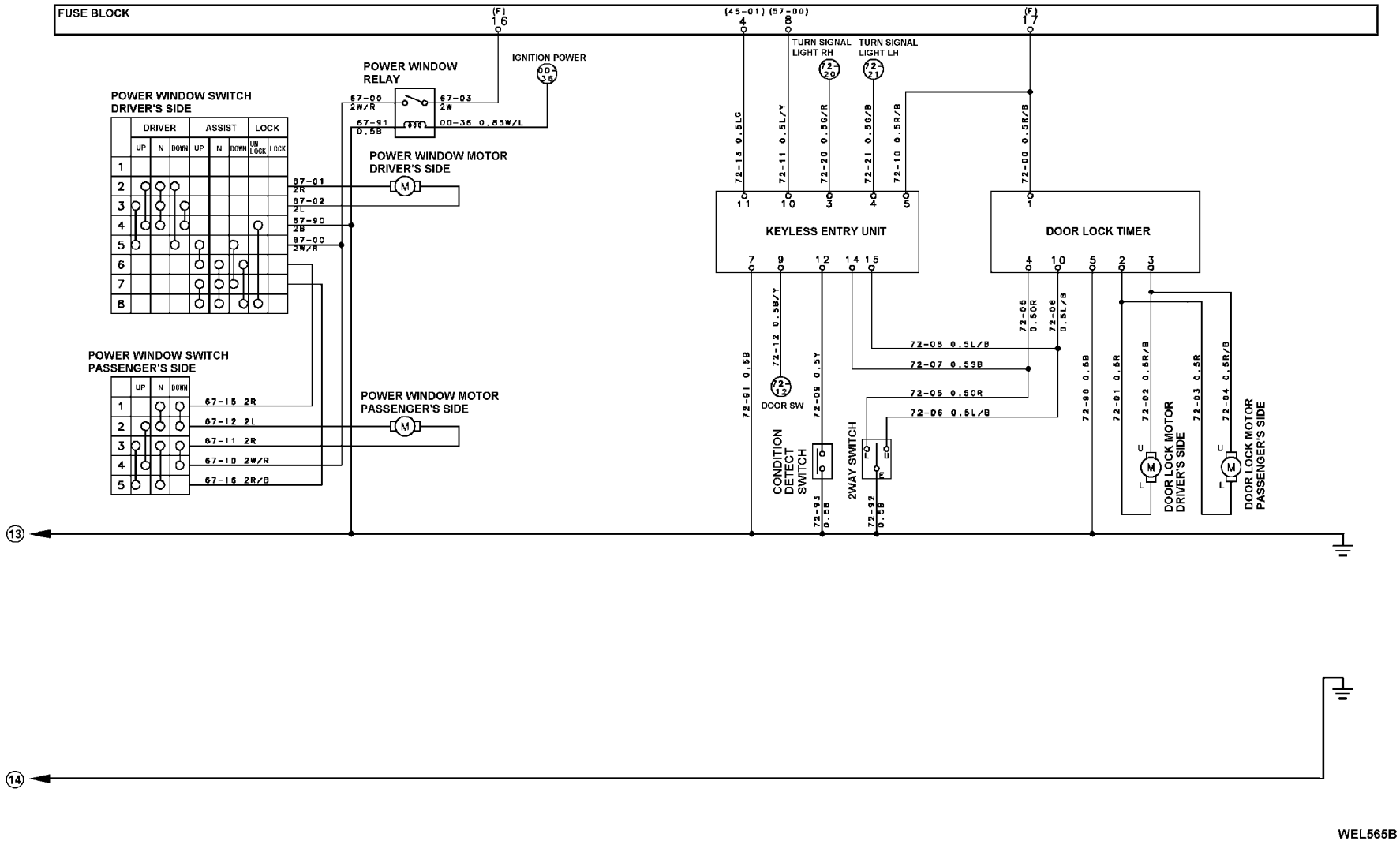
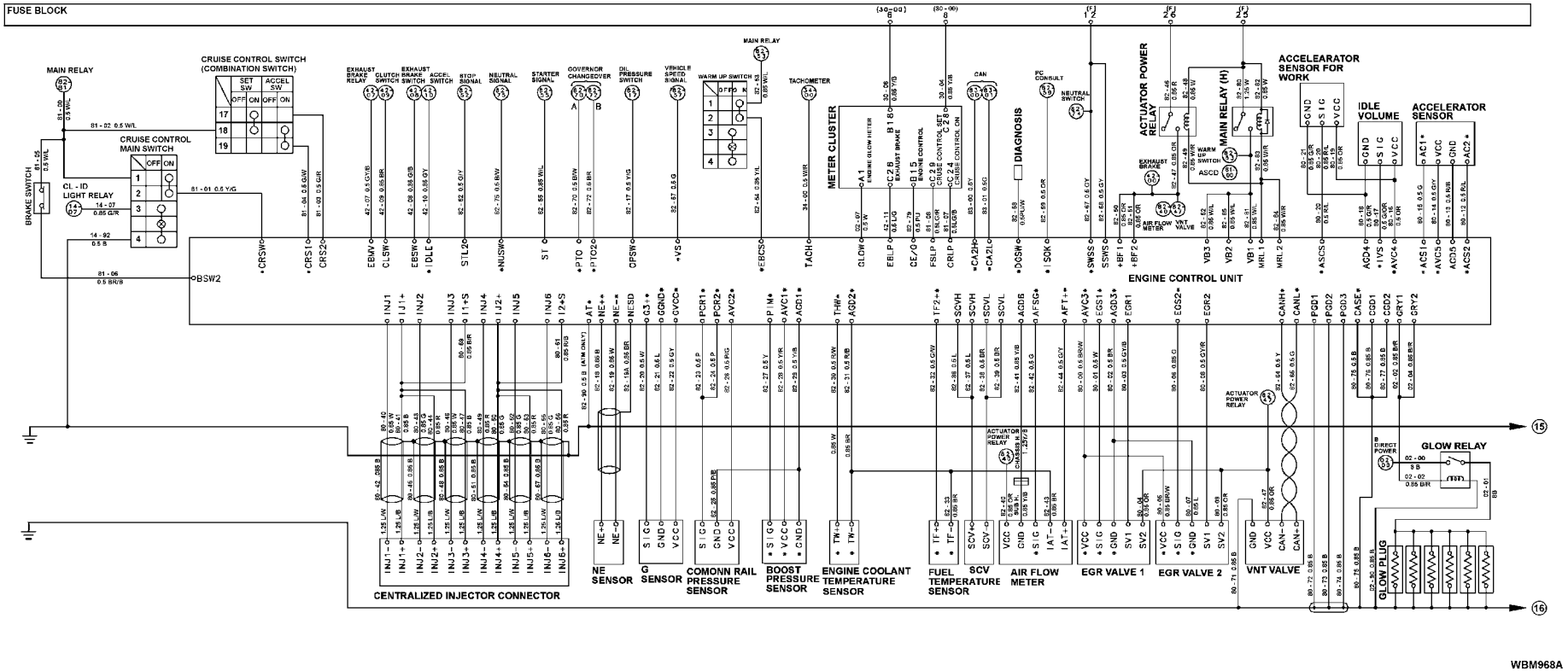
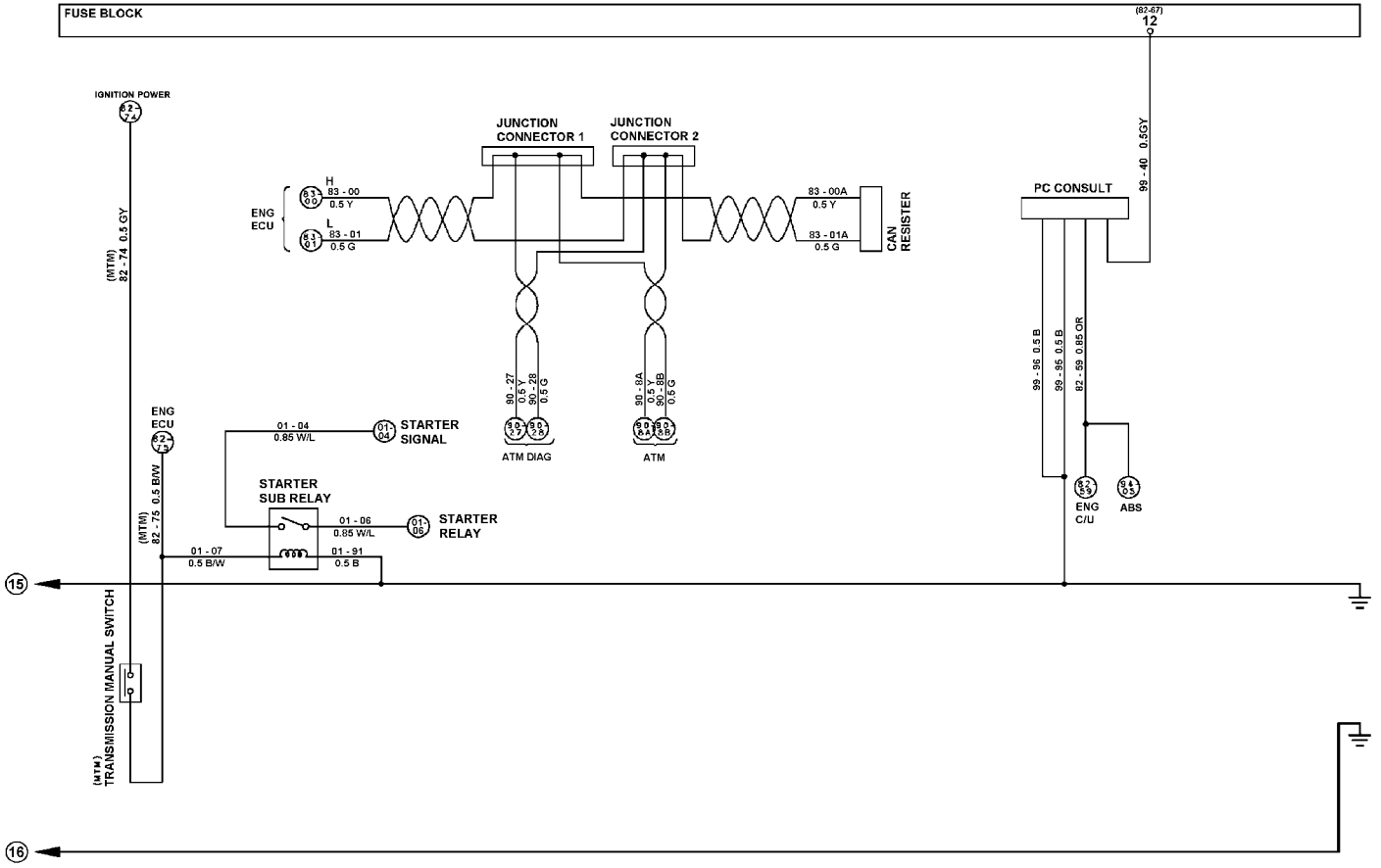

FUSE BLOCK
(16-00)
21
(F)
4
(F)
28
(F)
8
(57-00)
8
(F)
8
(F)
ANNTENA
AM-FM RADIO
45 - 00
0.5 R
45 - 01
0.5 LG
45 - 02
0.5 LG
45 - 03
0.5 GY
45 - 91
0.5 GY/B
45 - 92
0.5 W/B
45 - 04
0.5 W
RADIO GND
45 - 90
0.5 B
SPEAKER RH
SPEAKER LH
CIGARATTE LIGHTER
46 - 00 1.25 L
46 - 90 1.25 B
TRANSMISSION PTO SWITCH
(MTM)
OFF
ON
1
2
57 - 00
0.5 BR
57 - 00A
0.5 BR/Y
JUNC A
82 - 69
0.5 BR/Y
82 - 70
0.5 BW
ENG ECU
JUNC PTO
57 - 10
0.5 BR/Y
TRANSMISSION PTO CLUTCH SWITCH
(MTM)
57 - 01
0.5 BR/Y
57 - 02
0.5 BR/Y
57 - 11
0.5 BR/Y
57 - 12
0.5 BR/Y
TRANSMISSION PTO RELAY
57-91 0.5B
METER CLUSTER
A 4
57 - 03
0.5 BR/Y
JUNC B
