INTERNATIONAL®
MV™ SERIES

MV INTERNATIONAL™ | COMPARISON GUIDE

BUILT FOR YOUR DAILY GRIND

The International® MV™ Series, a medium duty truck that's built with everything you need to conquer your daily grind. It's designed and engineered to set new standards for quality and productivity, with a spacious cab crafted through driver input for optimal comfort, control and safety. The MV Series offers the industry-leading intelligence of the Diamond Logic® electrical system, and the industry's first and only all-makes diagnostics system OnCommand® Connection for unrivaled connectivity. With virtually limitless customization options, the MV Series provides the ideal truck for your demanding application.

The MV Series is built smarter to work harder for you – all day, every day.

- **Driver controls and instrumentation** are based on robust industry-standard SAE J1939 electrical architecture, controls and switches are configured to be easy to find, reach and operate, even when wearing gloves
- **Up to 30 customizable factory-installed switches** with custom labels are optimally positioned to use with integrated equipment, user-replaceable switches are available for any application
- **Steering wheel control** labels are laser-etched for maximum readability and durability
- **The available innovative shifter** is mounted on the steering column, allowing the driver to easily operate shifting and engine braking while keeping their eyes on the road and hands on the wheel (Allison 1000/2000 transmissions still use the dash mounted shifter)
- **The powerful HVAC system** employs advanced automotive heating and cooling technology to deliver optimal comfort and reliability. The system endured rigorous testing in extreme temperatures to deliver best-in-class visibility and comfort
- **A max defrost feature** in the HVAC system helps clear windows faster in colder climates, providing quicker, clearer visibility for increased uptime and less waiting
- **Cab wiring** includes harnessing and an in-cab power distribution module that's protected from the elements

Introduction

VISION. CONCEPT. REALIZATION.

To confirm the many advantages of the MV™ Series, we contracted an independent, third party company to conduct a thorough evaluation to see how it stacks up to the competition. Measurements were taken from standard production vehicles and performed in precisely the same manner, by the same personnel, across all models. Plus, vehicle specifications were matched as closely as possible to help ensure competitive consistency. How did the MV Series compare? Find the results on the following pages.

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INTRODUCTION | Specifications

ENGINEERED FOR DURABILITY. BUILT FOR THE DRIVER.

The MV™ Series has a broad range of applications to maximize productivity.

And with two proven Cummins® engines, three cab sizes, a choice of 4x2 or 6x4 axle configurations — plus our unmatched expertise in delivering the specifications to suit your application, the MV Series can be dialed in to deliver precisely what you need.

GVW
- 21,500 – 54,700 lbs.

Models/BBC/BA
- MV607: 107" BBC, 40" BA
- MV60H: 107" BBC, 40" BA (Low Profile)

Cab Configurations
- Regular Cab
- Extended Cab
- Crew Cab

Wheelbase Options
- 128" – 311"

Axle Configurations
- 4x2, 6x4

Rear Axle
- Single Rear Axle (4x2)
  - Meritor: 13,500 – 30,000 lbs.
  - Dana Spicer: 13,500 – 30,000 lbs.
- Tandem Rear Axle (6x4)
  - Meritor: 34,000 – 40,000 lbs.

Front Axle
- Meritor: 8,000 – 14,700 lbs.
- Dana Spicer: 8,000 – 14,700 lbs.
- Hendrickson NXT: 10,000 – 12,000 lbs.

Frames
- High Strength Low-alloy Steel 50,000 – 80,000 PSI
- Heat Treated Alloy Steel 120,000 PSI
- Clean CA available for body mounting

Front Suspension
- Spring, Parabolic Taper Leaf: 8,000 – 14,700 lbs.

Rear Suspension
- Spring, Single Vari-Rate: 13,500 – 31,000 lbs.
- Single, Hendrickson HAS: 23,000 lbs
- Tandem, 4-Spring Multi-leaf: 34,000 - 40,000 lbs.
- IROS Air Suspension available for Single and Tandem Axle

Electrical System
- Diamond Logic® Electrical System
- Alternators
  - 12 Volt 160 – 325 Amp.
- Battery Systems
  - 12 Volt, 2 to 4 Batteries
- Headlights
  - Long Life Halogen

Exhaust System
- Single, Horizontal, After-treatment Device Frame Mounted Right Side, Under Cab or Back of Cab, Horizontal or Vertical Tailpipe
- Single Vertical After-treatment Device Right Side Back of Cab

Brakes
- Hydraulic Disc with Four Channel ABS, Optional Traction Control
- Air Disc/Drum Brakes with ABS, Optional Traction Control - and Electronic Stability Program with Traction Control

Steering
- TRW/Ross Power
- Sheppard Power

Engines
- Cummins B6.7: 200 - 360 hp and 520 - 800 lb.-ft. of torque*
- Cummins L9: 260 - 360 hp and 860 - 1150 lb.-ft. of torque

Transmissions
- Eaton® Fuller: 6, 10 Speed Manual
- Allison: 1000, 2000, 3000 Series (HS, EVS, RDS, MH) Automatic
- Eaton® Fuller: Advantage 10 Speed Fully Automated Manual

Fuel Tank
- 40 – 140 Gallon Non-Polished and Polished Aluminum, Mounted Right Side, Left Side or Dual Under Cab, Right Side Back of Cab

DEF Tank
- 5-16.5 Gallon

Tires
- Continental, Michelin, Goodyear, Bridgestone, Hankook

*340 hp and 700 lb-ft. of torque / 360 hp and 800 lb-ft. torque ratings available for emergency vehicles and RV applications only

Key Advantages

- The MV Series offers components for virtually any application, including tandem rear axles. This is a clear advantage over the Kenworth and Mack, which each have limited available equipment.

INTRODUCTION | A Competitive Set

The MV Series was independently tested side-by-side against the Ford F-750, Kenworth T380, Freightliner M2 106 and Mack MD6. Although all five models have unique design elements and component availability, every measure was taken to perform an accurate head-to-head comparison of key specifications, components, and features.

Series	MV Series	Freightliner M2 106	Mack MD6 / MD7	Kenworth T380
Model	**MV**	M2 106	MD6	T380
BBC	**107"**	106"	103"	109.5"
BA	**40"**	41"	40"	40"
Engine	**Cummins B6.7™ 300 hp**	Detroit™ DD5™ 230 hp	Cummins B6.7™ 260 hp	PACCAR PX-9 270 hp
Transmission	**Allison 2500 RDS**	Allison 2500 HS	Allison 2500 RDS	Allison 3500 RDS
Frame	**120,000 PSI**	120,000 PSI	120,000 PSI	120,000 PSI
Front Axle	**MFS-12-122 12K**	DA-F-10.0-3 10K	MFS+ 10K	D-1201IL 12K
Rear Axle	**21060D 21K**	DA-RS-19.0-4 19K	MS-21-13X 21K	P22060S 21K
Rear Suspension	**Multi-leaf 23.5K**	AirLiner 21K	AL210 21K	HAS 230
Tire Manufacturer	**Continental**	BF Goodrich	Bridgestone	Michelin
Front Tires	**255/70R22.5**	11R22.5	11R22.5	11R22.5
Front tire Tread	**HSR2**	ST230	R268	XZE2
Rear Tires	**255/70R22.5**	11R22.5	11R22.5	11R22.5
Rear Tire Tread	**DH37**	DR444	M760	XDN2
Base Warranty	**2 Years**	2 Years	2 Years	1 Year

CAB DESIGN | Innovative Cab

Everything in the International® MV™ Series is designed to help the driver be more comfortable, productive and safe. It's the result of listening to extensive feedback from drivers and body companies to design and build a truck that prioritizes all their needs – a philosophy we call DriverFirst™.

