



300 Series

A Toyota Group Company

 **HINO**
A BETTER CLASS OF TRUCK



CORPORATE MISSION AND CORE PRINCIPLES

MISSION

MAKE THE WORLD A BETTER PLACE TO LIVE BY HELPING PEOPLE AND GOODS GET WHERE THEY NEED TO GO – SAFELY, ECONOMICALLY AND WITH ENVIRONMENTAL RESPONSIBILITY, WHILE FOCUSING ON SUSTAINABLE DEVELOPMENT.

PRINCIPLES

- Earn the world's trust as a global manufacturer of commercial vehicles.
- Develop and maintain innovative technologies that enable us to provide customers with useful products and services.
- Integrate sustainability, social concern and a keen awareness of change into our plans for growth.
- Respect the diversity of our employees and build a vibrant corporate culture.

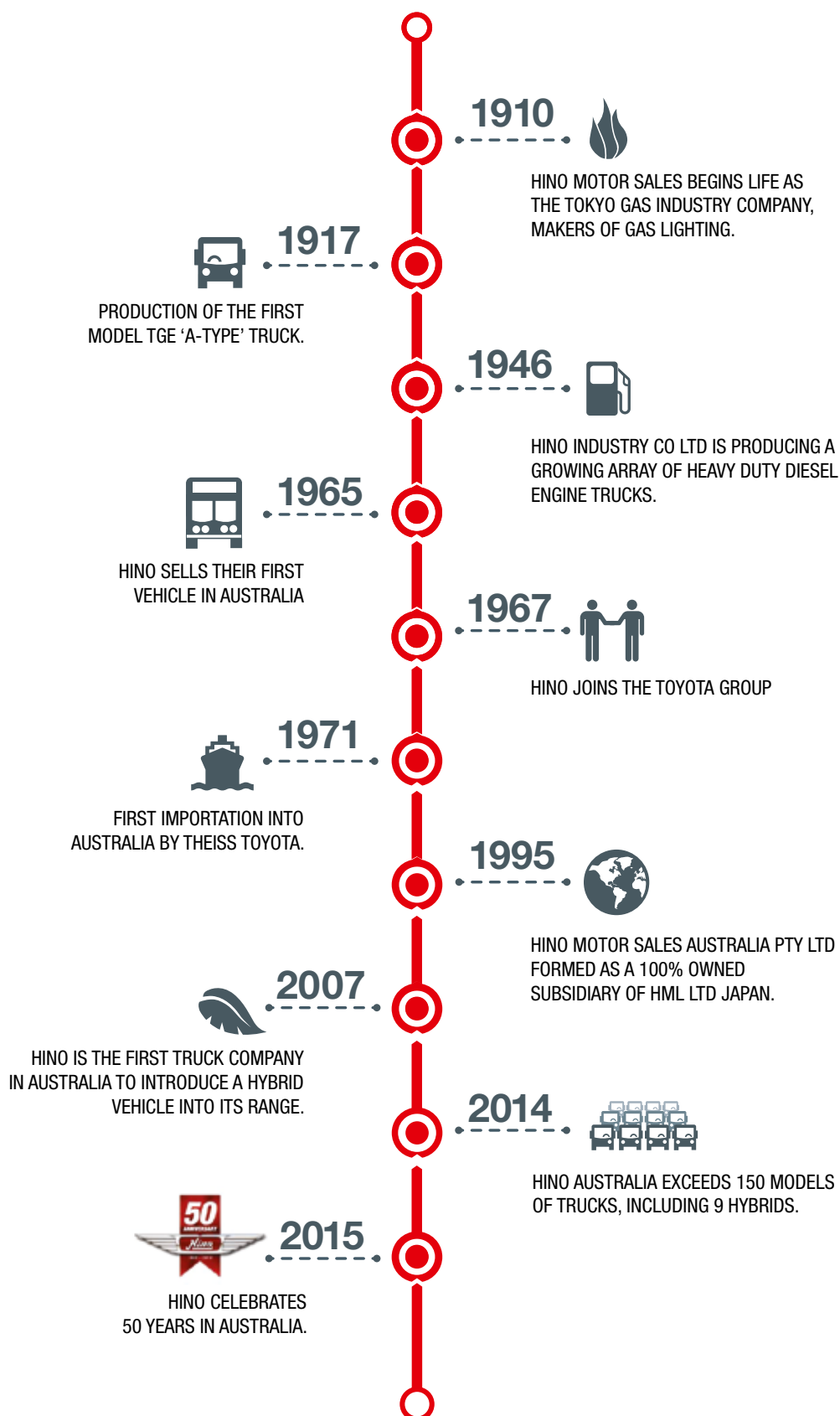
QUALITY, DURABILITY & RELIABILITY

Hino trucks are conceived, designed and engineered with three guiding values: quality, durability and reliability (QDR).

Hino undertakes exhaustive testing at its three proving grounds under real-life driving conditions to ensure our values translate into real-life as superior trucks. This testing is supplemented by our unparalleled involvement in the Dakar Rally, perhaps the most gruelling motor sport event in the world. Hino has now competed and completed over 20 consecutive Dakar Rallies winning many titles along the way.

Hino's comprehensive research and development, combined with its heritage of design excellence and the superior engineering of its parent company, the Toyota Group, is reflected in every product in the Hino line up.

▶ HINO TIMELINE



CORPORATE SOCIAL RESPONSIBILITY (CSR) AND ENVIRONMENT

Hino trucks CSR activities concentrate on the environment and the well-being of its customers, stakeholders, employees and communities worldwide.

Our commitment to the environment is manifested throughout all aspects of the business. Our global vision and principles focus on making a positive contribution by minimising environmental impact, while focusing on sustainable development.

Concern for the global environment has made Hino a leader in advanced diesel engine and emissions technologies.

WORLD LEADER IN COMMERCIAL VEHICLE HYBRID TECHNOLOGY