(LIGHT BODY SPECIAL EQUIPMENT SPECIFICATION)
82 - 71
0.5 R
82 - 72
0.5 BR
ENG ECU
TRANSMISSION PTO SWITCH
(ATM)
OFF
ON
1
2
57-00
0.5BR
57-00A
0.5BR/Y
JUNC A
82-69
0.5BR/Y
82-70
0.5BW
ENG ECU
JUNC PTO
N & P SIGNAL
57-06
0.5BR/Y
TRANSMISSION PTO RELAY No.2
57-04
0.5BR/Y
57-13
0.5BR/Y
PTO HOLD DIODE (DUMP ONLY)
57-21
0.5BR/Y
57-20
0.5BR/W
57-08
0.5BR/W
57-91
0.5B
ATM
TRANSMISSION PTO RELAY No.1
57-05
0.5BR/Y
57-07
0.5BR/Y
57-02
0.5BR/Y
57-09
0.5BR/W
ATM
METER CLUSTER
A 4
57-03
0.5BR/Y
60 - 00
0.5 L
AIR DRYER
60 - 90 0.5B
TRANSMISSION PTO MAGNETIC VALVE
57 - 90 0.5 B
TRANSMISSION PTO MAGNETIC VALVE
57-90 0.5B
11
12
13
14
WBM967A


FUSE BLOCK
(F) 16
(45-01) (57-00) 4
8
(F) 17
IGNITION POWER
00-35
POWER WINDOW RELAY
67-00 2W/R
67-03 2W
67-91 0.5B
00-35 0.85W/L