THE MV SERIES STARTS WITH A DURABLE CAB, BUILT FOR THE JOB SITE

- A high-strength, low-alloy (HSLA) reinforced, cold-rolled steel cab delivers superior corrosion resistance as well as world-class fit and finish
- One piece of steel surrounds the entire door opening providing superior structural integrity

SMART FEATURES DESIGNED INTO THE MV SERIES CAB:

- The interior offers an ergonomic design, including excellent elbow room, hip room and leg room
- Visibility has been enhanced, including door-mounted mirrors positioned to see more while turning your head less to reduce fatigue
- Easy ingress and egress through wide opening doors, large cab steps and grab handles that are precisely positioned for proper 3-point access
- The MV Series cab steps are designed with consistent spacing and a large stair-step offset for predicable footing and improved step visibility from above
- Available extended length cab steps are longer and more evenly spaced.
- The full-grip interior handle makes doors easier to open and close when wearing work gloves

PEDESTAL CAB MIRROR

- Reduces wind noise
- Optimized positioning to reduce driver neck strain
- Mirrors have been moved forward to improve driver's field of view
- Improved mirror serviceability with fewer mounting bolts, wiring connector located at the base and improved glass replacement

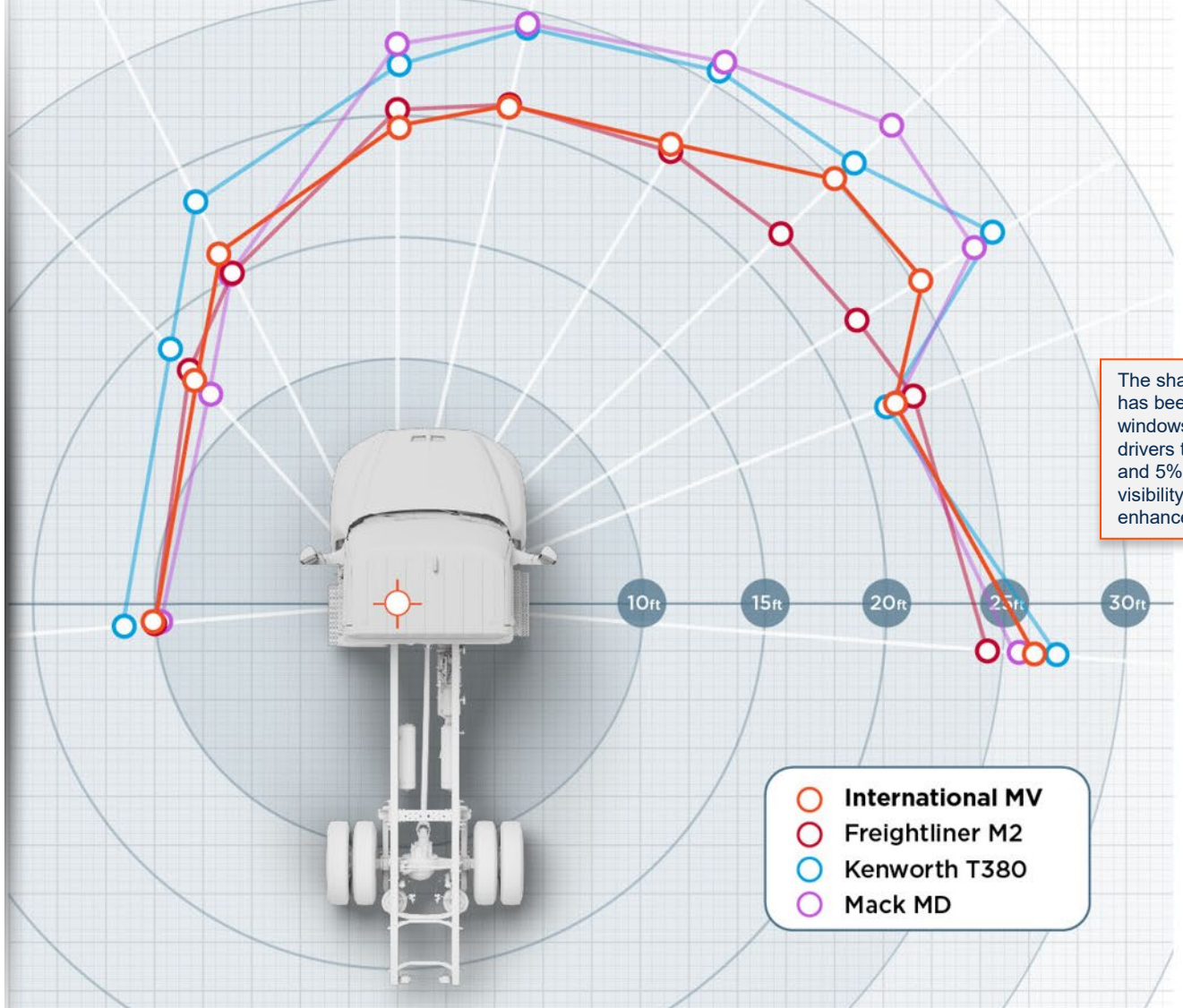
CAB DESIGN | Efficient by Any Measure | Key Numbers

CAB DESIGN innovative cab				
Series	**MV Series**	**Freightliner M2 106**	**Mack MD6 / MD7**	**KW T380**
Available BBCs (Reg., Ext., Crew Cabs)	**107", 132.9", 150.9"**	106", 132", 154"	103"	107.5", 109.5"
Windshield Slope	**63°**	65°	70°	64°
Cab Construction	**Welded High Strength Steel**	Aluminum	**Welded Steel**	Aluminum
Available Cabs	**Regular 26" Extended 44" Crew**	Regular 26" Extended 48" Crew	Regular	Regular
Door Construction	**Steel**	Steel	Steel	Aluminum
Cab Suspension -Standard Optional	**4 Point Rubber Mounts Air Ride**	4 Point Rubber Mounts Leaf Spring Air Ride	Air Ride	4 Point Rubber Mounts Air Ride
Widest Door Opening Angle	**64°**	65°	**74°**	69°
Hood Design	**3-Piece Composite**	1-Piece Composite	1-Piece Composite	3-Piece Composite
Hood Tilt Effort	**40.1 lbs.**	32.3 lbs.	72.0 lbs.	40.0 lbs.
Hood Operation Dampening	**Dampened Closing**	**Dampened Open and Closing**	Dampened Opening	Dampened Open
Inside/Outside Air (snow valve)	**Not Available**	Not Available	Not Available	Available

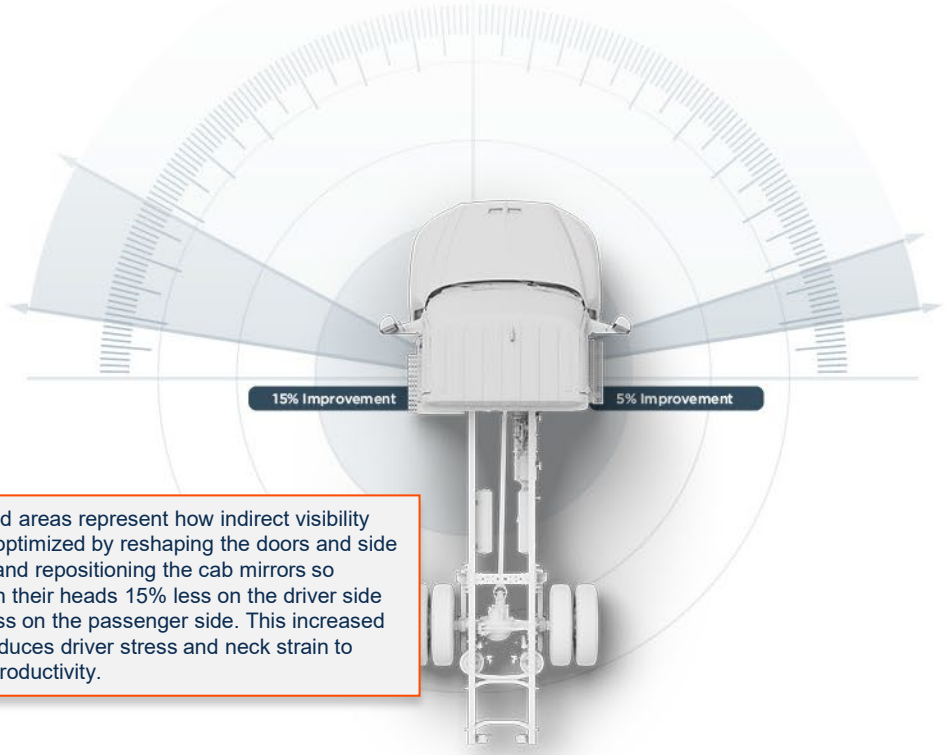
Key Advantages

- The MV Series' 3-piece hood offers reduced repair costs associated with 1-piece designs.
- The MV Series offers an optional cab air ride suspension not found on some competitors.
- Larger step offset is better than the Mack, and Freightliner, for improved entry and exit.
- The MV Series offers Extended and Crew cab option not available on the Mack MD or Kenworth T380.

