



2009 MY

BODY BUILDER'S BOOK

UD1400

UD1800CS

UD1800HD/MKA371

UD2000/MKB371

UD2300/LKC371

UD2600/PKA371

UD3300/PKC371

UD3300/PKC371 Sweeper



2009MY

BODY BUILDER'S BOOK

UD1400

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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.

Various regulations relating to vehicle performance, equipment, and safety have been issued by the Department of Transportation. These regulations include, but are not limited to the Federal Motor Vehicle Safety Standards and the Federal Motor Carrier Safety Regulations. Other federal, state and local regulations may also apply. Final stage manufacturers and motor carriers are responsible for knowing and complying with all regulations that may apply to the vehicle. A finished vehicle may also require devices that are not specified in the regulations. Body builders, subsequent stage manufacturers and carriers must determine what safety devices are necessary for the safe operation of the vehicle. Nothing in this book should be taken as a representation that all equipment necessary for the safe operation of the vehicle in its intended use 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.



WARNING

Be sure any modification, alteration, or completion of this chassis-cab includes required safety measures. This incomplete vehicle may be built to many uses, and Nissan Diesel Motor Co., Ltd. cannot anticipate all of them. Always consult safety regulations applying to the complete vehicle, and conform exactly. Below are two types of safety adaptations required under certain circumstances. Other measures may be required depending on the type of body built on the chassis and the uses expected for the final vehicle. Neglecting good safety measures could cause a serious accident.

REAR IMPACT PROTECTION

Section 393.86 of the Federal Motor Carrier Safety Regulations requires certain vehicles to be equipped with rear impact protection guards. Such guards must be installed in accordance with the Federal Motor Carrier Safety Regulations. Make sure you know whether the vehicle requires a rear impact protection guard. If a guard is required, make sure it meets or exceeds all applicable regulations and that it is installed correctly. If the vehicle is to be operated outside the United States, consult the regulations and standards applicable in the countries where the vehicle will be operated.

VISIBILITY DEVICES

Federal Motor Vehicle Safety Standards and Federal Motor Carrier Safety Regulations require certain vehicles to be equipped with retroreflective sheeting or other devices to insure the vehicle is clearly visible. Make sure that you apply visibility devices complying with the regulations and take any other steps necessary to ensure that the vehicle is sufficiently conspicuous at night or in low lighting conditions.

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JAPAN**

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 UD1400 SERIES	
INCOMPLETE VEHICLE MANUFACTURED BY NISSAN DIESEL MOTOR CO., LTD. 1-1, AGED, SAITAMA, MI, JAPAN			
VIN		MONTH/YEAR	
LB(kg)	GVMR	GAMR (FR)	GAMR (RR)
TIRES			
RIMS			
PSI (kg/cm ²)	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.

WBM694B

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 manufactures 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.

FEDERAL MOTOR VEHICLE SAFETY STANDARDS AND REGULATIONS APPLICABLE TO TRUCKS WITH A GVWR 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

Part 574	TIRE IDENTIFICATION AND RECORD KEEPING
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 GVWR (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 System	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

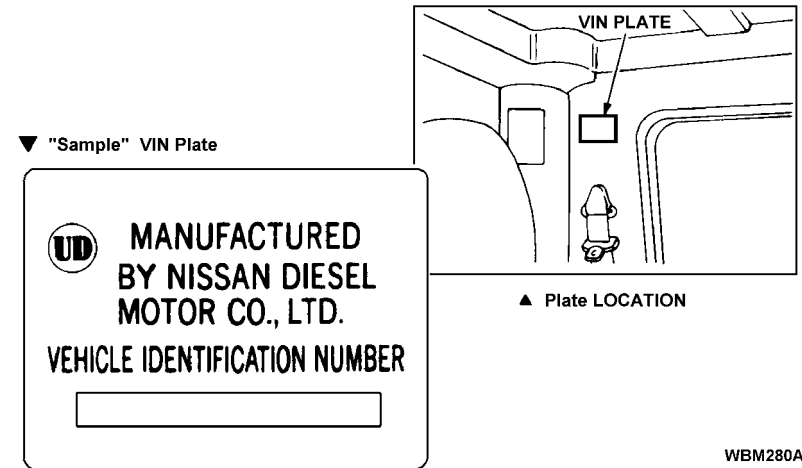
Do not change the back pressure of the exhaust manifold. Any change to the exhaust inlet and outlet pipes or muffler must not result in an increase in vehicle noise.

LABEL AND IDENTIFICATION PLATE

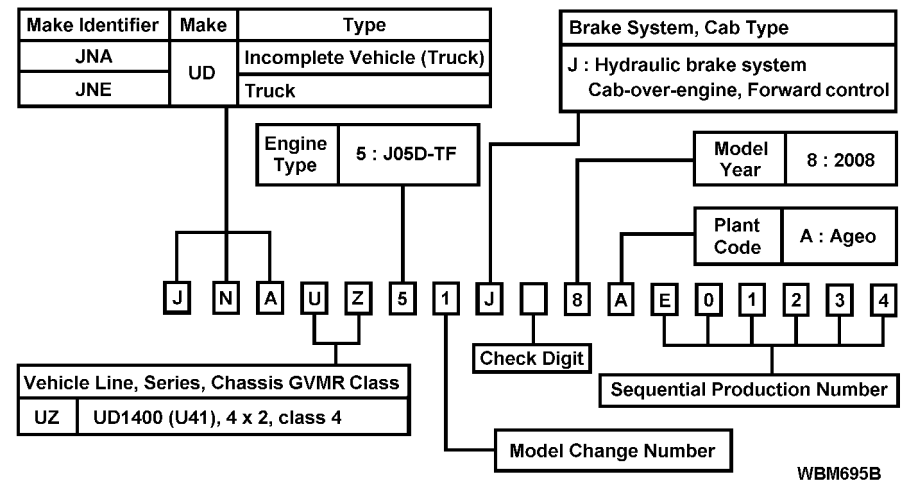
Label and identification plate required or contemplated by federal regulation and their location are listed in the following table. These labels are reproduced on pages A5 through A6.

LABEL NAME	LOCATION
1. VEHICLE IDENTIFICATION NUMBER PLATE (Required by 49 CFR §565)	On the upper portion of the driver's side rear corner panel
2. VEHICLE NOISE EMISSION CONTROL INFORMATION LABEL (Required by 40 CFR §205.55-11)	Upper middle part of cab back inner panel
3. VEHICLE EMISSION CONTROL 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)	On the upper portion of the driver's side cab back inner panel

1. Vehicle Identification Number (VIN) Plate



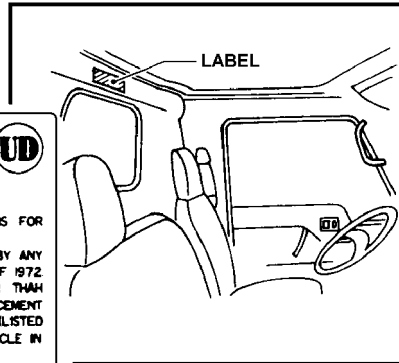
<Vehicle Identification Number (VIN) Structure>