Since its local launch in 2007, the Hino Hybrid low emission range of trucks has been the clear market leader in Hybrid commercial vehicle sales in Australia. The new generation Hino 300 Series Hybrid features the world's first Hybrid diesel engine designed exclusively for a commercial vehicle, delivering cleaner, more efficient transport solutions.

Lower exhaust emissions mean cleaner air. By employing a diesel electric Hybrid system, using an auxiliary electric motor that is emission-free, the Hino Hybrid drive system significantly reduces exhaust tailpipe emissions when compared to a conventional diesel-engine truck.

Compared to a conventional truck, the Hino Hybrid emits significantly reduced emissions of carbon monoxide, carbon dioxide, particulate matter and nitrogen oxide.

Hybrid technology is what Hino Motors currently consider the best suited for commercial vehicles to enhance the environmental performance of trucks and buses. This is an all round technology that focuses on everything from the distance that can be travelled, loading capacity, to adaptivity for various loading platforms and roles it can perform.

A large proportion of Hino trucks environmental focus is on the curbing of global warming through a reduction in the amount of CO₂ emitted by its vehicles. Hino has improved its existing diesel trucks so they meet and exceed efficiency and emission standards. Recent research into emission-reductions have included developments in electric light duty trucks, electric small buses, the Melpha plug-in hybrid bus, and the Profia electric refrigeration truck which uses hybrid battery systems for greater efficiency.

CLEANER EMISSIONS

Hino uses Selective Catalytic Reduction (SCR). SCR is an exhaust after treatment system that virtually eliminates harmful oxides of nitrogen (NOx) from exhaust gases. Mixing NOx from the engine's exhaust with AdBlue®, a solution containing ammonia (NH₃) produces nitrogen (N₂) and small amounts of CO₂ as a result. This system fully complies with the current Australian emission standard by converting nearly all harmful exhaust gas emission into harmless nitrogen (N₂) and water vapour (H₂O).