CAB DESIGN | Visibility and Glass



The points plotted on this chart represent the closest an object at ground level becomes visible to the driver.



The shaded areas represent how indirect visibility has been optimized by reshaping the doors and side windows, and repositioning the cab mirrors so drivers turn their heads 15% less on the driver side and 5% less on the passenger side. This increased visibility reduces driver stress and neck strain to enhance productivity.

The MV Series interior was designed based on a meticulous study of interaction points between the driver and truck – everything from what a driver sees to how he moves and reacts in virtually any situation. That's why the MV Series has been designed with a large swept-back windshield, optimized mirror placement and redesigned 1-piece side windows.

KEY MV SERIES DESIGN ELEMENTS FOR SUPERIOR VISIBILITY

- Cab doors have been redesigned and side glass has been optimized with a lower bottom edge for improved lateral driver visibility
- Cab mirrors have been redesigned and moved forward for better visibility. The mirror location also means minimal head-turn by the driver which can reduce neck strain and help keep the driver's eyes on the road

CAB DESIGN | Visibility and Glass | Key Numbers

CAB DESIGN

visibility and cab glass




Series	MV Series	Freightliner M2 106	Mack MD6 / MD7	Kenworth T380
Driver's Side Rear	118"	118"	117"	135"
Driver's Side Forward	147"	156"	140"	162"
Forward Straight Ahead	239"	242"	278"	271"
Forward Over Center	255"	253"	294"	290"
Forward at hood Corner	269"	265"	312"	307"
Passenger Side Forward	274"	273"	264"	262"
Passenger Side Rear	314"	290"	306"	329"
Windshield Design	1-piece	1-piece	1-piece	1-piece
Windshield Rake Angle	63°	65°	70°	64°
Windshield Area (sq. in.)	1,909	2,197	1,810	1,946
Wiper Coverage (sq. in.)	1,193	1,427	1,126	1343
Wiper Efficiency (%)	62%	65%	62%	69%
Side Glass (sq. in.)	1,144	1,144	968	1,144
Rear Cab Glass (sq. in.)	749	657	852	1010
Total Cab Glass (sq. in.)	3,802	3,998	3,734	4,102

Key Advantages

- The MV Series with its wide, panoramic windshield and sloped hood maintains clear visibility advantages across most competitors.
- The straight-ahead visibility on the MV Series is better than all the competitors.
- Enhanced door-mounted mirrors positioned to see more while turning your head less to reduce fatigue.

CAB SIZE AND DIMENSIONS

UNLEASHING DRIVER PRODUCTIVITY

From the beginning, the top priority for the MV™ Series was to design a truck that made drivers more comfortable, alert and productive. To achieve this goal, we turned to the people who know driving best – drivers.

This driver-centric approach starts with one of the roomiest cab in its class, and then sweats all the details – including a powerful new HVAC system. Controls and switches are configured to be easy to find, reach and operate, even when wearing gloves. Visibility has been enhanced, including door-mounted mirrors positioned to see more while turning your head less to reduce fatigue. Even the air horn lanyard is placed exactly where drivers told us they prefer it to be.

CAB INTERIOR | Cab Size and Dimensions | Key Numbers

CAB INTERIOR

cab size and dimensions




Series	MV Series	Freightliner M2 106	Mack MD6 / MD7	Kenworth T380
WIDTH				
A-pillar to A-pillar at Dash	**69.25"**	73.5"	68.75"	66"
B-pillar to B-pillar at Dash	**72"**	72"	67.25"	71"
Cab Width at Shoulder Level	**78"**	76.75"	74.5"	78.5"
Cab Width at Hip Level	**72.5"**	71.75"	65.5"	69.75"
Centerline of Seat to Door at Hips	**14.25"**	14.5"	11.75"	14.75"
DEPTH				
A-pillar to Back of Cab at Dash	**44.5"**	45.25"	38.75"	46.5"
A-pillar to Back of Cab at Roof	**36.5"**	39.5"	35.25"	39.75"
Fuel Pedal Centerline to Back of Cab	**46.5"**	45.5"	45.5"	45"
HEIGHT				
Floor to Roof at Dash Edge	**51.25"**	51.5"	52.25"	54.5"
Floor to Roof at Seat Edge	**56.5"**	56"	56.5"	60"
Floor to Roof at B-pillar	**56.75"**	49.5"	56.5"	60.5"
Total Volume (cu. ft.)*	**93**	91	86	101.5"

*Volume is calculated from the above as well as additional data not included in this table

Key Advantages

- The MV Series cab volume is 2 cu. ft. larger than the Mack MD and Freightliner M2 106 for a more comfortable interior.
- The MV series also has more hip and shoulder room than most of the competitors, allowing for a more spacious environment for drivers wearing bulky work clothes.
- MV Series Cab depth (fuel pedal centerline to back of cab) exceeds the Kenworth T380 by 1.5" and the Mack MD and the Freightliner M2 106 by 1" for a more spacious interior.

CAB INTERIOR | Driver Environment

DRIVER ENVIRONMENT

The MV™ Series is one of the most driver-centric trucks on the road today. With more intuitive controls, a quieter cab, critical information at your fingertips and dozens of other smart features that help keep a driver comfortable and in control both on the road and at the job site.

- Controls and switches are configured to be easy to find, reach and operate, even when wearing gloves
- The interior offers an ergonomic design, including better elbow room, hip room and leg room
- The MV Series dash has been designed with intuitive control positioning based on frequency of use, optimized gauge fonts and colors, and improved ergonomics
- A large flat surface area on the passenger dash-top allows items to rest while parked or serve as a convenient flat writing surface
- An available flat instrument panel includes a center-mounted vent to keep the middle passenger cool while providing space for extra legroom or a large floor-mounted body control module

INDUSTRY-LEADING HVAC SYSTEM

Our recently redesigned HVAC system employs advanced automotive heating and cooling technology for outstanding performance and vastly improved reliability:

- Tests have shown the new brushless motor lasts 3-times longer than the system used in DuraStar
- Incorporates best-in-class MAX Defrost performance for unsurpassed windshield clearing time - clears 100% of the windshield in less than 30 minutes

ONE OF THE QUIETEST CABS ON THE ROAD

Wind noise simulation was used extensively during development to guide design and achieve noise reduction objectives

Optimized design attributes include:

- Improved door sealing and floor insulation
- Pedestal mirrors, hood shape and hood-to-door geometry reduces wind noise
- Door redesign removed vent window seam