TURN SIGNAL LIGHT RH
72-20
TURN SIGNAL LIGHT LH
72-21
POWER WINDOW SWITCH DRIVER'S SIDE
DRIVER
ASSIST
LOCK
UP
N
DOWN
UP
N
DOWN
UN LOCK
LOCK
67-01 2R
67-02 2L
67-90 2B
67-00 2W/R
POWER WINDOW MOTOR DRIVER'S SIDE
POWER WINDOW SWITCH PASSENGER'S SIDE
67-15 2R
67-12 2L
67-11 2R
67-10 2W/R
67-16 2R/B
POWER WINDOW MOTOR PASSENGER'S SIDE
72-13 0.5LG
72-11 0.5L/Y
72-20 0.5G/R
72-21 0.5G/B
72-10 0.5R/B
72-00 0.5R/B
KEYLESS ENTRY UNIT
DOOR LOCK TIMER
72-12 0.5B/Y
72-91 0.5B
72-09 0.5Y
72-08 0.5L/B
72-07 0.5SB
72-05 0.5OR
72-06 0.5L/B
72-90 0.5B
72-01 0.5R
72-02 0.5R/B
72-03 0.5R
72-04 0.5R/B
DOOR SW
CONDITION DETECT SWITCH
2WAY SWITCH
72-93 0.5B
72-92 0.5B
DOOR LOCK MOTOR DRIVER'S SIDE
DOOR LOCK MOTOR PASSENGER'S SIDE
13
14
WEL565B


FUSE BLOCK
MAIN RELAY