2. Vehicle Noise Emission Control Information Label

▼ "Sample" Label

VEHICLE NOISE EMISSION CONTROL INFORMATION						
NISSAN DIESEL MOTOR CO., LTD.						
THIS VEHICLE CONFORMS TO U.S. EPA REGULATIONS FOR NOISE EMISSION APPLICABLE TO MEDIUM AND HEAVY TRUCKS. THE FOLLOWING ACTS OR THE CAUSING THERE OF 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.						
2007	JAN	FEB	MAR	APR	MAY	JUN
2008	JUL	AUG	SEP	OCT	NOV	DEC

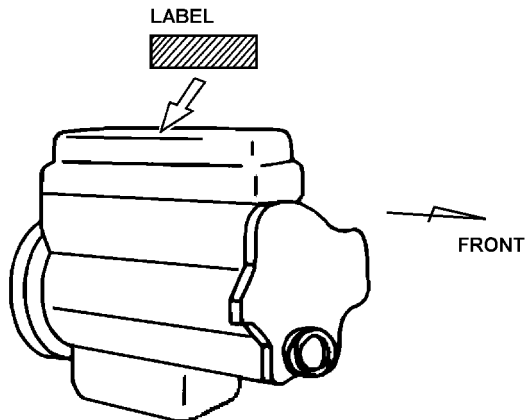


▲ Label Location

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3. Vehicle Emission Control Information Label

Label location

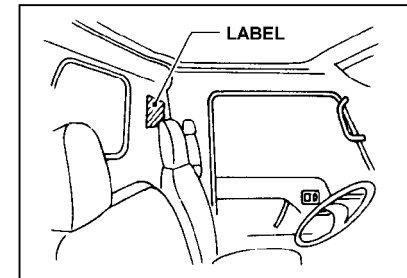


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4. Chassis-Cab Manufacturer's Certification Label

▼ "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.						
2007	JAN	FEB	MAR	APR	MAY	JUN
2008	JUL	AUG	SEP	OCT	NOV	DEC



▲ Label Location

WBM697B

B : CHASSIS-CAB DATA

CHASSIS-CAB DATA CHART

CHASSIS-CAB DATA	PAGE NO.
CHASSIS-CAB DIMENSIONS AND MASSES	B2
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SIDE RAIL DATA	B16~B19
BATTERY BOX DATA	B20
EXHAUST PIPE AND MUFFLER DATA	B21~B23
FUEL TANK DATA	B24
TRANSMISSION P.T.O. OPENING DATA	B25~B26
SPRING DATA	B27
PROPELLER SHAFT DATA	B28~B30
AREAS USED FOR U-BOLTS WHICH CONNECT EQUIPMENT AND FRAME	B31~B33

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/cm²)

TORQUE

1 newton-meter (N•m) =

0.7376 foot-pound (ft•lbf) =

0.1020 kilogram-meter (kgf•m)

TEMPERATURE

degree Fahrenheit (°F) =

1.8 x degree Celsius (°C) + 32

CHASSIS-CAB DIMENSIONS AND MASSES

UD1400 SERIES

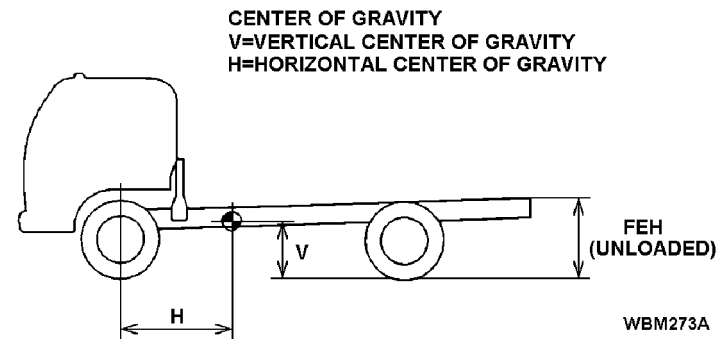
MODEL		UD1400A	UD1400C	UD1400E
DIMENSIONS Unit: inch (mm)				
WHEELBASE		108.86 (2,765)	131.89 (3,350)	149.41 (3,795)
OVERALL LENGTH		203.15 (5,160)	226.18 (5,745)	243.70 (6,190)
OVERALL WIDTH		83.62 (2,124)	83.62 (2,124)	83.62 (2,124)
OVERALL HEIGHT		90.63 (2,302)	90.63 (2,302)	90.63 (2,302)
CAB TO REAR AXLE CENTER		83.39 (2,118)	106.42 (2,703)	123.94 (3,148)
MASSES Unit: lb. (kg)				
CHASSIS-CAB	FRONT	3,780 (1,715)	3,910 (1,775)	3,990 (1,810)
	REAR	1,785 (810)	1,750 (795)	1,750 (795)
	TOTAL	5,565 (2,525)	5,660 (2,570)	5,740 (2,605)
CENTER OF GRAVITY Unit: inch (mm)				
CHASSIS-CAB	V	27.05 (687)	27.09 (688)	27.05 (687)
	H	35.00 (889)	41.14 (1,045)	45.71 (1,161)
	FEH	33.11 (841)	32.87 (835)	32.76 (832)
UNSPRUNG MASS Unit: lb. (kg)				
FRONT		562 (255)		
REAR		970 (440)		
GVMR & GAMR Unit: lb. (kg)				
GVMR		14,250 (6,465)		
GAMR	FRONT	5,360 (2,430)		
	REAR	9,880 (4,480)		
PERMISSIBLE LOAD Unit: lb. (kg)				
FRONT TIRE		2,680 (1,215) X 2		
REAR TIRE		2,470 (1,120) X 4		

