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# Road Test: Hino's new FM 2632

## The Toowoomba Range seemed like a good test

**BRISBANE, MAY 2, 2017:** We pick up the Hino FM 2632 for a day on the road to evaluate the new 500 series wide cab.

I had driven a selection of these newly released Hinos out of Sydney a month or two ago, this was a chance to get to know one of the variety just a little better.

The configuration is a 6x4, curtain-sided flat top. A configuration with a 26 tonne GVM, and with a load of bulk bags of sand we are grossing around 20 tonnes.

An easy day is planned, just a run from Brisbane out through the hinterland of coastal Queensland, up the range to Toowoomba, take a few pics, grab a bite and back down the range and home.

The FM 2632 nomenclature translates to you and I as a truck with a 26 tonne gross vehicle mass and a 320 hp engine.

The FM badge of the 500 series tells you this is at the heavy end of the line-up, working up in categories from the FG through the GH and FL to the FM.

The engine in the FM 2632

is a nine litre (just under) in-line six cylinder block with power peaking at 320 hp at 1800 rpm. Maximum

torque is 1275Nm that peaks at 1100rpm and plateaus through to 1600rpm.

The transmission is fully automatic with a six-speed Allison 3200 series. I chose the climb and descent of the Toowoomba Range as a reasonable challenge to ascertain the viability of a six-speed auto handling decent climbs with a 320hp engine and a 20 tonne truck.

Hell, there are plenty of passenger cars and four wheel drives with six speed transmissions, but a truck? We'll see.

### On the road

Three easy steps pull me into the driver's seat, easy and comfortable access for a truck specced for distribution work with likely plenty of getting in-and-out for the driver. Suspension seats for both driver and

passenger bring a nice touch.

The layout from the driver's point of view is efficient with all gauges and controls within easy reach.

You ride tall in the FM, with real truck's eye view of the world. Push D-for-drive, touch the throttle and you are away.

With Brisbane behind us, the first hill is at Minden and the auto transmission came back one click into fifth and pulled the truck over the crest without any unexpected dropping of road speed.

The Toowoomba Range is the real test on which I wanted to try this six-speed Allison transmission, and I soon found out that the 1275Nm of torque, stretched across a broad plateau, had lot of staying power.

With six gears and 20 tonnes, of course the transmission is a little gappy.

But this is a transmission and engine combination that works intelligently and selects gear shifts after hanging on to around 1000rpm. It certainly does not have that old clunk and scream of Allison transmissions of yesteryear.

On up the hill, the transmission works back

through five, four, three, back up to four, and on the last pinch to the crest of the range comes back to second gear but is still holding a road speed around 30kmh. And we are in Toowoomba.

Time to check out the manual override of the transmission. Just double click the main control and the gears are now controlled by up and down arrows. No worries.

A little lunch and a few photographs and once more we drive along the top of the range, around the big right-hander and pull out around the big boys as we come down.

After working out the manual system of the Allison I reckoned stuff it, I'll see what this truck can do using its own brains, and in full automatic we drop into the steep descents.

I was surprised. A slight touch of the foot brake and the engine / transmission combo held road speed at 60kmh, coming back to fourth and third gears of its own volition.

And that's how we did it, down the range swinging around B-doubles and pocket road trains, the Allison and the engine brake working together to make the descent safe and easy.



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## HINO FM 2632

- Engine: A09C-US six cylinder in-line, turbocharged and intercooled
- Capacity: 8.866 litres
- Power: 320hp @ 1800rpm
- Torque: 1275Nm 1100 to 1750rpm
- Transmission: Allison 3200 series 6-speed double overdrive with electronic control
- GVM: 26 tonnes
- Emission Management: Euro V, Selective Catalytic Reduction (SCR / AdBlue)



**OUR FOR THE DAY:** The FM 6x4 configuration has a 26 tonne GVM, a real truck for the real world.

PHOTOS: CONTRIBUTED





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Three steps and swing into the saddle is an easy access for a truck that most likely require a driver multiple exits in a shift.



The innards of the SCR emissions management system, Euro V standard in the tested model.