Hino also uses a Diesel Particulate active Reduction system (DPR) which captures diesel particulates (soot) and incinerates them (regeneration) preventing their discharge into the atmosphere. DPR is a proactive exhaust filtration system which automatically self-cleans and traps over 95% of the exhaust carbon soot in a ceramic filter while also reducing the need for manual regeneration.



▶ DEALER COVERAGE



**OVER 43 FULL SUPPORT DEALERS
PLUS MORE THAN 20 SERVICE AND
PARTS CENTRES NATIONWIDE.**

**HINO'S NETWORK PROVIDES SALES,
SERVICE AND PROFESSIONAL
ASSISTANCE ACROSS AUSTRALIA.**

▶ HINO **ADVANTAGE**

www.hino.com.au/hino-advantage



A BETTER WAY TO LOOK AFTER YOU AND YOUR VEHICLE

Hino Advantage is an innovative customer care program designed to offer you longer vehicle life and lower business operating costs via a huge range of services and offers. The Hino Advantage program is provided by a team of highly trained specialists whose job is to look after you and your vehicle throughout it's entire life.



AFTER SALES SUPPORT





▶ 300 SERIES: LIGHT DUTY RANGE

THE 300 SERIES OFFERS THE BEST PERFORMING, MOST EFFICIENT AND MOST COMFORTABLE TRUCK IN THE LIGHT DUTY CLASS.

The 300 Series offers a class-leading combination of power, torque and improved fuel efficiency, an impressive suite of safety features including Vehicle Stability Control (VSC) (an Australian first on light-duty trucks), and options like a true clutchless automatic transmission, rear view parking cameras and a truck-specific satellite navigation system.

With 67 models in total and eight hybrid models, standard and wide cab variants, as well as the Built-to-Go, SteelAce, TradeAce, WorkAce and Tipper range – Hino has a 300 Series light duty truck to suit your needs.

▶ MODEL RANGE

4,495KG – 8,500 KG GVM
STANDARD CAB
WIDE CAB
WIDE CREW CAB
HYBRID
2525MM - 4400MM WHEELBASE



▶ SINGLE CAB



616 IFS



616/617



716/717



816



917



920/921

▶ CREW CAB



4L



5L

► HYBRID



616 IFS



616



716



916

► BUILT TO GO



STD CAB TIPPER



WIDE CAB TIPPER



CREW CAB TIPPER



STD CAB TRADEACE



WIDE CAB TRADEACE



WIDE CAB STEELACE

► INTERIOR



DRIVER SEAT

Increased driver seat slide range and inclined rails accommodate a greater range of occupant heights.

All wide cabin models have a driver's suspension seat with torsion-bar suspension and magnetic dampening with lumbar support to maximise comfort.



CRUISE CONTROL

Sets the vehicle to the designated speed, usually resulting in better fuel efficiency. This reduces fatigue in day to day metropolitan, regional and long haul applications. (Staggered Introduction 2016)



TILT & TELESCOPIC STEERING

Fully adjustable tilt & telescopic with steering lock device offers multiple driving positions for greater driver comfort.



COLLAPSIBLE SHIFT LEVER

A collapsible shift lever allows the driver to easily move across the cabin.

▶ ADDITIONAL FEATURES



AIR CONDITIONING

All models have factory-fitted air conditioning. Crew Cabin models feature an additional rear air conditioner unit.



HID HEAD LIGHTS

High Intensity Discharge head lights are standard on Hybrid models. HID head lights help enhance night time visibility for extra safety.



LOCKABLE FUEL TANK

Lockable fuel tank caps help to prevent theft and vandalism.



BOTTLE HOLDERS

Additional bottle holders in the rear of the Crew Cab.



ENGINE IMMOBILISER

An engine immobiliser uses a transponder chip embedded in the ignition key to send an ID code to the engine ECU.



FUEL TANK CAPACITY

A class leading 170 litre fuel capacity increases the driving range between filling up (medium to xlong wheelbase models).

ON BOARD TECHNOLOGY



REVERSE CAMERA

Up to three cameras fully waterproof with night vision and a microphone on the main camera, to assist in driver safety and comfort while reducing the likelihood of property damage and injury.