CAB INTERIOR | Driver Environment | Key Numbers

CAB INTERIOR
driver environment




Series	MV Series		Freightliner M2 106		Mack MD6 / MD7		Kenworth T380	
Seat Travel								
Horizontal	7"		7"		6.25"		4.5"	
Vertical	5.5"		4.25"		5.75"		4.25"	
Belly Room	21.5"		20.25"		19.25"		19.75"	
Leg Room	30.25"		27.25"		31"		27.25"	
Steering Column Tilt Range	37°		24°		22°		18°	
Head Room								
Minimum	34.25"		29.25"		44"		40.5"	
Maximum	39.75"		33.5"		49.75"		44.75"	
Sound Levels (dB)*	Interior	Exterior	Interior	Exterior	Interior	Exterior	Interior	Exterior
Idle	58.9**	81**	60.8**	83.7**	56.9**	79.3**	62.7**	80.6**
750 RPM	58.9**	81**	60.8**	83.7**	56.9**	79.3**	62.7**	80.6**
1500 RPM	76.2	97.3	70.8	88.4	62.8	84.1	66.5	87.4
Governed	86.8	105.9	75.6	96.9	65.3	87.3	68.5	91.9

* Average of high and low readings recorded over a 10-second duration.
** Engine idle at or higher than 750 RPM

Key Advantages

- Steering column adjustability is critical in ensuring a driver a relaxed, comfortable seating position. The MV Series tilt steering column range of 37 degrees beats all of the competitors.
- The MV Series leg room surpasses the Kenworth T380 and the Freightliner M2, offering more leg comfort for drivers. Maximum Headroom on the MV series is better than the Freightliner M2 106 by over 6".
- With its telescopic steering column, the MV Series belly room is greater than the competition.

CAB INTERIOR | DriverFirst™ in Every Detail

* When added with optional feature code for required sensors.

DRIVERFIRST - DEFINED

Every detail inside the MV™ Series cab has been carefully designed, measured and clinic-tested to optimally benefit the driver. Gauges are optimized so key information and alerts are precisely where they need to be for clear viewing without distraction. The available premium gauge cluster features a customizable digital display that allows drivers to intuitively select the information they prefer in a variety of situations. The color, illumination, legibility and even the type font and size of gauges is designed to deliver optimal viewing in varying light conditions, maximizing alertness and minimizing eye fatigue.

The available premium gauge cluster provides a wealth of information for the driver, including:

- Real-time fuel economy
- Axle load*
- Custom gauge settings*
- Safety indicators*

The innovative shifter is mounted on the steering column, allowing you to easily reach and smoothly operate shifting and engine braking while keeping your eyes on the road and your hands on the wheel.

CHASSIS |

CHASSIS AND FRAME EQUIPMENT

The MV™ Series offers a wide range of 50,000, 80,000 and 120,000 PSI single rail frames. Single frame rails are generally lighter than reinforced double rails and offer a higher strength-to-weight ratio. Single rail frames are also not susceptible to intra-rail corrosion.

STANDARD HUCK® BOLT FRAME FASTENERS

- Highly resistant to vibration
- Huck® Bolt fasteners provide superior clamping force over time and do not require re-torqueing

CHASSIS OF CHOICE

- Air tanks, fuel tanks, battery boxes and exhaust systems can all be mounted in various positions to better align with your application
- The frame rails on the MV Series offer upfitters the flexibility to attach almost any body that's required by the application
- Major frame components can be attached easily by ordering custom pre-punched frame rails to meet any application

CHASSIS | Chassis and Frame Equipment | Key Numbers

CHASSIS

chassis and frame equipment




Series	MV Series	Freightliner M2 106	Mack MD6 / MD7	Kenworth T380
Frame Ratings Yield (PSI) SM (in³) RBM (in.-lbs.)	 **50,000, 80,000, 120,000** **10.74 – 20.11** **859,200 – 2,413,200**	 50,000, 80,000, 120,000 10.05 – 31.00* 498,500 – 3,715,000*	 120,000 11.4 - 13.2 1,370,000 – 1,580,000	 120,000 14.8 - 26.58* 1,776,000 – 3,190,000*
Number of Frames Available	**10**	12	2	3
Available Reinforcements Full Partial	 **Not Available** **Not Available**	 .25" Inner C-Channel .25" Partial L-Insert	 Not Available Not Available	 .25" Inner C-Channel Not Available
Low Pro Chassis Configuration	**Available**	Available	Available	Not Available
Front of Frame Extensions	**20" Integral** **4" Bumper Extension**	8" Bolt-On	Not Available	Integral 24" **
Fuel Tanks Type Total Capacity Depth of Cross Section	 **D-Style / Cylindrical Aluminum** **40 – 140 Gallons** **D-Style: 16", 19"** **Cylindrical: 24"**	 Rectangular / Cylindrical Aluminum 28 – 200 Gallons Rectangular: 12", 15", 18" Cylindrical: 23"	 Cylindrical Aluminum 50 – 90 Gallons 22"	 Rectangular / D-Shaped Rectangular Aluminum 45 – 200 Gallons 22"
Exhaust ATD Configurations Location	**Horizontal / Vertical** **RH Under Cab / RH Back of Cab**	Horizontal / Vertical RH Under Cab / LH / RH Back of Cab	Horizontal RH Under Cab	Horizontal RH Under Cab / RH Under Rail BOC
Exhaust Stack Configurations	**Vertical: Single** **Horizontal: Single**	Vertical: Single Horizontal: Single	Vertical: Not Available Horizontal: Single	Vertical: Single Horizontal: Single
DEF Tank Sizes	**5, 7, 15, 16.5 Gallons**	6, 13, 23 Gallons	6.6 Gallons	5.5, 15 Gallons

*Includes reinforcements
** Vocational Hood Only

Key Advantages

- The MV Series frame components can be attached with a combination of fasteners offering body upfitters the flexibility to easily make changes to the chassis required for their application.
- With 10 frames available, the MV Series offers more frame options than most competitors for a broad range of applications.

AXLES AND MANEUVERABILITY

A BENCHMARK IN SAFETY AND PRODUCTIVITY

You need optimal maneuverability to navigate through tight city streets or busy job sites. The MV™ Series is engineered to provide an inside wheel cut of up to 50°.

- The MV Series offers a wide range of axles and suspensions to fulfill the needs of applications ranging from delivery vans to medium duty dump applications
- Optimized steering geometry allows both wheels to produce nearly identical wheel turn angles for superior performance regardless of the turning direction

SUPERIOR RIDE AND HANDLING

- The MV Series has been designed and engineered to provide the industry's best ride and handling with less wander and an automotive-like on-center feel

BENDIX® WINGMAN®

- Bendix Wingman Advanced and Bendix Wingman Fusion collision mitigation systems are both available on the MV Series. Bendix Wingman Advanced uses radar to help detect and mitigate forward collisions. Bendix Wingman Fusion adds a camera to integrate Adaptive Cruise Control, Lane Departure Warning, Over-Speed Alert and Stationary Vehicle Braking. Bendix BlindSpotter® collision warning is also available, allowing right hand side detection in your daycab.