CRUISE CONTROL SWITCH (COMBINATION SWITCH)
CRUISE CONTROL MAIN SWITCH
BRAKE SWITCH
CL - ID LIGHT RELAY
EXHAUST BRAKE RELAY
CLUTCH SWITCH
EXHAUST BRAKE SWITCH
ACCEL SWITCH
STOP SIGNAL
NEUTRAL SIGNAL
STARTER SIGNAL
GOVERNOR CHANGEOVER
OIL PRESSURE SWITCH
VEHICLE SPEED SIGNAL
WARM UP SWITCH
TACHOMETER
METER CLUSTER
DIAGNOSIS
PC CONSULT
ACTUATOR POWER RELAY
MAIN RELAY (H)
ACCELEARATOR SENSOR FOR WORK
IDLE VOLUME
ACCELERATOR SENSOR
ENGINE CONTROL UNIT
CENTRALIZED INJECTOR CONNECTOR
NE SENSOR
G SENSOR
COMONN RAIL PRESSURE SENSOR
BOOST PRESSURE SENSOR
ENGINE COOLANT TEMPERATURE SENSOR
FUEL TEMPERATURE SENSOR
SCV
AIR FLOW METER
EGR VALVE 1
EGR VALVE 2
VNT VALVE
GLOW RELAY
GLOW PLUG

WBM968A


FUSE BLOCK
(82-67)
12
99 - 40 0.5GY
IGNITION POWER
82 - 74
