



Hino's new 500 and 700 series Euro 5 models are unleashed into the market.

Although there are still some 2010 models around its dealer network, Hino has just announced its new 500 and 700 series Euro 5 models. They'll have arrived in dealerships just before you read this, and it's fair to say they could have been here earlier except for a bit of excess stock from the market slowdown late last year.

As is the case with Euro 5 competitors, the new model changes are more engineering than appearance, and all are about heat.

But Hino has also made a number of



- Top left: New 500s are cleaner, lighter & go hard.
- Above: 700 with ZF AMT & Intarder is a sweet combination.
- Below, L to R: New exhaust filter and AdBlue tank (seen here on 8x4) is a big deal, but may cost fuel capacity; The new five-cylinder is a compact and powerful package.

NEW HINOS ARE HOT STUFF

changes to the model line up, with some variants being dropped and others introduced with improvements in equipment and features.

At the core of the release are new engines that mostly generate more power, more torque, and apparently use less or at least no more fuel.

Instead of tweaking the existing powerplants, Hino has opted for new engines to meet the tough new regulations, including the re-introduction of the five-cylinder JO7E engine to replace the previous six-cylinder. Could it also be possible that by deciding

to change the engine, it cut off UD from supply of Euro 5 spec in its MK and PK models? Or perhaps it was because UD developed its own Euro 5 engines and politely told Hino thanks, but we don't need your engine any more? Either way, it's good news for Hino buyers as the new five-cylinder engine in particular is a very sweet piece of gear.

Both J series engines now feature new header tanks located on top of the engine for the cooling system, increased EGT valve diameter and a bigger capacity EGR cooling

system. A few of the new trucks have been doing evaluation work in fleets, and drivers have reported a much smoother experience and a lot more punch from the extra kilowatts and torque. After a couple of hours in the new models south of Sydney this week, I can only agree.

The trucks easily coped with undulating country, including the tough Mt Ousley decline and even tougher climb back up. Through it all the new five-cylinder established itself as a particularly smooth

operator. Hino's Steve Lotter was keen to point out that the model range has been tweaked to fit customer demands, with some changes to wheelbases that will mean some dealer based chassis work is now unnecessary. Safety-wise, all Hinos now have a driver's airbag as standard, with some models scoring one for the passenger as well.

Hino has been running with exhaust after treatment on its Hybrid models for several years, and already has over 100,000 trucks in service using this system.

But relatively few Australian Hino owners have had experience with these devices, and there are two key things that dealers will have to make sure owners are in no doubt about.

Firstly, the integrated catalyst and filter, called a DPR in Hino-speak, extracts carbon soot from the exhaust and burns it off automatically in a process called regeneration.

But when the exhaust temperature is too cool, the soot accumulates, and the truck will prompt the driver to do a manual regeneration within 150km of the

• **Right, below:** We drove the old 700 to get the feel of the AMT; Cockpit is tidy and efficient with easy to use shift selector.



warning light starting to flash. All fine so far.

Except that if the driver's a dope, and he or she can't be bothered, leaving the regeneration process for the next driver, the engine will de-rate, the truck will turn into a moving chicane, and it'll take an expensive and inconvenient trip to the dealer to recapture your missing horses.

Secondly, the DPR generates up to 600-degrees internally during regeneration, with around 125-degrees at the exhaust



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Left: Product manager Alex Stewart explains the new technology.



Left: 8x4 just arrived. Right: 500 Series cab is unchanged. Below: The test convoy didn't hold anyone up no matter what the terrain.



outlet, which is why Hino includes this recommendation for doing a manual regeneration: 'Make sure there are no combustible materials around the exhaust.' Might be best then to avoid pressing the manual regeneration button in the paddock and kicking off a scrub fire during harvesting! Rental fleets will be checking the DPA after every hire, I'd say. But this is no real problem with professional operators who value their investment. It's just another procedure to establish so it becomes normal practice.

Hino fans will love these models, and users with other brands will be impressed if they can get a decent demo with a load on board. With the market tight at present, you don't need a Hybrid to bring a breath of fresh air to the Hino dealer network. The new models do a fine job of it in more ways than one.

CHANGES TO 500 SERIES ENGINES

- An increase in the common rail injection pressures from 186.5MPa to 200MPa;
- A cooling loop for the fuel, to cope with the new injection pressures and higher engine temperatures;
- New double-lipped piston design to improve combustion;
- Cast iron pistons instead of aluminium;
- Two channel piston cooling jet;
- New variable nozzle turbochargers;
- An exhaust system that incorporates a catalyst for the NOx and a filter for the particulate matter.