CHASSIS | Axles and Maneuverability | Key Numbers

CHASSIS

axles and maneuverability




Series	MV Series	Freightliner M2 106	Mack MD6 / MD7	Kenworth T380
Axle Configurations Set-Forward Set-Back	**Not Available** **40″**	Not Available 41″	Not Available 40″	Not Available 40”
Front Axles	**Dana Spicer, Meritor, Hendrickson NXT**	Detroit, Meritor	Meritor	Dana Spicer, Meritor, Hendrickson Steertek NXT
Capacities Front Drive Axles - Capacities	**8,000 – 14,700 lbs.** **Not Available**	6,000 – 20,000 lbs. 10,000 – 18,000 lbs.	10,000 – 12,000 lbs. Not Available	8,000 – 14,600 lbs. 10,000 – 14,000 lbs.
Front Suspension Spring Type Capacities	**Taper-leaf** **8,000 – 14,700 lbs.**	Taper-leaf / Flat-leaf 6,000 – 20,000 lbs.	Taper-leaf 10,000 – 12,300 lbs.	Taper-leaf / Mono-leaf 10,000 – 14,600 lbs.
Standard Steering Gear	**TRW TAS-40**	TRW THP-60	Not Published	Not Published
Inside Wheel Cut	**LH 50° RH 51°**	LH 50° RH 50°	LH 47° RH 46°	LH 48° RH 48°
Calculated Turning Radius (211” WB, LH)	**27.8′**	27.9′	33.4′	29.0′
Rear Axles	**Dana Spicer, Meritor**	Detroit, Dana Spicer, Meritor	Meritor	Dana Spicer, Meritor
Single Tandem	**13,500 – 30,000 lbs.** **34,000 – 40,000 lbs.**	17,500 - 31,000 lbs. 40,000 – 46,000 lbs.	17,000 – 21,000 lbs. Not Available	16,000 – 23,000 lbs. Not Available
Rear Suspensions Spring Air	**International® Vari-rate/Multi-leaf** **International Ride Optimized Suspension (IROS), Hendrickson HAS**	Multi-leaf, Flat-leaf, TufTrac, Hendrickson RT/RTE, HAULMAAX AirLiner, Hendrickson PRIMAAX EX, FIREMAAX EX	Multi-leaf / Taper-leaf Maxlite	Reyco 79KB, Multi-leaf, Taper-leaf Kenworth AG Hendrickson HAS, PRIMAAX EX
Capacities	**13,500 – 40,000 lbs.**	12,500 – 52,000 lbs.	17,500 – 21,000 lbs.	18,000 – 31,000 lbs.

Key Advantages

- The MV Series with a 211" wheelbase provides turn angles of at least 50 degrees for both wheels resulting in a turning radius of just over 27.8' – better than all the competitors.
- Unlike the Mack and Kenworth, the MV Series offers tandem rear axles with capacities up to 40,000 lbs. for heavier applications.
- The MV Series also offers Hendrickson NXT front axles, not available on most competitors. These axles provide a lightweight alternative to traditional front axles.

CHASSIS | Electrical

INDUSTRY STANDARD ELECTRICAL SYSTEM

The MV™ Series electrical system features updated harnessing and a power distribution module that's located inside the cab and away from the elements for outstanding reliability. Industry standard J1939 system architecture also ensures routine maintenance will remain predictable and diagnostics will be efficient.

FACTORY INSTALLED UPFITTER SWITCHES

- Up to 30 fully customizable, user-replaceable switches are available for any application
- Warning lights can be any of seven colors
- Common switch pack for wiring simplicity
- Any switch can be relocated by the customer without wiring changes

EASY TO ACCESS ELECTRICAL PANEL

- The MV Series electrical panel is located inside the cab, under the passenger side dash and is easily accessed without tools
- The electrical panel housing features a specially-designed recessed perimeter to protect from spills

CHASSIS | Electrical | Key Numbers

CHASSIS electrical

Series	MV Series	Freightliner M2 106	Mack MD6 / MD7	Kenworth T380
Panel Locations Access	**In cab, passenger side dash-top** **No tools required**	Under hood No tools required	In cab, top middle of dash Tools Required	In-Cab, under hood No Tools Required
Batteries Amperage	**2 - 4 Batteries** **1,320 – 3,450 CCA**	2, 3 or 4 Batteries 1,850 – 4,000 CCA	2 Batteries 1,520 CCA	2 – 4 Batteries 1,400 – 4,600 CCA
Battery Box Material Cover Location	 **Steel, Galvanized Steel, Aluminum** **Plastic, Polished Aluminum** **LH / RH Under Cab, LH Back of Cab**	 Steel Plastic, Aluminum, Diamond Plate Polished and Unpolished LH Side Under Cab, Back of Cab	 Steel Composite RH Side Under Cab	 Steel, Aluminum Polished, Natural Aluminum LH / RH Under Cab, Back of Cab Between Rails
Alternators Amperage	Delco-Remy, Leece-Neville 160 – 325	Delco-Remy, Leece-Neville, Mitsubishi 160 – 320	Delco-Remy 145	Delco Remy, PACCAR, SEG 160 - 320
Jump Start Provision	Inside Battery Box, Remote outside battery box	LH Back of Cab, Frame at starter	Not Available	Under Hood, BOC Frame
Circuit Protection Optional	**Manual Reset Circuit Breakers** **w/ Trip Indicators**	Solid-State and Fuses Spare Fuse Kit	Solid-State and Fuses	Solid-State and Fuses Polyswitches (PPTC)
Upfitter Auxiliary Switches	Up to 30 Switches	Up to 10 Switches	Up to 5 Switches	Up to 5 Switches
Body Builder Wiring Access	**Back of cab, End of frame**	Back of cab, End of frame	Back of Cab, End of Frame	Back of Cab, End of Frame

Key Advantages

- The MV Series features an in-cab electrical panel protected from the weather and easily accessed without tools.
- The MV Series offers standard circuit breakers not available on the competitors.
- The MV Series offers up to 30 Factory-installed switches with custom labels that are optimally positioned to use with integrated equipment, making upfitting simple and quick.
- A power distribution module that's located inside the cab and away from the elements for outstanding reliability.

It's Only Logical

Inside Advantage

The Diamond Logic® electrical system is considered the most advanced in the industry—and for good reason. Diamond Logic streamlines chassis and body equipment integration and allows customers to program automated tasks. This means more consistent performance and increased protection for both equipment and crew.

1 Body Controller
- Newer microprocessor is 6 times faster
- 30 more input and output pins
- Three more J1939 data links for a total of five
- Internal clock for programming timed features like auto-start

2 Switch Packs
- All switches are controlled via 6 wires
- Blinking backlights provide equipment status
- Switches can be moved without moving wiring
- Up to seven colors of lights can be used

3 PTO Power Take Off
- Engagement and disengagement based on chassis and body conditions (engine speed, road speed, outrigger deployed before boom can raise, park brake set, transmission in neutral, etc.)
- All data links can be used as an interlock
- Engine speed can be controlled (in most cases) while using the PTO with no additional wiring needed

4 Remote Power Modules
- All 12-volt outputs are automatically fused (auto resettable) with solid state technology

5 Outriggers
- Diamond Logic can control deployment
- System can sense when they are not properly stowed (not letting transmission come out of neutral) and will illuminate an indicator light in the switch packs

6 Differential Lock
- Diamond Logic can control when the axle differential locks and unlocks depending on road speed, protecting the driveline from damage due to excessive speeds in a locked position

7 Work Light
- Diamond Logic can automatically turn on or off the light based on chassis functions (for example: rear-facing light could be programed to turn on any time the transmission is in reverse, adding additional lighting)
- Automatically shut off the light based on a timer (1-min to several hours) preventing dead batteries

8 Boom Hydraulics
- Diamond Logic can prevent the transmission from shifting into drive and can illuminate an indicator light until the boom is stowed correctly

9 Pre-Trip Light Inspections
- Driver can press a button and all the exterior lights will blink in sequence, allowing daily DOT light inspection with just one person

10 Solenoid Air Packs
- Air can be turned on with a switch in the dash or controlled based on chassis and/or body functions (for example: tailgate air lock in dump applications can be programmed to not unlock unless the truck is driving below a certain speed)

POWERTRAIN / EFFICIENCY

GENERATIONS OF EXPERIENCE.

With 30+ years of market leading production, an unbeatable legacy means a deep understanding of customers' duty cycles and needs. No matter the application, with the B6.7 and L9 engines you get the lowest cost of operation and maximum uptime. The B6.7 and L9 have a long history of innovation and reliability, making them tough enough to go the extra mile no matter what the job is.