NOTE: STANDARD SPECIFICATION WITH LT215/85R 16E TIRES

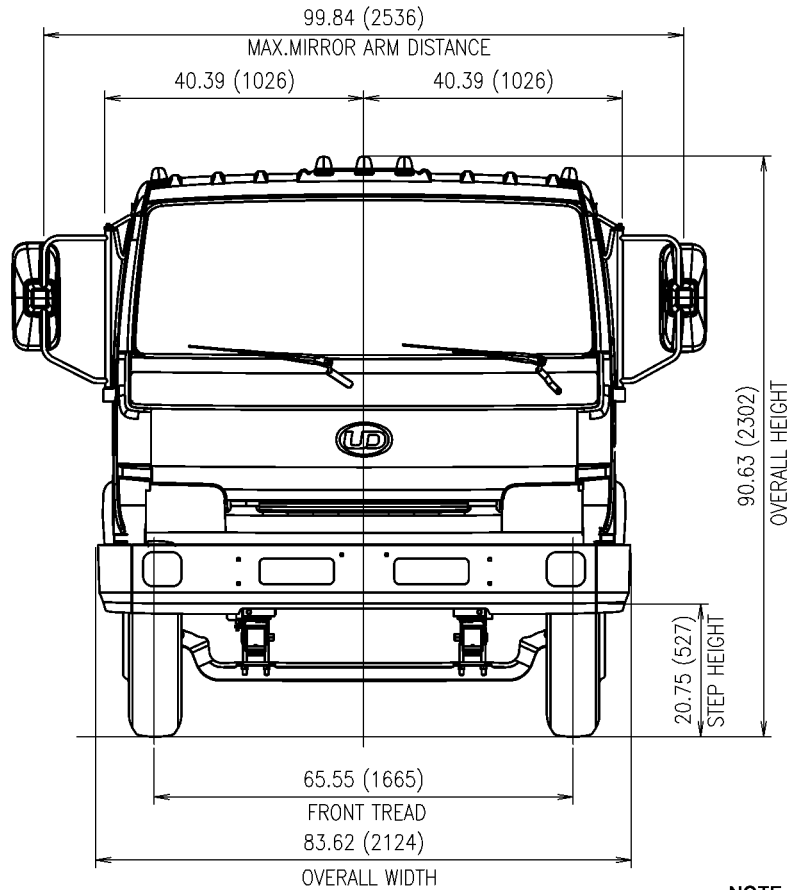
ADDITIONAL MASSES FOR OPTIONAL PARTS

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

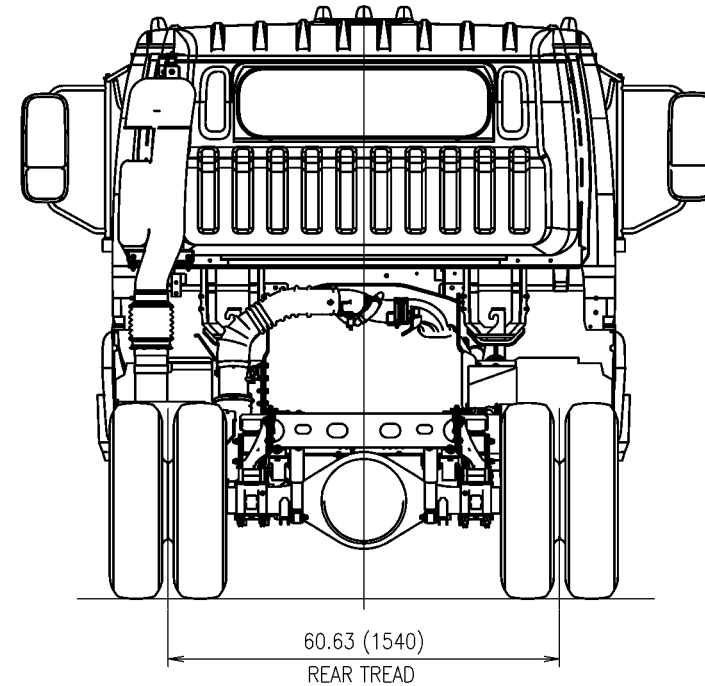
Unit: lb. (kg)			
PARTS ASSEMBLY NAME	FRONT	REAR	TOTAL
AIR CONDITIONER	57 (26)	9 (4)	66 (30)



CHASSIS DIAGRAM FRONT AND REAR VIEW



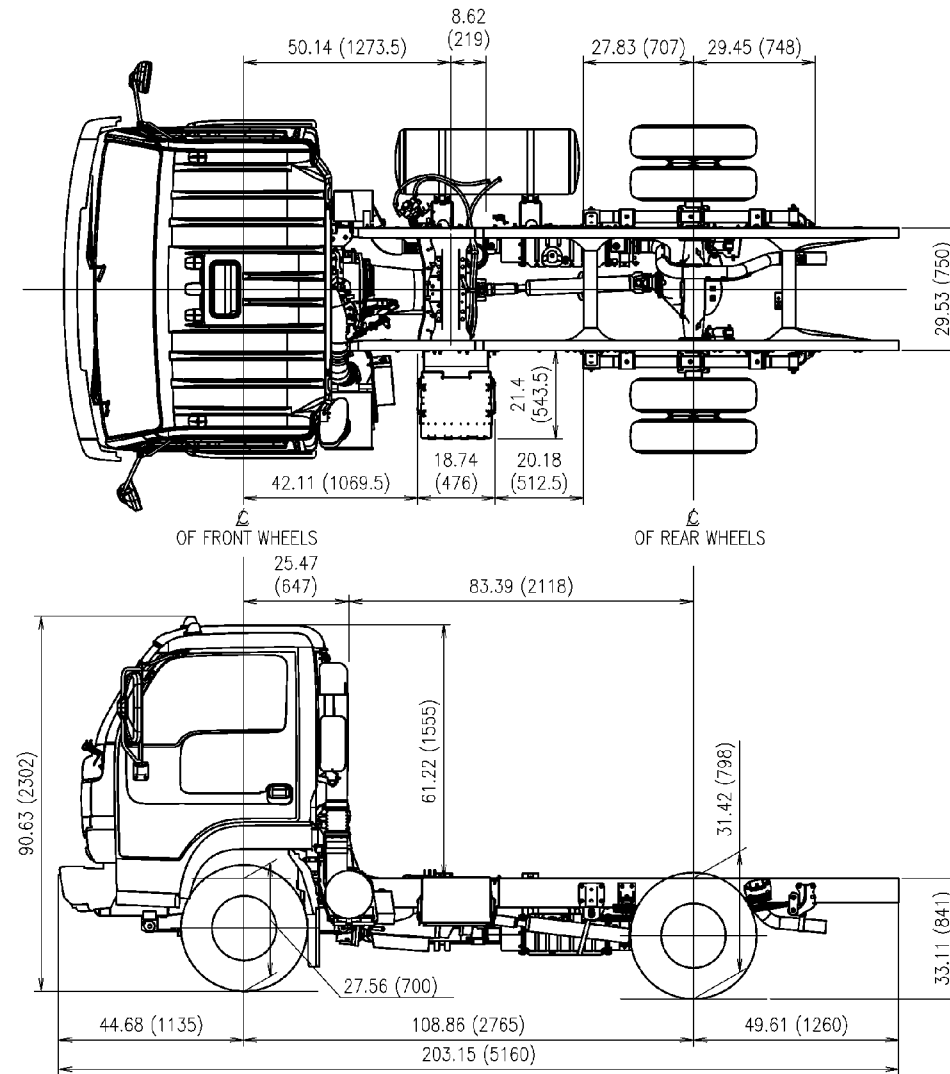
Unit : inch (mm)



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.