(MTM)
82 - 74 0.5 GY
JUNCTION CONNECTOR 1
JUNCTION CONNECTOR 2
ENG ECU
H
83 - 00
0.5 Y
L
83 - 01
0.5 G
83 - 00A
0.5 Y
83 - 01A
0.5 G
CAN RESISTER
PC CONSULT
90 - 27
0.5 Y
90 - 28
0.5 G
ATM DIAG
90 - 8A
0.5 Y
90 - 8B
0.5 G
ATM
99 - 96 0.5 B
99 - 95 0.5 B
82 - 59 0.85 OR
ENG ECU
82 - 73
01 - 04
0.85 W/L
STARTER SIGNAL
STARTER SUB RELAY
01 - 06
0.85 W/L
STARTER RELAY
(MTM)
82 - 75 0.5 B/W
01 - 07
0.5 B/W
01 - 91
0.5 B
ENG C/U
ABS
15
16
(MTM)
TRANSMISSION MANUAL SWITCH

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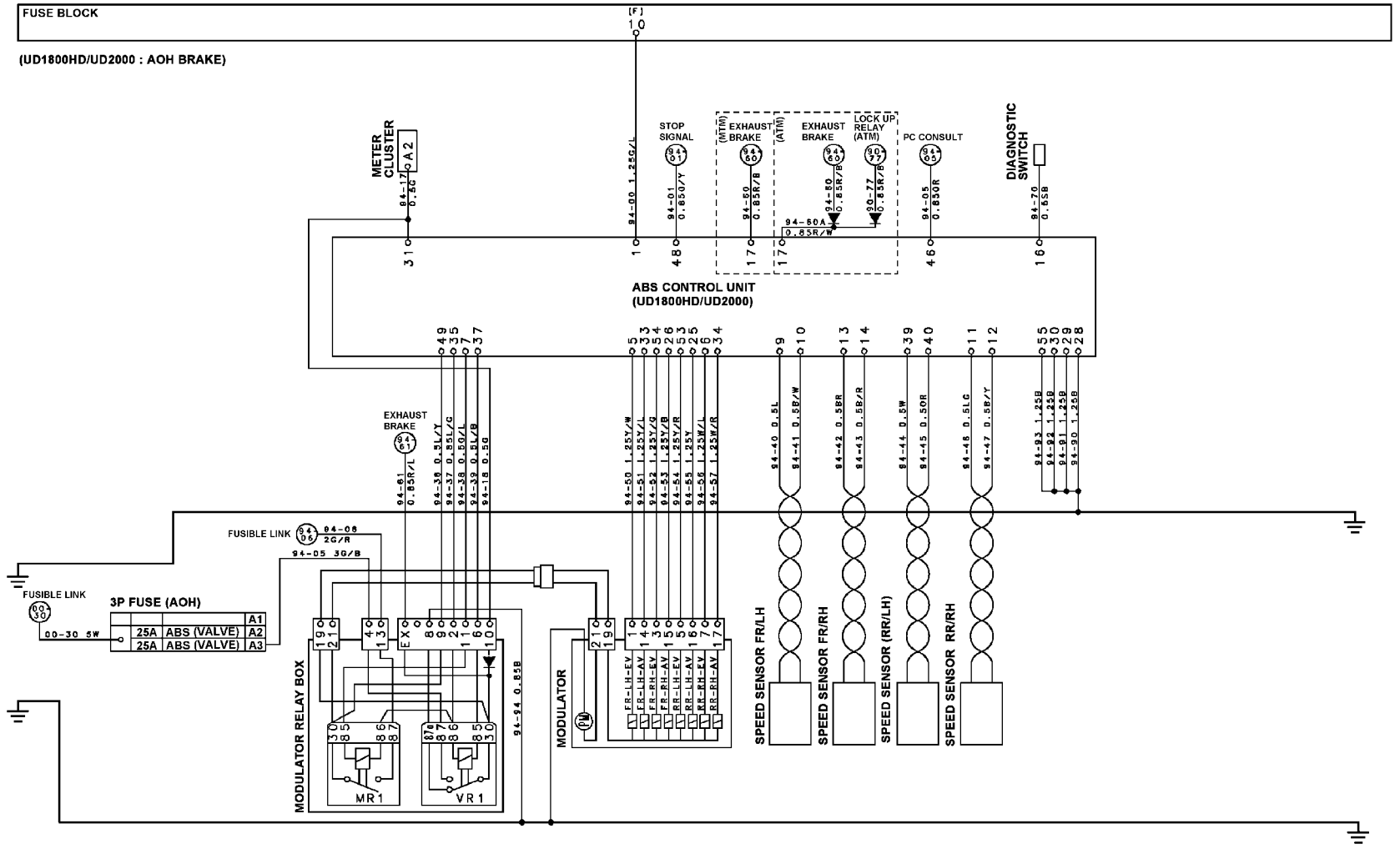
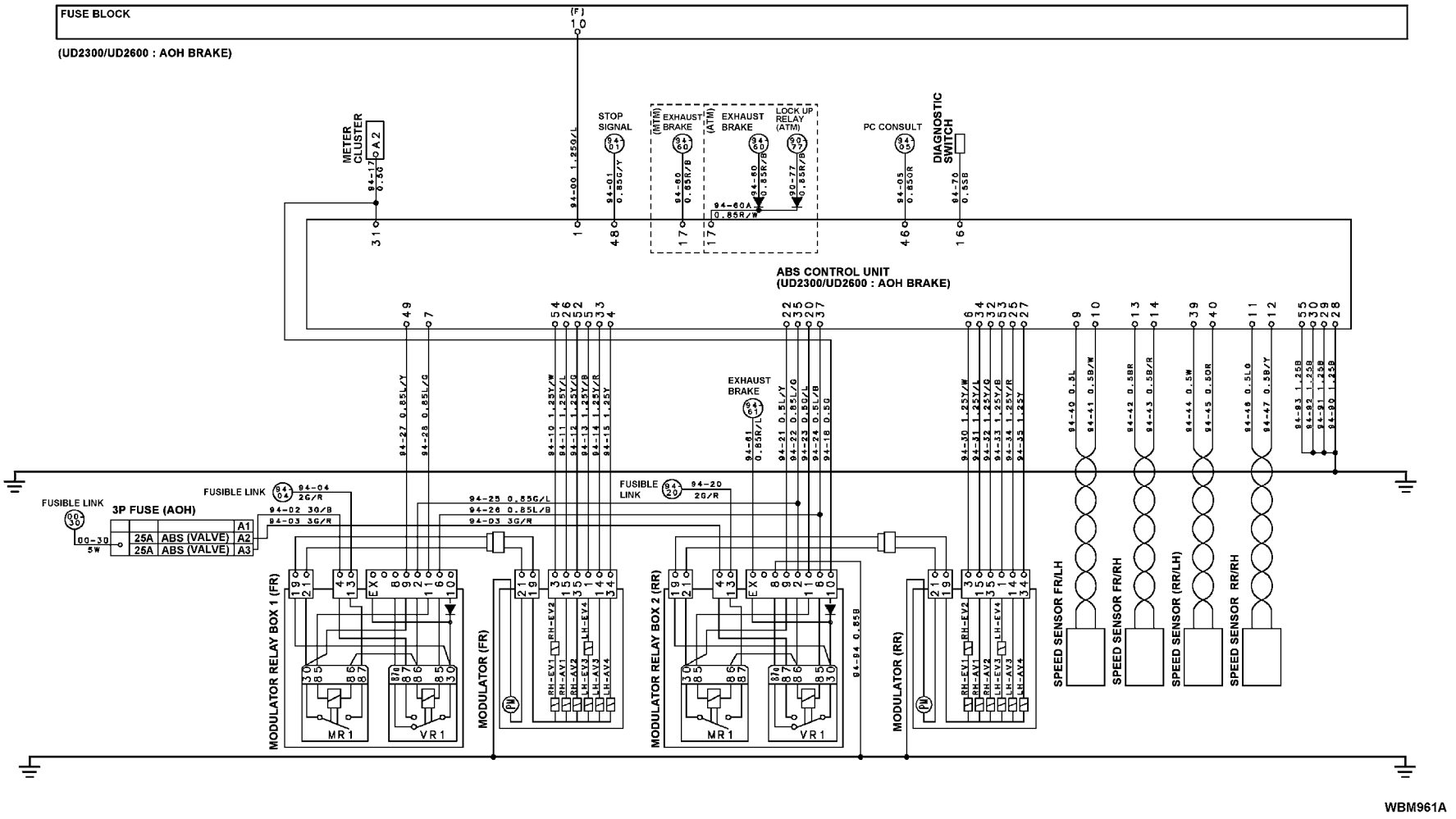
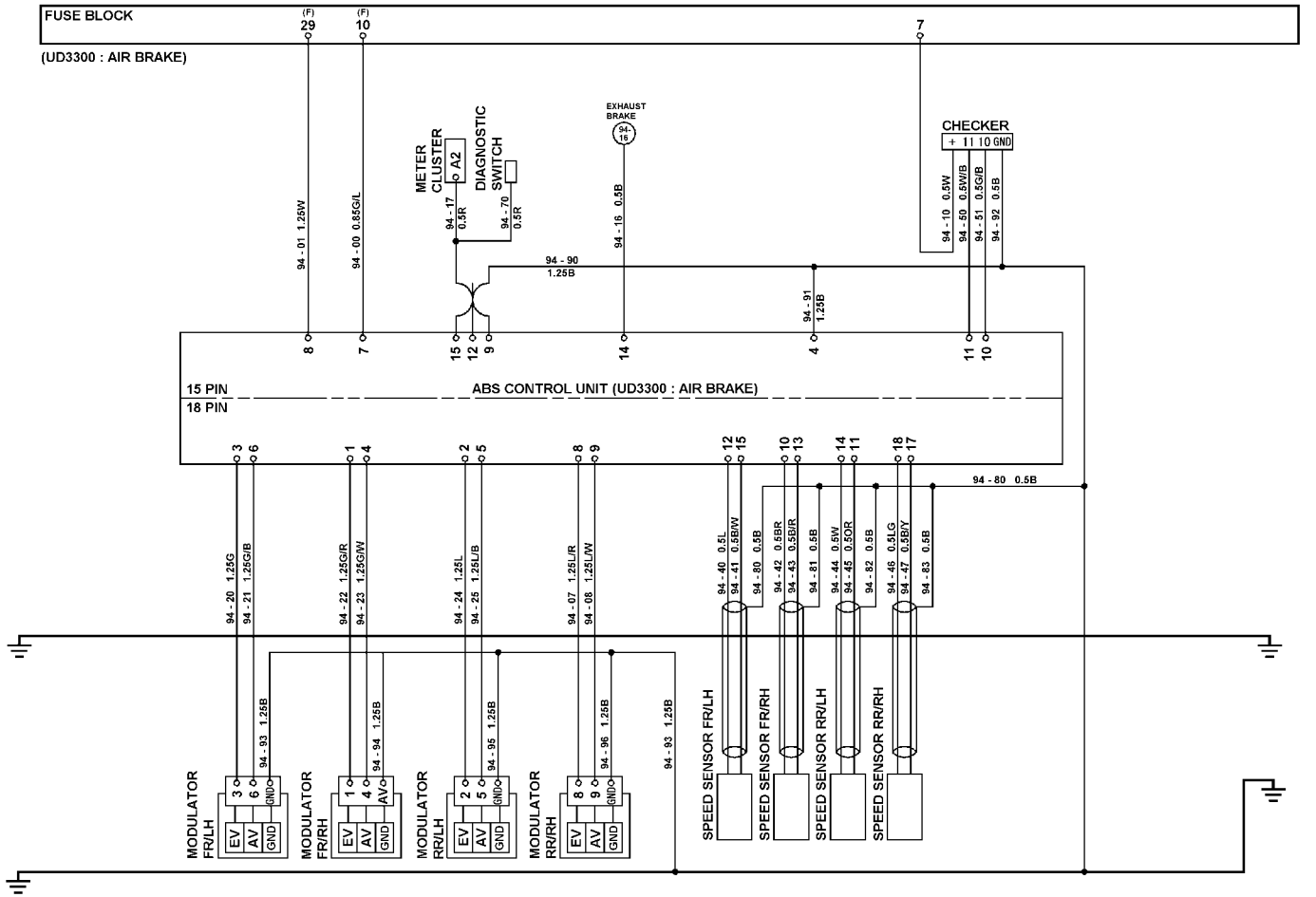
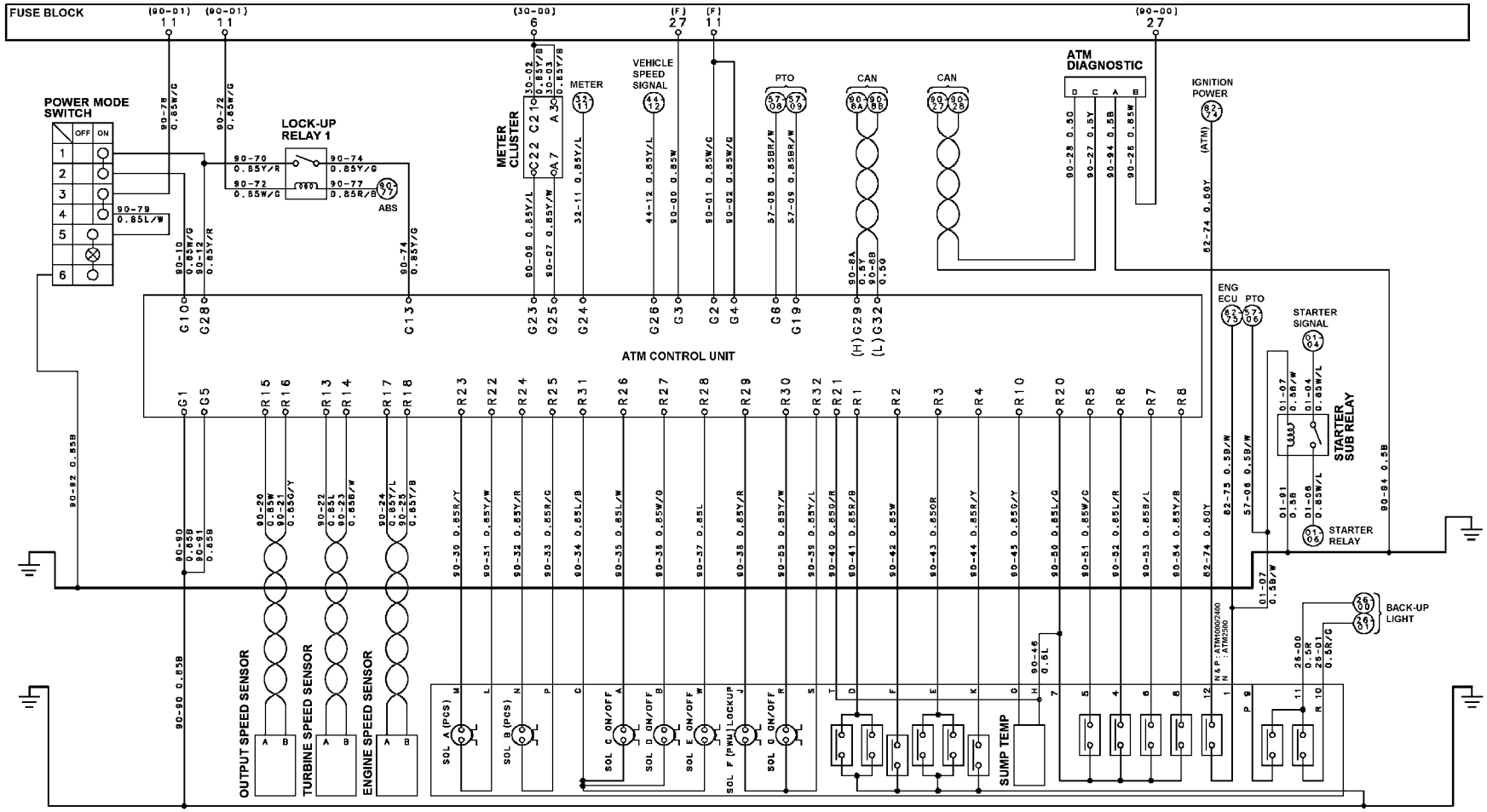

FUSE BLOCK
(F) 10
(UD1800HD/UD2000 : AOH BRAKE)
METER CLUSTER