The B6.7 and the L9 both share many components which is why Cummins engines are the leaders in innovation

- Variable Geometry Turbo Charger (VGT) design improves responsiveness while an upgraded bearing system increases overall robustness. This design also increases fuel economy and produces exceptional braking horsepower
- Single Module After-treatment System combines the functions of Selective Catalytic Reduction (SCR) and a Diesel Particulate Filter (DPF) in a single flow-through design
- The UL2 Urea Dosing System eliminates the need for engine coolant lines to the doser, providing more efficient atomization to minimize the risk of urea deposits and reduce the number of regenerations

Cummins® B6.7 (200 - 325* hp)

Every aspect of the B6.7 has been engineered for reliability, durability and fuel efficiency to deliver the lowest cost of ownership with maximum uptime. An industry-leading service network from International and Cummins, plus a three-year, unlimited mileage engine warranty, and it's easy to see why the B6.7 is the best-selling engine in the medium-duty truck market.

- High Pressure Common Rail (HPCR) Fuel System delivers superior performance even in lower engine RPM ranges, enabling multiple injection events per cycle, for improved fuel efficiency with quieter, smoother operation

EFFICIENCY SERIES RATINGS	
Horsepower	200 – 260 hp
Torque	520 – 660 lb.-ft.

PERFORMANCE SERIES RATINGS	
Horsepower	280 – 325 hp
Torque	660 – 750 lb.-ft.

FIRE / EMERGENCY SERIES RATINGS	
Horsepower	340 – 360 hp
Torque	700 – 800 lb.-ft.

Cummins® L9 (260 - 360 hp)

The Cummins L9 has established a solid reputation as a dependable engine for medium duty applications. Its XPI Fuel System features multiple injection events per cycle for smoother, quieter operation. This, combined with its proprietary Variable Geometry Turbocharger (VGT), means the L9 has the highest power density of any engine in its class.

- The XPI Common Rail Fuel System delivers superior performance even in lower engine rpm ranges and enables multiple injection events per cycle, for improved fuel efficiency with quieter, smoother operation.

PRODUCTIVITY SERIES RATINGS	
Horsepower	260 – 360 hp
Torque	860 – 1,150 lb.-ft.

*Higher ratings available for Fire and Emergency applications

POWERTRAIN | Engine Specifications | Key Numbers

POWERTRAIN engine specifications





Manufacturer	Cummins		Detroit		PACCAR	
Truck Model	MV Series / M2 106 / MD Series / Hino L-Series		M2 106		T380	
Engine	B6.7L	L9	DD5	DD8	PX-7	PX-9
Displacement	6.7L	8.9L	5.1L	7.7L	6.7L	8.9L
Engine Block	Gray Iron		Rib Cast Iron		Cast Iron Stiffened Ladder Frame	
Fuel System	High Pressure Common Rail (HPCR)	XPI Common Rail	Advanced Common Rail		High Pressure Common Rail	
Camshaft	SOHC		SOHC		SOHC	
Turbocharger	Variable Geometry (VGT)		Variable Geometry (VGT)	Fixed Geometry Dual-Stage	Variable Geometry (VGT)	
Horsepower	200 - 325[1,2]	260 - 360	200- 240	260-350[2]	200 - 360	260-380[2]
Torque	520 - 750	860 - 1150	560 - 660	660 - 1050	520 - 800	860 - 1050
Dry Weight	1,150 lbs.	1,695 lbs.	1,188 lbs.	1,437 lbs.	1,150 lbs.	1,695 lbs.
Life (B50/B10)	Not Published	Not Published	400,000 (B10)		450,000 (B50)	500,000 (B50)
Warranty	3 Years / Unlimited[3] Miles	2 Years / 250,000 Miles	3 Years / 250,000 Miles		2 Years / 250,000 Miles	

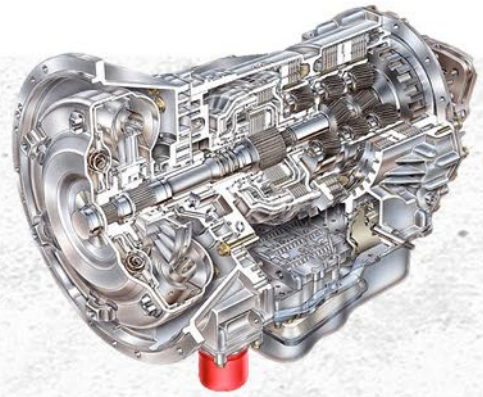
[1]Ratings shown are for MV, ratings vary between OEM's [2]Higher ratings available for Fire and Emergency nited Miles for all other applications [4]Depending on duty cycle

Maintenance Intervals	Cummins		Detroit		PACCAR	
Engine	B6.7	L9	DD5	DD8	PX-7	PX-9
Oil and Filter (miles)	Up to 30,000	Up to 50,000	35,000 - 50,000[4]	45,000 - 60,000[4]	15,000	
Fuel Filter (miles)	60,000	50,000	35,000 - 50,000[4]	45,000 - 60,000[4]	15,000	
Coolant Filter (miles)	Not Published	Not published	Not Published	Not Published	15,000	
Valve Lash (miles)	150,000	150,000	70,000 - 100,000[4]	90,000 – 150,000[4]	150,000	
DPF Cleaning (miles)	200,000	200,000	190,000 – 225,000 or Dash light will illuminate	500,000 or Dash light will illuminate	200,000	
DEF Pump Filter (miles)	200,000	200,000	500,000	500,000	200,000	

POWERTRAIN | Automatic Advantages

The MV™ Series offers the two biggest names in transmissions; Eaton® and Allison. With decades of experience between them, you can be sure that you are getting the best transmissions the industry offers. MV Series offers manual, automated and automatic transmissions for virtually unlimited applications in the medium duty market. The most popular choices for medium duty are the fully automated transmissions and MV Series offer the best. These transmissions pair perfectly with your application needs.

- Transmission choices are available to accommodate a range of driver experience levels
- Automatic options can reduce avoidable repairs, helping to keep costs down



Allison Automatic with FuelSense® 2.0.

- The Allison FuelSense 2.0 with DynActive™ Shifting features a patented torque converter that provides infinitely variable shift points based on the vehicle configuration and operating conditions. FuelSense 2.0 can improve fuel economy up to 6% compared to previous generation FuelSense packages.

Eaton® Fuller Transmission

- The Eaton Fuller Advantage® automated transmission is available with the Cummins® L9 engine. It's rated up to 1,450 lb.-ft. of torque and 110,000 lbs. GVW/GCW, and features a precision lubrication system with cooler-less design for reduced weight and cost-efficient performance.

POWERTRAIN | Transmissions And Equipment | Key Numbers

POWERTRAIN

transmissions and equipment




Series	MV Series	Freightliner M2 106	Mack MD6 / MD7	Kenworth T380
Manual Transmissions	**Eaton Fuller: 6, 10-speed**	Eaton Fuller: 6, 9, 10, 11-speed Mercedes: 6-speed	Not Available	Eaton Fuller: 6, 9, 10-speed
Automated Transmissions	**Eaton Fuller: Advantage: 10-speed**	Mercedes: MB Series: 6-speed Eaton Fuller: Advantage: 10-speed	Not Available	Eaton Fuller: Advantage 10-speed
Automatic Transmissions Speeds	**Allison: 1000, 2000, 3000** **(HS, EVS, RDS, MH)** **5, 6-speed**	Allison: 1000, 2000, 3000 (HS, RDS, TRV, EVS, MH) 4, 5, 6-speed	Allison: 2000, 3000 (HS, RDS) 6-speed	Allison: 2000, 3000 (HS, RDS, EVS) 5, 6-speed PACCAR: TX-8 8-speed
Shifter Options	**Column Mounted Stalk Shifter*** **T-Handle Dash Mounted Shifter**	SmartShift Column Shifter Push Button Dash Mounted Shifter T-Handle Dash Mounted Shifter	T-Handle Dash Mounted Shifter	Push Button center Console Mounted, Seat Mounted Shift Lever
PTO Locations Model / Size / Location	**Eaton Fuller:** **FR / FRO Manual: 6-Bolt,** **LH / RH Side / Rear Mount** **Advantage Series: 6, 8-Bolt, LH bottom /** **RH Side / Rear Mount** **Allison:** **1000, 2000: 6-Bolt, LH / RH Side Mount** **3000: 10-Bolt, LH / RH Side, RH Top** **Mount**	Eaton Fuller: FR / FRO / RT / RTO Manual: 6, 8-Bolt, LH / RH Side / Rear / LH Bottom Mount FS / FSO Manual: 6-Bolt LH / RH Side Allison: 1000, 2000: 6-Bolt, LH / RH Side Mount 3000: 10-Bolt, LH / RH Side, RH Top Mount Mercedes: MBT: 6-Bolt, RH Bottom Mount	Allison: 2000: 6-Bolt, LH / RH Side Mount 3000: 10-Bolt LH / RH Side, RH Top Mount	Allison 2000: 6-Bolt, LH / RH Side Mount 3000: 10-Bolt, LH / RH Side, RH Top Mount PACCAR TX-8: LH / RH Side Mount
Clutches	**Eaton Fuller: Solo Advantage®-** **Kwik-Adjust, Maintenance Free,** **Adjustment Free**	Eaton Fuller: Solo Advantage®- Maintenance Free, Ceramic, Adjustment Free ZF-Sachs: Extended, Ceramic, Organic	Not Available	Eaton Fuller: Manual Adjust, Fuller Advantage, Solo Advantage®