MULTIMEDIA UNIT

The Hino multimedia system boasts an extensive list of advanced features. It includes a 6.1 inch high definition touch screen, DAB+ digital radio, AM and FM radio, CD, DVD, USB and SD giving access to digital photographs, video and audio files.

The system also features the latest Bluetooth™ hands-free phone connectivity with voice dialling and full phone book functionality, as well as A2DP audio file Bluetooth™ streaming.



NAVIGATION SYSTEM (OPTIONAL)

The multimedia system is also available with the option of a truck-specific satellite navigation system – which features notification of load and height limited roads, as well as having the capability for input of multiple destinations, making life easier for delivery drivers and couriers on the job.

DRIVER INSTRUMENT PANEL

All 300 Series variants are equipped with class-leading instruments, which can be read from all angles and in all lighting conditions. Every model is equipped with a tachometer, speedometer, and full suite of warning gauges and lights. The dash features blank DIN mounting slots (for additional radio equipment) with a number of switch mounting holes to cater for accessories that may be added.



▶ EXTERIOR



AERODYNAMIC DESIGN

The cabin offers class leading aerodynamic performance. The increased rake of the windshield helps air flow over the cab for greater aerodynamic and fuel efficiency.



VISIBILITY

OUTER MIRRORS

Individual large, flat, heated and electronically adjustable mirrors with an integrated adjustable convex spotter mirror gives the driver a comprehensive view of whatever is behind and to the side of the cabin, for improved safety and reduced property damage. When matched to the reverse camera, the driver has near 360° view of the vehicles surroundings.



WIDE VIEW PILLARS

Narrow A Pillars provides enhanced visibility, improving forward vision and reducing blind spots.



ACCESSIBILITY

Generously sized door opening with increased height for driver comfort and ease of cab entry/exit. Multiple three point contact steps and handle design provides safe entry/exit whilst complying with WHS standards. It even has a collapsible gearshift lever to allow the driver to slide more easily across to the passenger side if required.



ENTRY STEP

Large footsteps allow for easy entry/exit whilst keeping mud and grit out of the cab.

ENGINE AND TRANSMISSION

HINO 4 LITRE DIESEL ENGINE

HINO'S N04C TURBO INTERCOOLED ENGINE MEETS BOTH EURO 5 & ENHANCED ENVIRONMENTALLY FRIENDLY VEHICLE (EEV) EMISSIONS STANDARDS. THE 4.0 LITRE ENGINE IS EQUIPPED WITH A COMMON RAIL FUEL INJECTION SYSTEM AND VARIABLE NOZZLE TURBOCHARGER (VNT) TO ACHIEVE LOW EMISSIONS WITH UNCOMPROMISED POWER AND FUEL EFFICIENCY.

HINO 4 LITRE DIESEL-ELECTRIC HYBRID

HINO'S N04C DIESEL ENGINE & ELECTRIC MOTOR HYBRID SYSTEM MEETS EURO 5 & EEV EMISSIONS STANDARDS BY COMBINING THE FUEL EFFICIENT COMMON RAIL, TURBO INTERCOOLED DIESEL ENGINE WITH THE HIGH TORQUE, ZERO EMISSIONS ELECTRIC MOTOR. IT CAN REDUCE EMISSIONS BY UP TO 30%.