STOP SIGNAL
EXHAUST BRAKE (MTM)
EXHAUST BRAKE (ATM)
LOCK UP RELAY (ATM)
PC CONSULT
DIAGNOSTIC SWITCH
ABS CONTROL UNIT (UD1800HD/UD2000)
EXHAUST BRAKE
FUSIBLE LINK
FUSIBLE LINK
3P FUSE (AOH)
25A ABS (VALVE) A2
25A ABS (VALVE) A3
MODULATOR RELAY BOX
MR1
VR1
MODULATOR
SPEED SENSOR FR/LH
SPEED SENSOR FR/RH
SPEED SENSOR (RR/LH)
SPEED SENSOR RR/RH
WBM960A

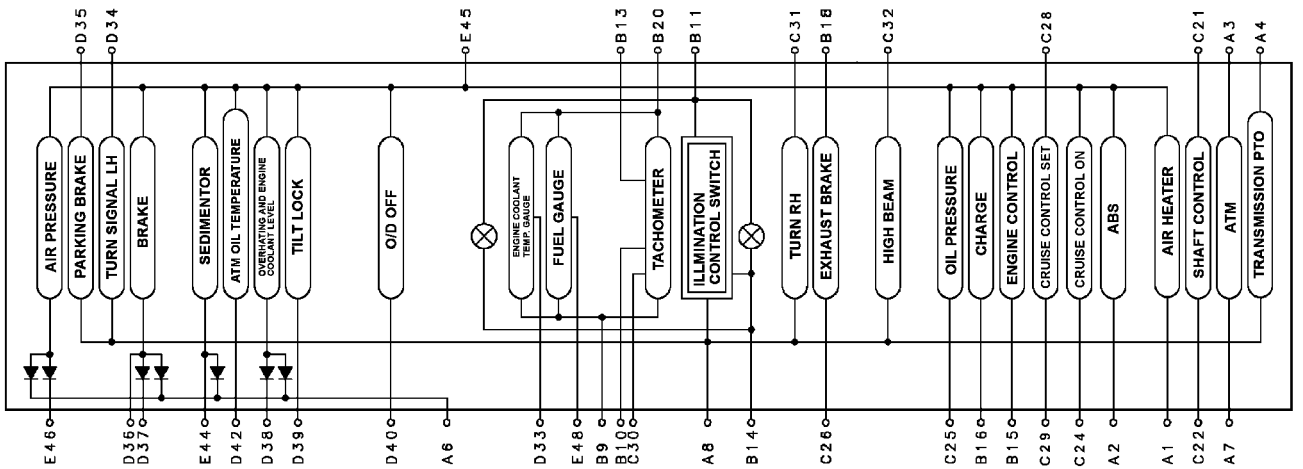

FUSE BLOCK
(UD2300/UD2600 : AOH BRAKE)
METER CLUSTER
STOP SIGNAL
EXHAUST BRAKE
EXHAUST BRAKE
LOCK UP RELAY (ATM)
PC CONSULT
DIAGNOSTIC SWITCH
ABS CONTROL UNIT
(UD2300/UD2600 : AOH BRAKE)
EXHAUST BRAKE
FUSIBLE LINK
3P FUSE (AOH)
25A ABS (VALVE)
25A ABS (VALVE)
MODULATOR RELAY BOX 1 (FR)
MODULATOR (FR)
MODULATOR RELAY BOX 2 (RR)
MODULATOR (RR)
MR1
VR1