*not available with cable shift transmissions

Key Advantages

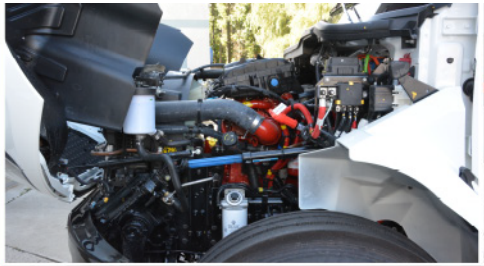
- The innovative stalk shifter is mounted on the steering column, allowing you to easily reach and smoothly operate shifting and engine braking while keeping your eyes on the road and your hands on the wheel.
- The MV Series offers the Eaton Fuller Advantage®, not available on the Mack MD.
- Eaton Fuller Advantage® Series Precision Lubrication Technology reduces oil churning losses and eliminates the need for a transmission cooler.
- The MV offers a choice of Allison 5 or 6-speeds, the Mack MD only offer 6-speeds.

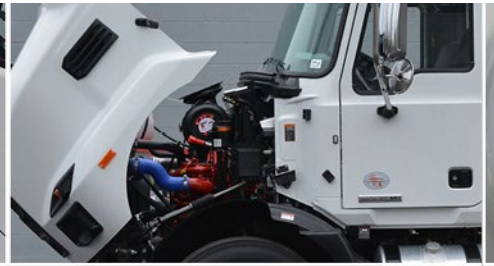
POWERTRAIN | Routine Maintenance | Key Numbers

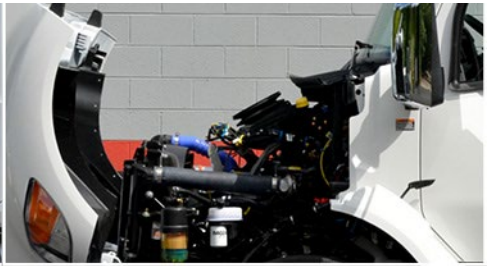
Powertrain

POWERTRAIN

routine maintenance







Series	MV Series	Freightliner M2 106	Mack MD6 / MD7	Kenworth T380
Driver Side Maintenance Points	**Oil check, Oil Power Steering fluid, Transmission fluid, Coolant reservoir, Washer fluid, Power Steering reservoir, Air cleaner, Filterminder**	Oil check, Power Steering fluid, Transmission fluid	Oil Check, Power Steering fluid, Transmission fluid	Oil check, Oil Power Steering, fluid Transmission fluid, Coolant reservoir, Washer fluid, Power Steering reservoir, Air cleaner*, Filterminder*
Passenger Side Maintenance Points	**N/A**	Coolant reservoir, Washer fluid, Air cleaner, Filterminder	Coolant reservoir, Washer fluid, Air cleaner, Filterminder	N/A
Translucent Containers (levels-at-a-glance)	**Coolant reservoir, Washer fluid, Power Steering reservoir**	Power Steering reservoir Washer fluid	Coolant reservoir, Washer fluid	Coolant reservoir, Washer fluid, Power Steering reservoir
ISO Identification	**Oil check , Oil fill, Coolant reservoir, Washer fluid**	Oil fill, Washer fluid	Oil check, Washer fluid	Oil check
Tethered Caps	**Washer fluid**	Coolant reservoir, Washer fluid	Washer fluid	Coolant reservoir, Washer fluid, Power Steering reservoir
Fluid Filter Mounts	**All bottom load**	All bottom load	All bottom load	All bottom load
Hood Opening Effort	**40.1 lbs.**	32.3 lbs.	72 lbs.	40 lbs.
Hood Latch Design	**Fender-back rubber straps**	Fender-back rubber straps	Side of hood rubber straps	Fender-back rubber straps
Hood Tilt Range	**69°**	60°	50°	59°

*Mounted on top of engine, access from driver side

Key Advantages

- The MV Series features an under-hood Power Distribution Module which simplifies electrical routing for a clean, well-organized system and streamlined troubleshooting.
- MV series has more crucial maintenance points on the driver side for easy access.

SUMMARY | Designed to Endure, Engineered To Perform

CAB

- The interior offers an ergonomic design, including better elbow room, hip room and leg room
- Cab door design eliminates vent window seam and lowers the glass improving driver's visibility
- Improved door sealing and floor insulation for a quieter cab
- Pedestal cab mirrors reduce wind noise, reduce drag and improve driver's visibility
- Improved cab mirror serviceability with fewer mounting bolts, wiring connector located at the base and improved glass replacement

CAB INTERIOR

- Ergonomic dash and storage provides an automotive-level fit and finish
- Standard premium gauge cluster offers a class-leading driver interface with virtual gauges, improved connectivity and state-of-the art graphics
- HVAC has been designed for improved reliability and provides max defrost feature for best-in-class defrost performance
- Stronger doors open wide and include redesigned side glass for improved line of sight
- Up to 30 fully customizable, user-replaceable switches are available for any application

CHASSIS

- Improved harnessing and industry standard electrical system architecture for reliability and maximum uptime
- In-cab power distribution module is protected from the elements
- Single canister After-Treatment Device is lighter and 70% smaller than the system it replaces

POWERTRAIN

- Industry leading Cummins® engines provide exceptional power and reliability
- Steering column-mounted stalk shifter integrates transmission functionality and available engine braking
- Wide range of manual, automated and automatic transmissions to address all your needs across town and at the job site

UPFITTING

- Latest International® Truck Diamond Logic® electrical system, widely considered the most advanced in the industry
- Ability to write custom logic for your application through Diamond Logic Builder

APPENDIX | Ford F-750

APPENDIX

Ford F-750
F-750
114"
40.4"
Ford PowerStroke® 6.7 300 hp
Ford TorqueShift® HD
80,000 PSI
E-1002I 10K
21060S 21K
Multi-leaf 21K
Goodyear
11R22.5
RSA
11R22.5
G182 RSD
2 Years

Ford F-750
CAB DESIGN | Efficient by any measure

Ford F-750
114", 135.4", 149.4"
36°
Welded Steel
Regular 21" Super 44" Crew
Steel
4 Point Rubber Mounts
66°
1-Piece Composite
68.3 lbs.
Dampened Open
Not Available

Ford F-750
CAB DESIGN | Innovative Cab

Ford F-750
136"
158"
333"
346"
377"
280"
306"
1-piece
36°
1,511
1,212
80%
1,238
835
3,584