HINO 5 LITRE DIESEL ENGINE

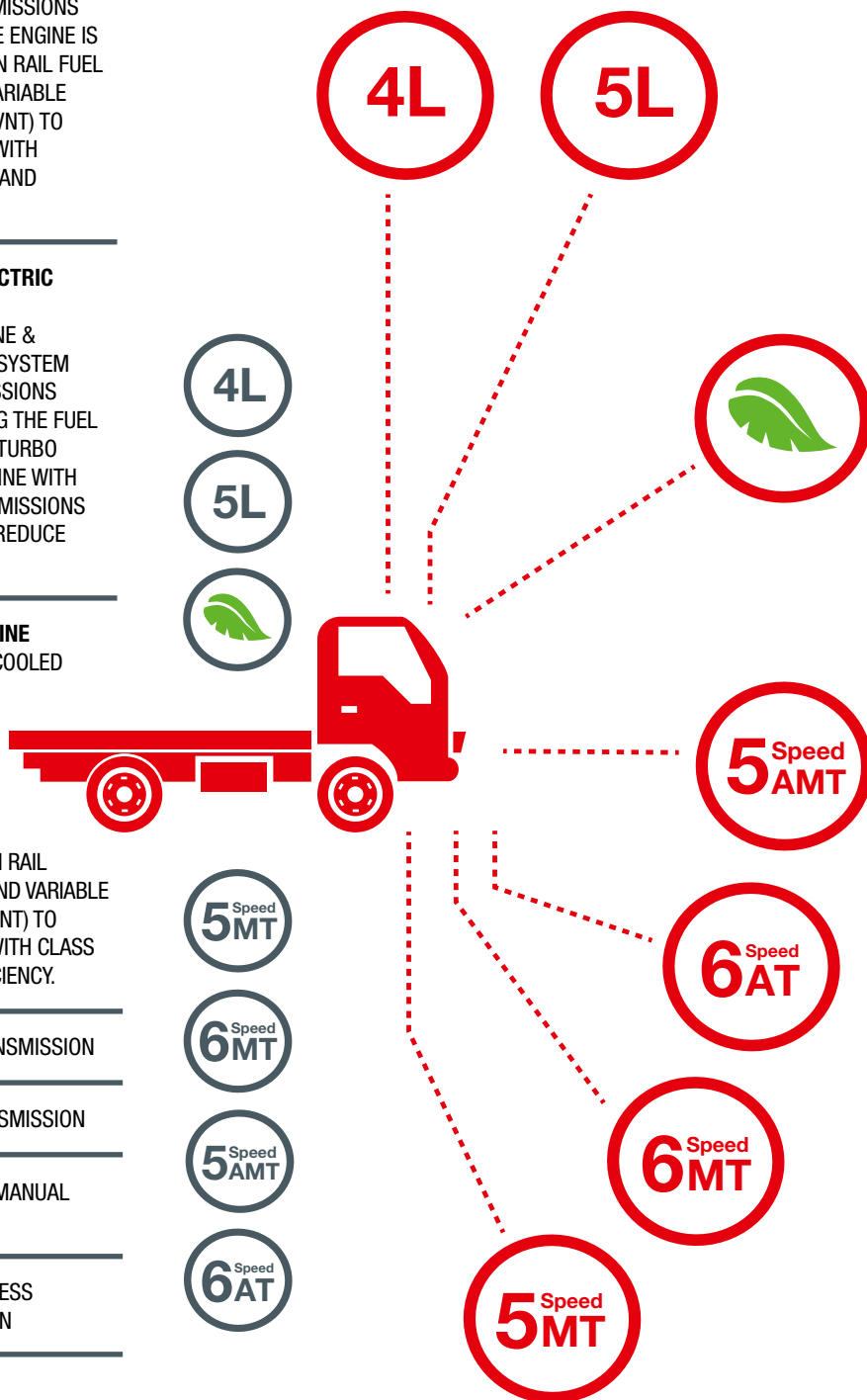
HINO'S J05E TURBO INTERCOOLED ENGINE MEETS BOTH EURO 5 & ENHANCED ENVIRONMENTALLY FRIENDLY VEHICLE (EEV) EMISSIONS STANDARDS. THE 5.0 LITRE ENGINE IS EQUIPPED WITH A COMMON RAIL FUEL INJECTION SYSTEM AND VARIABLE NOZZLE TURBOCHARGER (VNT) TO ACHIEVE LOW EMISSIONS WITH CLASS LEADING POWER AND EFFICIENCY.