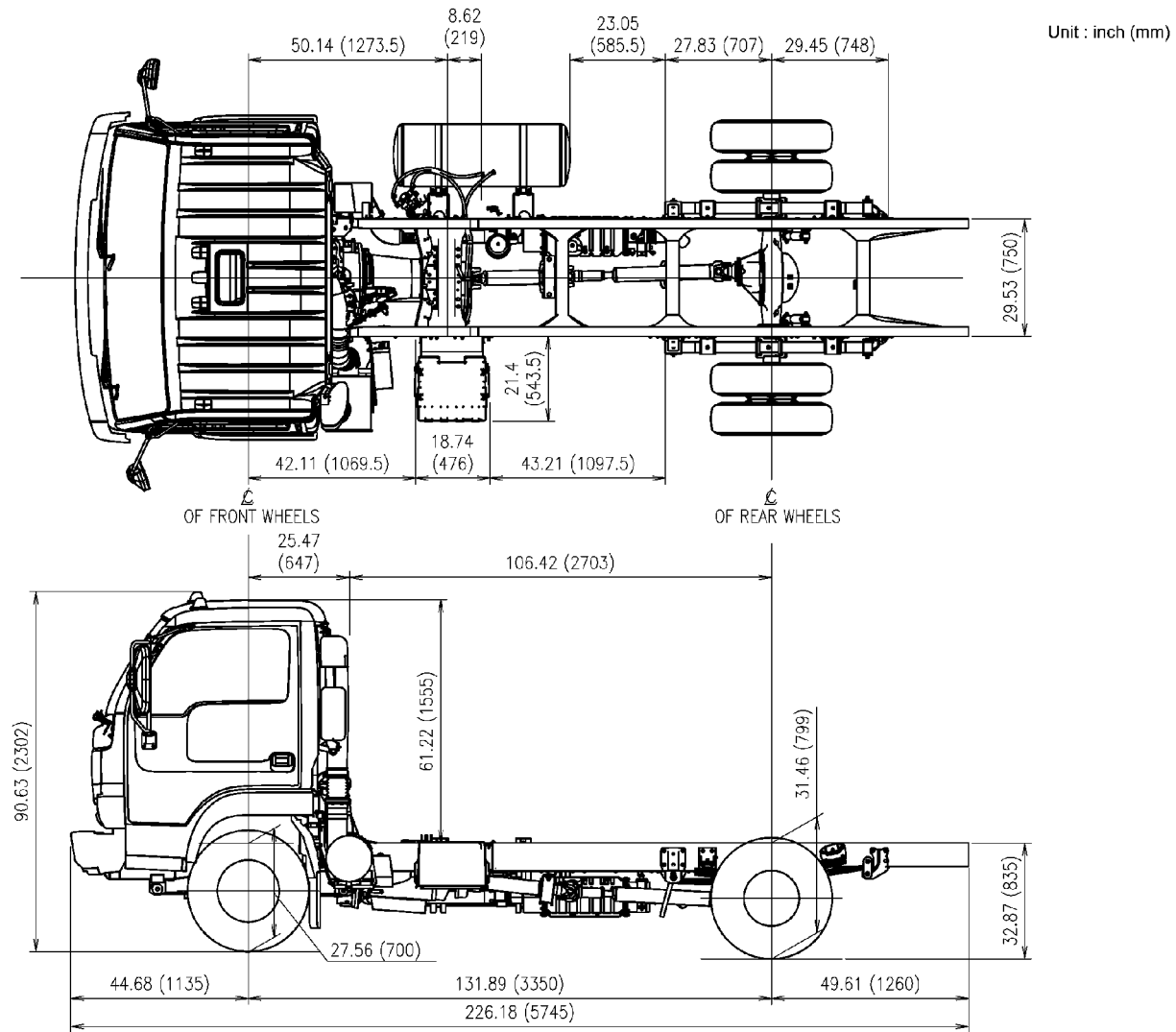
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CHASSIS DIAGRAM PLAN AND SIDE VIEW UD1400A



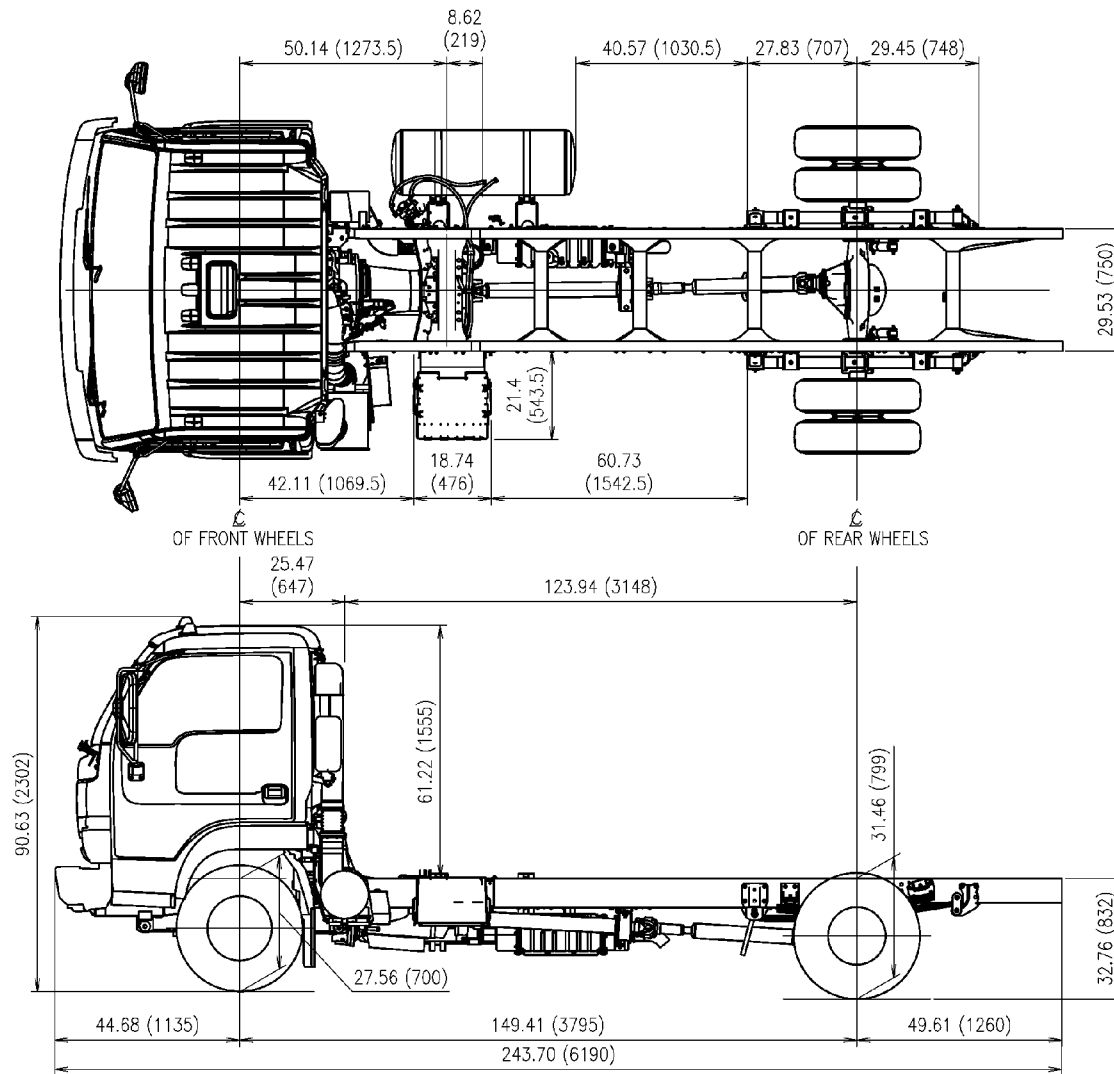
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UD1400C



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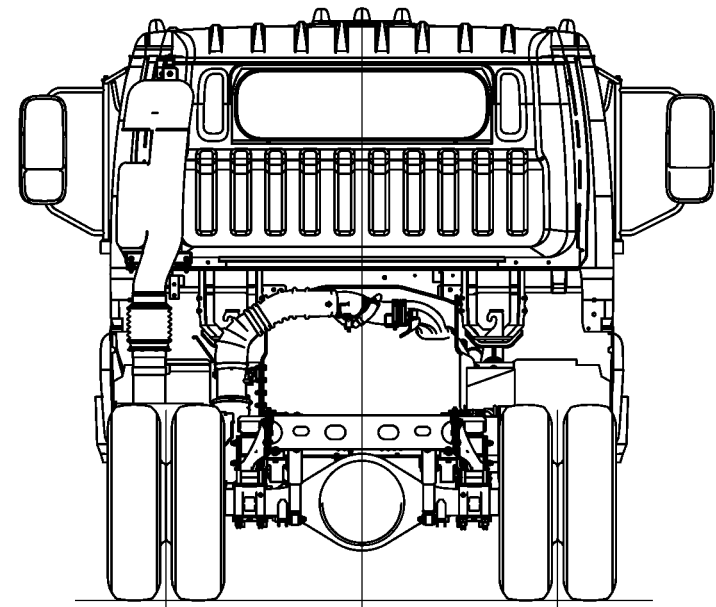
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NOTE : REFER TO PAGE B10 FOR CAB SWING INFORMATION.