SPEED SENSOR FR/LH
SPEED SENSOR FR/RH
SPEED SENSOR (RR/LH)
SPEED SENSOR RR/RH
WBM961A


FUSE BLOCK
(UD3300 : AIR BRAKE)
(F) 29
(F) 10
7
METER CLUSTER
A2
DIAGNOSTIC SWITCH
EXHAUST BRAKE
94-15
CHECKER
+ 11 10 GND
94 - 01 1.25W
94 - 60 0.85G/L
94 - 17 0.5R
94 - 70 0.5R
94 - 16 0.5B
94 - 10 0.5W
94 - 50 0.5W/B
94 - 51 0.5G/B
94 - 92 0.5B
94 - 90 1.25B
94 - 91 1.25B
8 7 15 12 9 14 4 11 10
15 PIN
18 PIN
ABS CONTROL UNIT (UD3300 : AIR BRAKE)
3 6 1 4 2 5 8 9 12 15 10 13 14 11 18 17
94 - 80 0.5B
94 - 20 1.25G
94 - 21 1.25G/B
94 - 22 1.25G/R
94 - 23 1.25G/W
94 - 24 1.25L
94 - 25 1.25L/B
94 - 07 1.25L/R
94 - 08 1.25L/W
94 - 40 0.5L
94 - 41 0.5B/W
94 - 80 0.5B
94 - 42 0.5BR
94 - 43 0.5B/R
94 - 81 0.5B
94 - 44 0.5W
94 - 45 0.5OR
94 - 82 0.5B
94 - 46 0.5LG