FIVE-SPEED MANUAL TRANSMISSION

SIX-SPEED MANUAL TRANSMISSION

PROSHIFT 5 AUTOMATED MANUAL TRANSMISSION (AMT)

SIX SPEED TRUE CLUTCHLESS AUTOMATIC TRANSMISSION

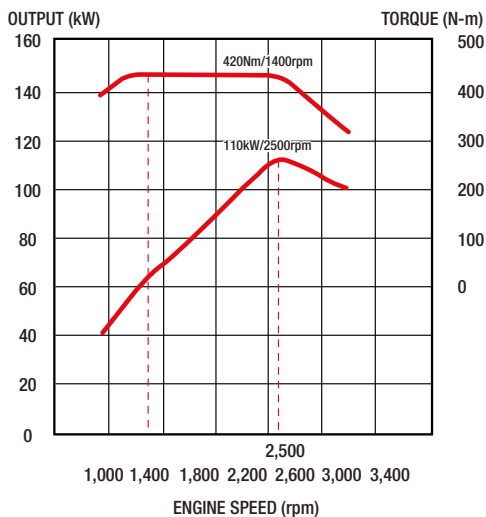


ENGINE PERFORMANCE

The Hino 300 Series Euro 5 rated engines deliver class-leading performance and efficiency.