AXLE AND WHEEL DATA

AXLE INFORMATION

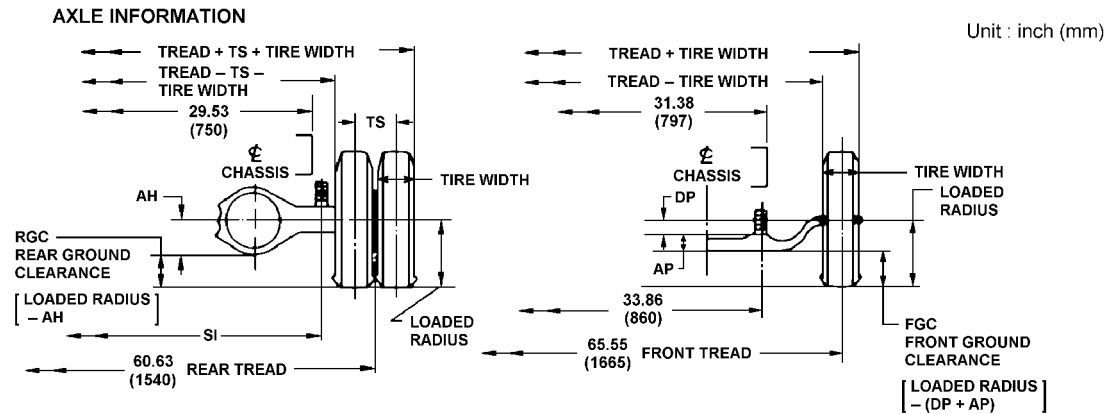


FIG. 1 REAR AXLE & WHEEL

FIG. 2 FRONT AXLE & WHEEL

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AXLE INFORMATION CHART

(SEE FIG. 1 & 2)

Unit : inch (mm)

REAR AXLE		FRONT AXLE	
SI	AH	AP	DP
35.04 (890)	7.48 (190)	2.80 (71)	3.74 (95)

WHEEL INFORMATION CHART

(SEE FIG. 1 & 2)

Unit : inch (mm)

TIRE SIZE	RIM	DISC OFFSET	HUB BOLT PATTERN	TS	FGC	RGC
LT215/85R16	16 X 6K	5.00 (127)	6	10.00 (254)	7.52 (191)	6.57 (167)

TIRE INFORMATION

Unit : inch (mm)

TIRE SIZE	RIM	TIRE WIDTH	Max. OVERALL DIA.	LOADED RADIUS	
				STATIC	DYNAMIC
LT215/85R16	16 X 6K	8.86 (225)	30.83 (783)	14.06 (357)	14.69 (373)

WHEEL INFORMATION

Unit : inch (mm)

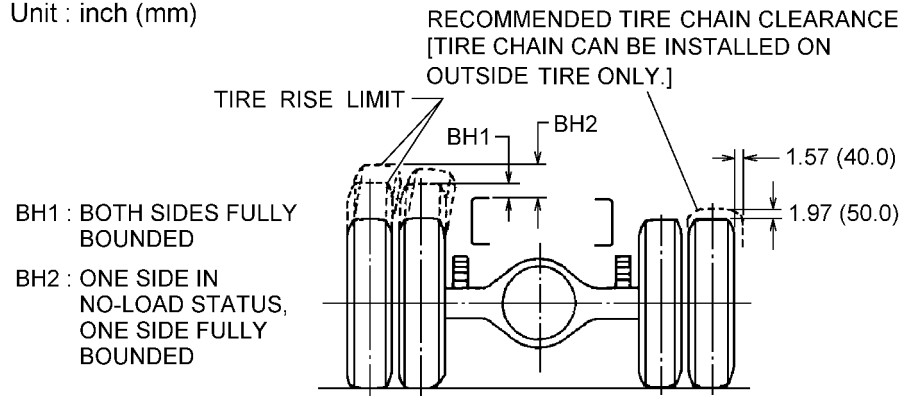


FIG. 3 REAR AXLE & WHEEL MOTION

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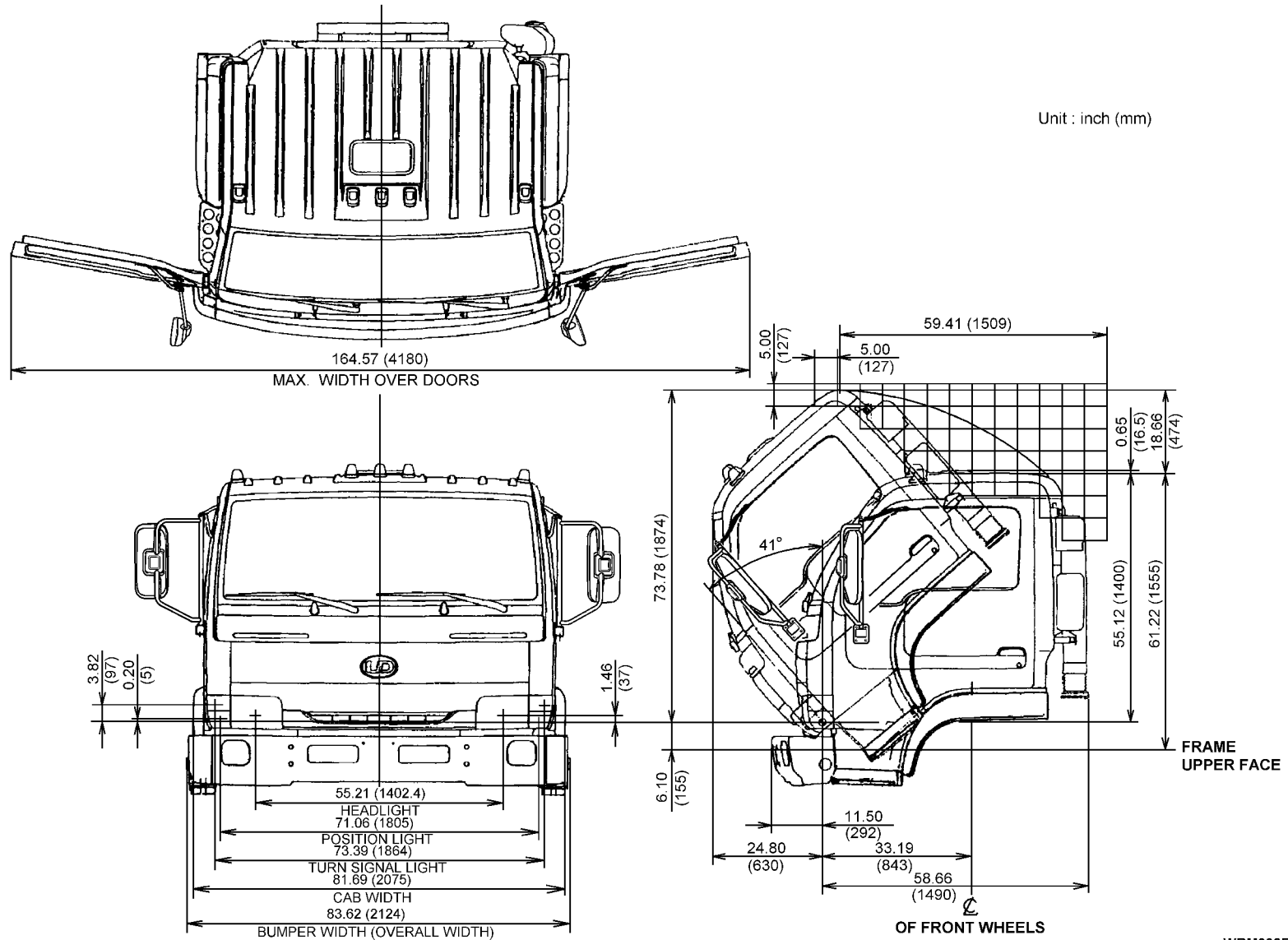
WHEEL INFORMATION CHART