94 - 47 0.5B/Y
94 - 83 0.5B
94 - 93 1.25B
94 - 94 1.25B
94 - 95 1.25B
94 - 96 1.25B
94 - 93 1.25B
MODULATOR FR/LH
MODULATOR FR/RH
MODULATOR RR/LH
MODULATOR RR/RH
EV
AV
GND
SPEED SENSOR FR/LH
SPEED SENSOR FR/RH
SPEED SENSOR RR/LH
SPEED SENSOR RR/RH

WEL732B


FUSE BLOCK
POWER MODE SWITCH
LOCK-UP RELAY 1
ABS
METER CLUSTER
METER
VEHICLE SPEED SIGNAL
PTO
CAN
CAN
ATM DIAGNOSTIC
IGNITION POWER
ATM CONTROL UNIT
ENG ECU
PTO
STARTER SIGNAL
STARTER SUB RELAY
STARTER RELAY
BACK-UP LIGHT
OUTPUT SPEED SENSOR
TURBINE SPEED SENSOR
ENGINE SPEED SENSOR
SUMP TEMP
SOL A (PCS)
SOL B (PCS)
SOL C ON/OFF
SOL D ON/OFF
SOL E ON/OFF
SOL F [PWM] LOCKUP
SOL G ON/OFF
N & P : ATM1600/2400
M : ATM2500
WBM970A

METER CLUSTER



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