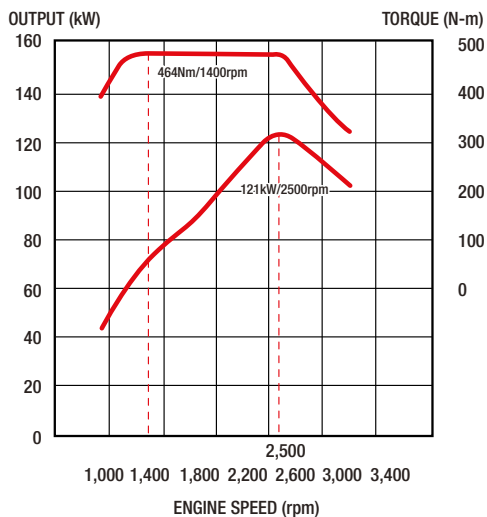
4L FIVE-SPEED MANUAL/HYBRID/AUTO

N04C/UR



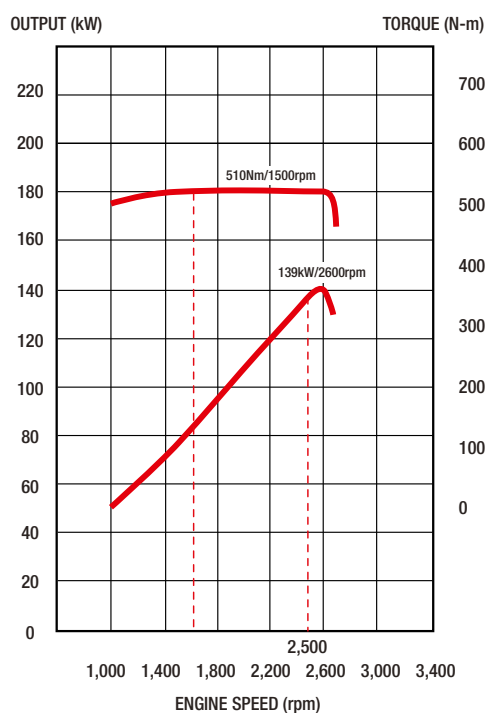
4L SIX-SPEED MANUAL

N04C-UT



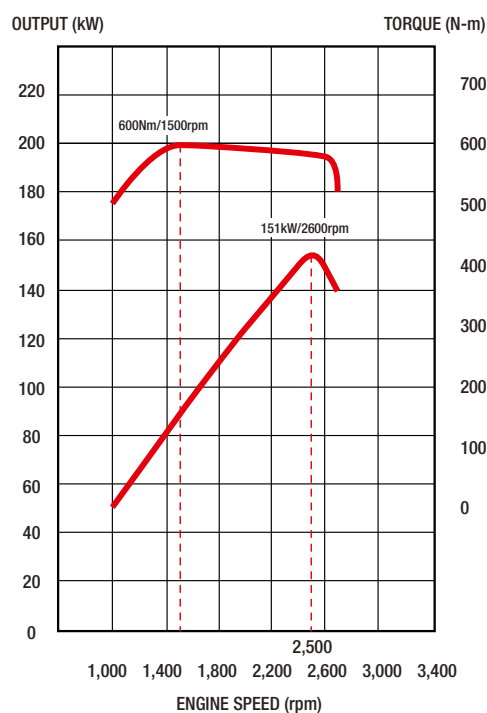
5L SIX-SPEED MANUAL

JOSE-UH



5L AUTOMATIC

JOSE-UJ



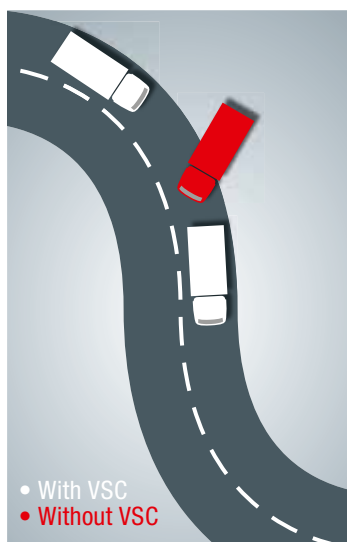
SAFETY

VEHICLE STABILITY CONTROL (VSC)

VSC helps the driver maintain control of the vehicle. This system is primarily designed to help prevent the vehicle from skidding out of control should it deviate from the driver's intended path through a corner.



ROLLOVER



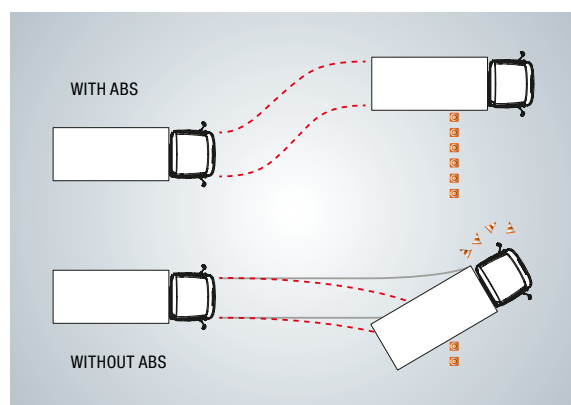
SPIN



UNDERSTEER

ANTI-LOCK BRAKING SYSTEM (ABS)

The Anti-lock Braking System (ABS) and Electronic Brake-force Distribution (EBD) controls the brake bias between the front, rear, left and right wheels, depending on the load.



SAFETY

DUAL SRS AIRBAGS & SEATBELTS

Includes dual SRS airbags (for both driver and passenger), coupled with emergency locking retracting (ELR) pre-tensioning seatbelts.



EASY START

Assists drivers by maintaining braking force on hills after the brake pedal has been released, preventing roll-back and potential property damage (Standard on 4x2 manual and AMT Models only)



FUP (FRONT UNDERRUN PROTECTION)

Hino FUP is designed to interact with a light vehicle crumple zone in an accident. FUP also helps the steering remain intact so, in the moments after an impact, the vehicle can be safely steered to avoid further serious impact.



CABIN SAFETY CELL

The cabin has been built to the highest strength standard for improved driver and passenger safety and meets ECE R29 European crash certification.



▶ HINO HYBRID 300 SERIES

BENEFITS OF A HYBRID TRUCK

Lower exhaust emissions mean cleaner air. By employing a diesel electric Hybrid system, using a Euro 5 & EVV compliant 4L diesel engine matched to an auxiliary electric motor that is emission-free, the Hino Hybrid drive system significantly reduces exhaust tailpipe emissions when compared to a conventional diesel-engined truck. Compared to a conventional truck the Hino Hybrid emits significantly reduced emissions of:

- Carbon monoxide
- Carbon dioxide
- Particulate matter
- Nitrogen oxide

The Hino Hybrid has the additional benefits of:

- Reduced running costs through greatly improved fuel economy and savings on clutch replacement
- Reduced brake wear due to additional retardation from the electric motor
- Using the electric motor to start the engine and charge the batteries means lower maintenance costs



HYBRID DRIVING EFFICIENCY

Driving a Hino Hybrid is no different to driving a standard diesel truck. The following tips will help achieve maximum efficiency:

- During takeoff press the accelerator pedal down gradually
- Try to keep the pressure on the accelerator constant
- Try to keep the green ECO light lit as much as possible
- When decelerating, lift your foot off the accelerator pedal as soon as possible
- When bringing the vehicle to a stop, avoid using the foot brake as long as it is safe
- Use the Idle-Stop function as much as possible

SERVICING

To reduce maintenance costs and make operating your Hino more efficient for owners, the new generation 300 Series Hybrid trucks have exactly the same regular service intervals and in workshop service times as Hino's conventional diesel-engine trucks.

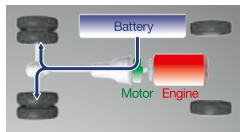


KEY SERVICING FEATURES

- The main electrical components (the motor, inverter and nickel-metal hydride battery) are maintenance free
- No additional service costs to Hino's conventional 300 Series diesel-engine light duty truck
- Regular service intervals of 20,000km, the same as Hino's conventional 300 Series diesel-engine light duty truck
- The same grade and quantity of engine oil, as well as the same filters, as Hino's conventional 300 Series diesel-engine light duty truck

▶ DRIVING THE HINO 300 SERIES HYBRID

1 Start-Up

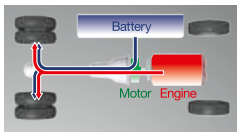


Motor Power

When the Hybrid system's battery is sufficiently charged (indicated with battery level 4 and above on the instrument panel), and the Eco mode is selected, the vehicle can move off on electric motor power alone – quietly and smoothly.

The electric motor is also the diesel engine's starter motor. Removing the conventional starter motor reduces weight, which improves fuel efficiency. Fewer parts also means reduced maintenance costs.

2 Acceleration

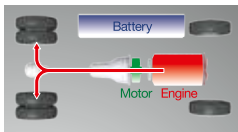


Diesel Engine Power + Motor Assist

During take-off and acceleration the electric motor will assist initial movement of the vehicle. The clutch will then engage to couple the diesel engine and electric motor together in a parallel driveline configuration.

The Hybrid system balances the delivery of power and uses the gathered electrical energy stored in the battery pack to supplement the diesel engine's torque.

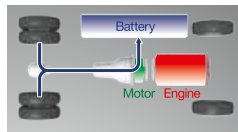
3 Normal driving



Diesel Engine Power

While cruising (when the driver is requesting less power from the engine) the diesel engine operates alone to provide drive to the wheels. A wide torque band ensures the engine runs at optimal efficiency, maintaining low fuel consumption.

4 Deceleration

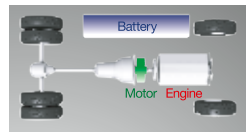


Kinetic Energy Recovery

The secret to the success of the Hino Hybrid is that when the accelerator pedal is released (and the exhaust brake is turned off) the clutch disengages, and the electric motor switches to 'generator' mode.

Kinetic energy (that would otherwise be wasted and dissipated as heat energy by the brakes) is converted to electrical energy, and stored in the Hybrid system's battery until required by the electrical motor again.

5 Idle Stop

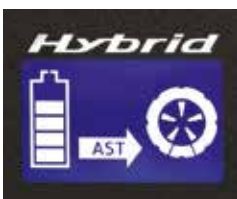


Diesel Engine Shut Off

With the Auto Stop Start function activated the diesel engine can automatically shut off when the vehicle comes to a stop (providing the brake pedal is depressed).

This function reduces fuel consumption, particularly in stop-start traffic conditions.

When the brake pedal is released the diesel engine automatically starts again, and the vehicle can be driven off. The entire operation is smooth, seamless and intuitive.





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For further information please visit hino.com.au or call 1300 014 466

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