(SEE FIG. 3)

Unit : inch (mm)

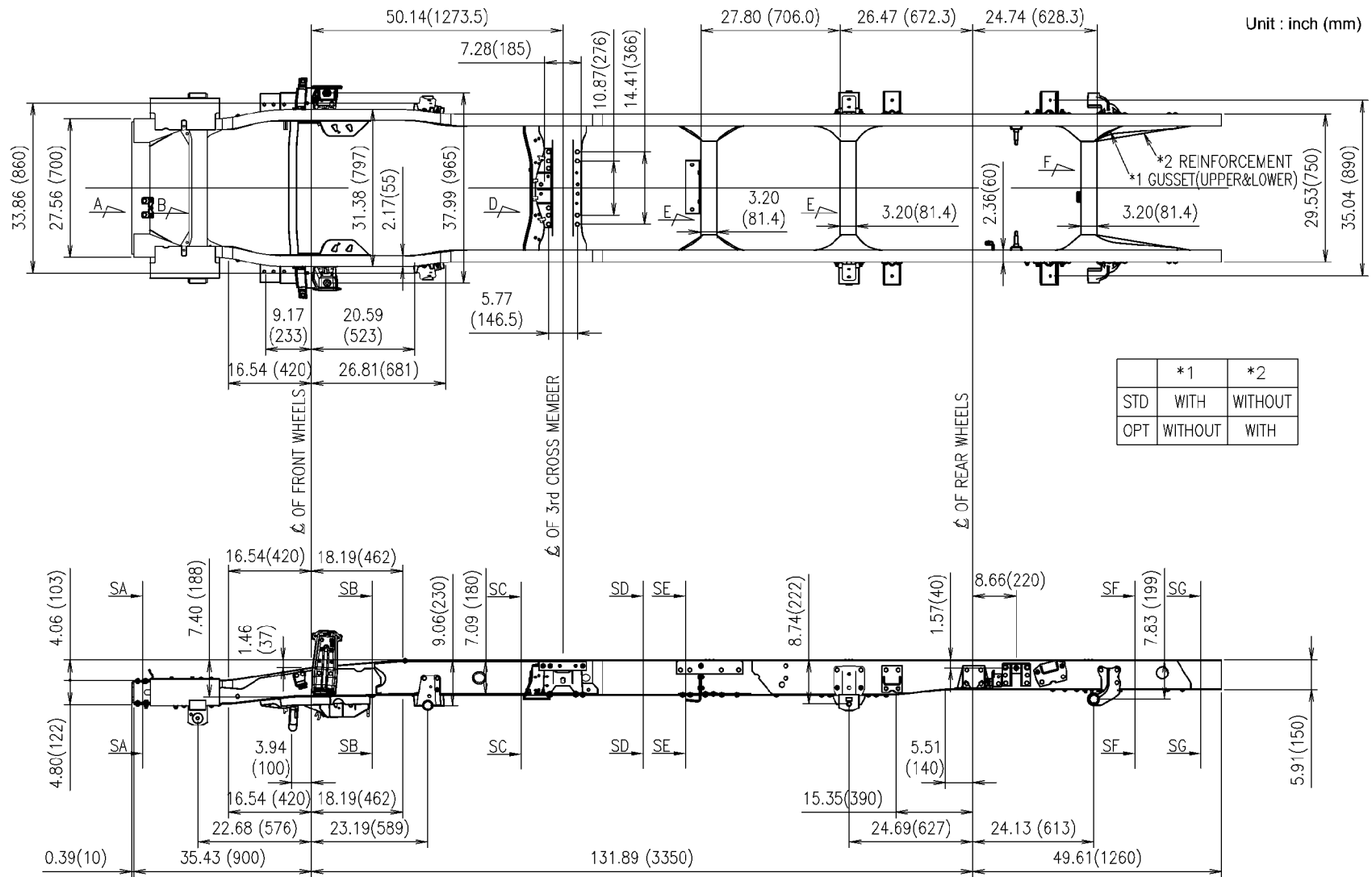
TIRE SIZE	BH1	BH2
LT215/85R16	53.1 (135)	7.28 (185)