Ford F-750
CAB DESIGN | Visibility and Cab Glass

Ford F-750
61"
63"
70"
61"
16.25"
49.75"
33.5"
54.5"
47"
47"
45.5"
71

Ford F-750
CAB INTERIOR | Cab size / dimensions

APPENDIX | Ford F-750

Ford F-750

6″ 3″	
18.75″	
29.5″	
4°	
28.75″ 31.75″	

Interior	Exterior
46.1	70.2
46.8	72.1
53.5	80.3
64.3	91.5

Ford F-750
CAB DESIGN | Driver Environment

F-750

50,000, 80,000, 120,000 10.75 – 29.02* 632,000 – 3,580,800
7
.25″ Inner C-Channel Not Available
Available
Integral 20″ 3″ Bumper Extension 20″ Bolt-on
D-Style / Rectangular / Aluminum 50 – 115 Gallons 13″, 14″, 15″ 16″
Horizontal RH Under Cab / RH Back of Cab
Vertical: Single Horizontal: Single
8 Gallons

Ford F-750
CHASSIS | Frame Equipment

Ford F-750

Not Available 40.4″
Dana Spicer
8,500 – 14,000 lbs. Not Available
Taper-leaf 8,500 – 14,000 lbs.
TRW THP-60

LH	RH
49°	49°

28.4′
Dana Spicer
13,500 – 26,000 lbs. Not Available
Multi-leaf
Hendrickson HAS
15,500 – 31,000 lbs.

Ford F-750
CHASSIS | Axles

Ford F-750

In cab, behind passenger side kick panel No tools required
1, 2 or 3 Batteries 900 – 2,700 CCA
Steel Steel
RH Side Under Cab
Nippon Denso, Mitsubishi 200 – 397*
Remote outside battery box
Solid-State and Fuses
4 Switches
Back of cab, End of frame

Ford F-750
CHASSIS | Electrical

APPENDIX | Ford F-750

APPENDIX

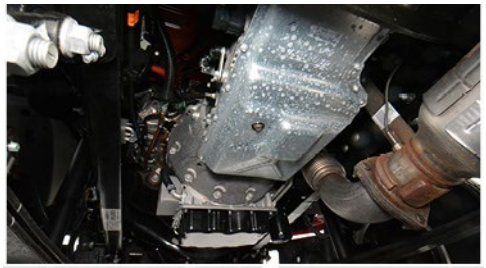
Ford	
F-650 / F-750	
Power Stroke®6.7	7.3 gas V8
6.7L	7.3L
Compact Graphite	Cast Iron
High Pressure Common Rail	Multi-Port Injection
DOHC	OHV
Asymmetric	N/A
270 – 330	350
675 – 725	468
2,487 lbs.	538 lbs.
500,000 (B10)	Not Published
5 Years / 250,000 Miles	5 years / 100,000 Miles

applications ³On-Highway applications only, 2 Years / Unlir

Ford	
Power Stroke® 6.7	6.8L Triton® gas V10
3,000 - 10,000⁴	10,000
22,000	Not Available
Not Published	Not Published
Not Published	Not Published

Ford F-750

POWERTRAIN | Engines



Ford F-750
Not Available
Not Available
Ford: TorqueShift® 6-Speed
Column Mounted Shifter
Ford: TorqueShift®: 6-Bolt, LH Side Mount
Not Available

Ford F-750

POWERTRAIN | Transmissions

Ford F-750
Oil fill, Power Steering reservoir
Oil Check, Transmission fluid, Coolant reservoir, Washer fluid, Air cleaner, Filterminder
Coolant reservoir, Washer fluid, Power Steering reservoir
Coolant reservoir, Washer fluid
Washer fluid
Oil bottom load, Fuel top load
68.3 lbs.
Fender-back rubber straps
60°

Ford F-750

POWERTRAIN | Routine Maintenance

APPENDIX | Hino L Series

APPENDIX

Hino L Series
L6
108″
40.6″
Hino JO8E-VB 260 hp
Allison 2500 RDS
80,000 PSI
MFS10 10K
RS-19-145 19K
Semi-elliptical 21K
Bridgestone
11R22.5
R268
11R22.5
M726EL
2 Years

Hino L Series
CAB DESIGN | Efficient by any measure

Hino L Series
108″, 138″, 152.8″
75°
Welded Steel
Regular 30″ Extended 44.8″ Crew
Steel
4 Point Rubber Mounts
69°
1-Piece Composite
22.0 lbs.
Dampened Closing
Not Available

Hino L Series
CAB DESIGN | Innovative Cab

Hino L Series
140″
167″
254″
277″
285″
288″
374″
1-piece
75°
1,985
1,504
76%
1,368
654
4,007

Hino L Series
CAB DESIGN | Visibility and Cab Glass

Hino L Series
70″
73″
79″
74″
15.25″
45.5″
42″
45″
54″
60″
60″
105

Hino L Series
CAB INTERIOR | Cab size / dimensions

APPENDIX | Hino L Series

Hino L Series

6″
6″
18.5″
27.25″
5°
40″
46″

Interior	Exterior
57.2**	78.3**
57.2**	78.3**
65.1	85.4
75.4	96.7

Hino L Series
CAB DESIGN | Driver Environment

Hino L Series

80,000, 120,000
13.02 – 16.11
1,031,900 – 1,933,200
3
Not Available
Not Available
Available
4″ Extended Bumper
Rectangular Aluminum
50 – 90 Gallons
21″
Horizontal
RH Under Cab
Vertical: Single
Horizontal: Single
7.4 Gallons

Hino L Series
CHASSIS | Frame Equipment

Hino L Series

Not Available
40.6″
Meritor
8,000 – 14,000 lbs.
Not Available
Taper-leaf
8,000 – 14,000 lbs.
TRW TAS-85

LH	RH
50°	49°

27.9′
Meritor
17,500 – 25,000 lbs.
Not Available
Multi-leaf
Hendrickson Comfort Air
19,000 – 23,000 lbs.

Hino L Series
CHASSIS | Axles

Hino L Series

In cab, passenger side dash
No tools required
2 or 3 Batteries
1,200 – 2,775 CCA
Steel
Plastic
LH Side Under cab
Delco-Remy
130 – 200
Remote Outside Battery Box
Solid-State and Fuses
Up to 5 Switches
Back of cab, End of frame

Hino L Series
CHASSIS | Electrical

APPENDIX | Hino L Series

APPENDIX

PACCAR	
T-380	
PX-7	PX-9
6.7L	8.9L
Cast Iron Stiffened Ladder Frame	
High Pressure Common Rail	
SOHC	
Variable Geometry (VGT)	
200 - 360	260 - 450
520 - 800	60 - 1250
1,150 lbs.	1,695 lbs.
450,000 (B50)	500,000 (B50)
2 Years / 250,000 Miles	

PACCAR	
PX-7	PX-9
15,000	
15,000	
15,000	
150,000	
200,000	
200,000	

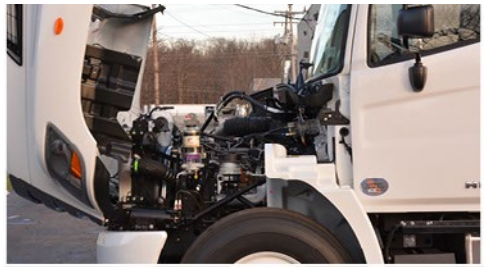
Hino L Series

POWERTRAIN | Engines

Hino L Series
Not Available
Not Available
Allison: 2000, 3000 (HS, RDS) 6-speed
T-Handle Console Mounted Shifter
Allison: 2000: 6-Bolt, LH / RH Side Mount 3000: 10-Bolt, LH / RH Side, RH Top Mount
Not Available

Hino L Series

POWERTRAIN | Transmissions



Hino L Series
Oil check, Power Steering fluid
Transmission fluid, Air cleaner, Filterminder
Coolant reservoir, Washer fluid, Power Steering reservoir
Washer fluid
Washer fluid
All bottom load
22 lbs.
Fender-back rubber straps
76°

Hino L Series

POWERTRAIN | Routine Maintenance