CAB DATA



WBM704B

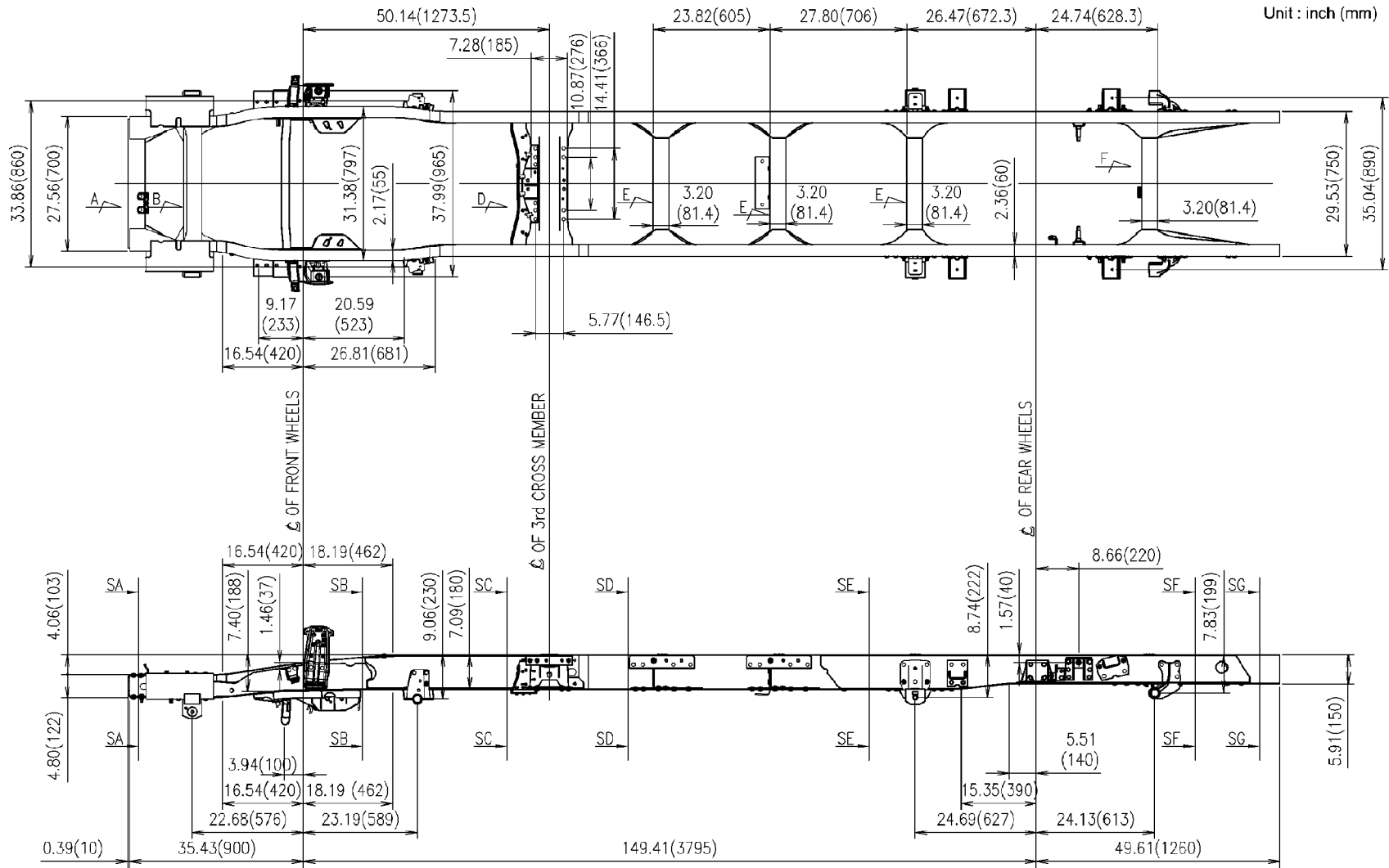
UD1400C



WBM705B

UD1400E

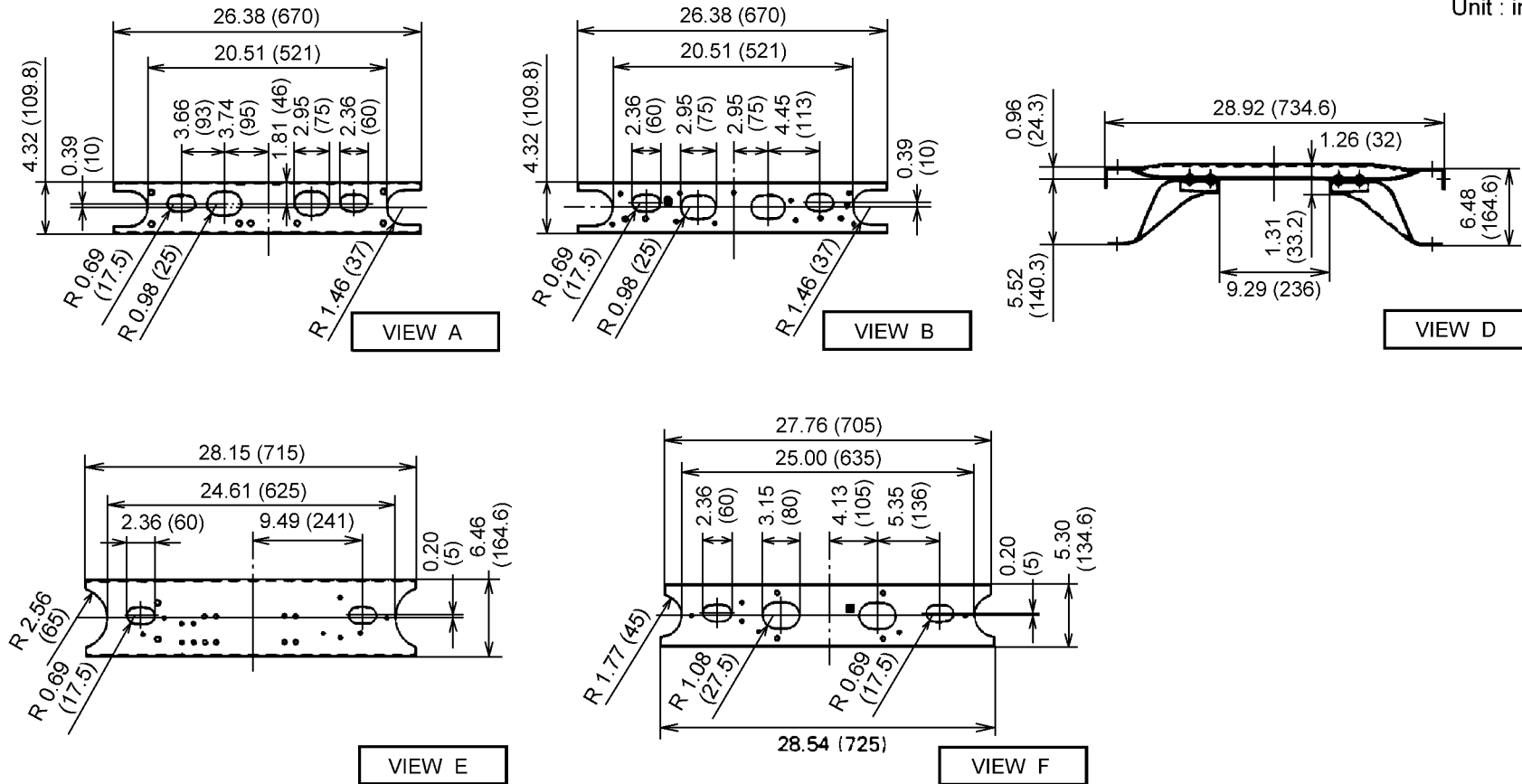
Unit : inch (mm)



WBM706B

CROSSMEMBER AND FRAME SECTION DATA

Unit : inch (mm)

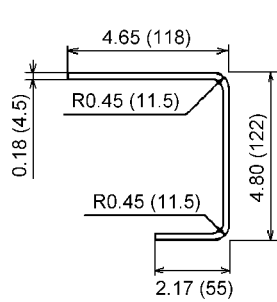


WBM707B

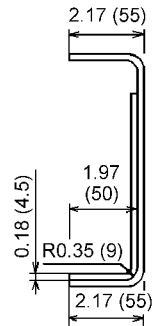
NOTE : This page shown frame section views to supplement pages B11, B12 and B13.

UD1400C : Without rear reinforcement

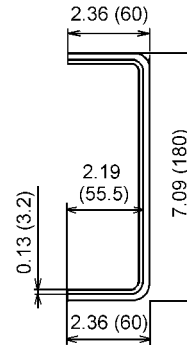
Unit : inch (mm)



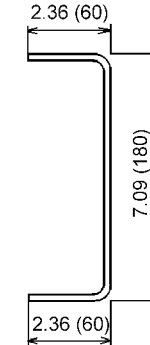
SECTION SA-SA



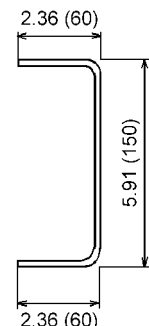
SECTION SB-SB



SECTION SC-SC

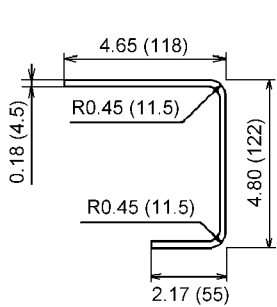


SECTION SD-SD
SE-SE

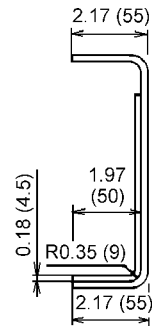


SECTION SF-SF
SG-SG

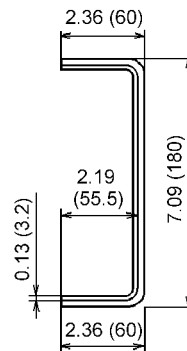
With rear reinforcement



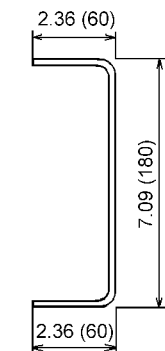
SECTION SA-SA



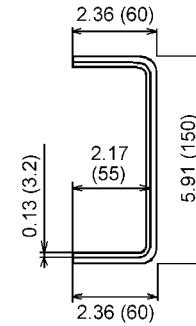
SECTION SB-SB



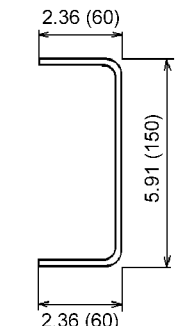
SECTION SC-SC
SE-SE



SECTION SD-SD



SECTION SF-SF

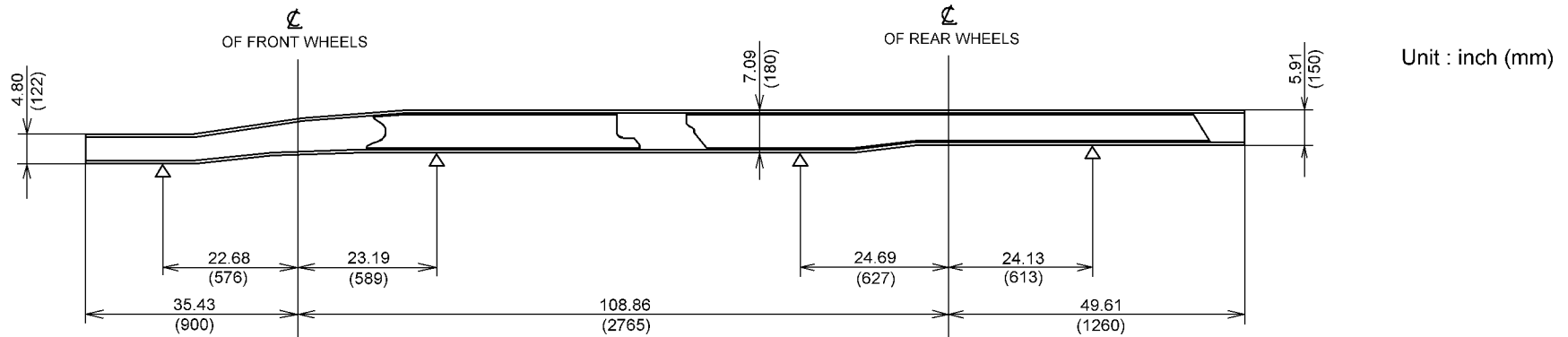


SECTION SG-SG

WBM740B

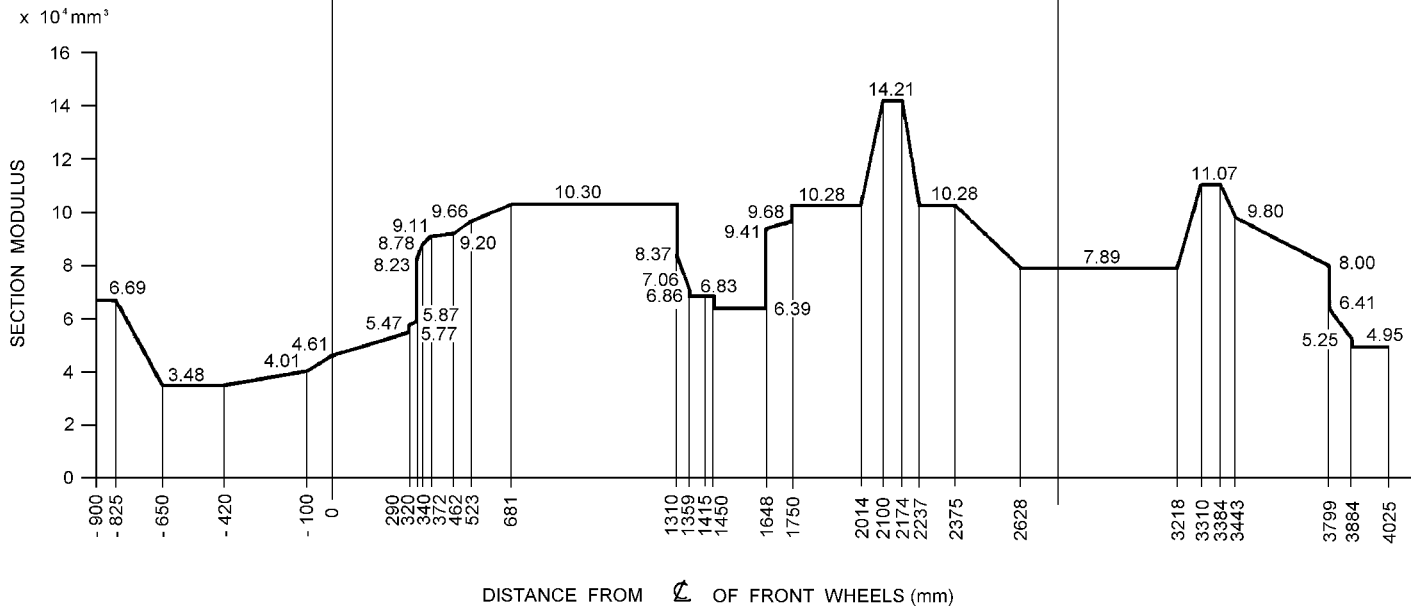
NOTE : This page shown frame section views to supplement pages B11, B12 and B13.

SIDE RAIL DATA **UD1400A** **With rear reinforcement**



NOTE
 THE SECTION MODULUS CHART HAS MANY NUMERICAL VALUES.
 PLEASE CONVERT THEN USING THE FOLLOWING EQUATIONS :
 1 INCH = 25.4 mm
 $10^4 \text{ mm}^3 = 10^4 / 25.4^3 = 0.6102 \text{ INCH}^3$

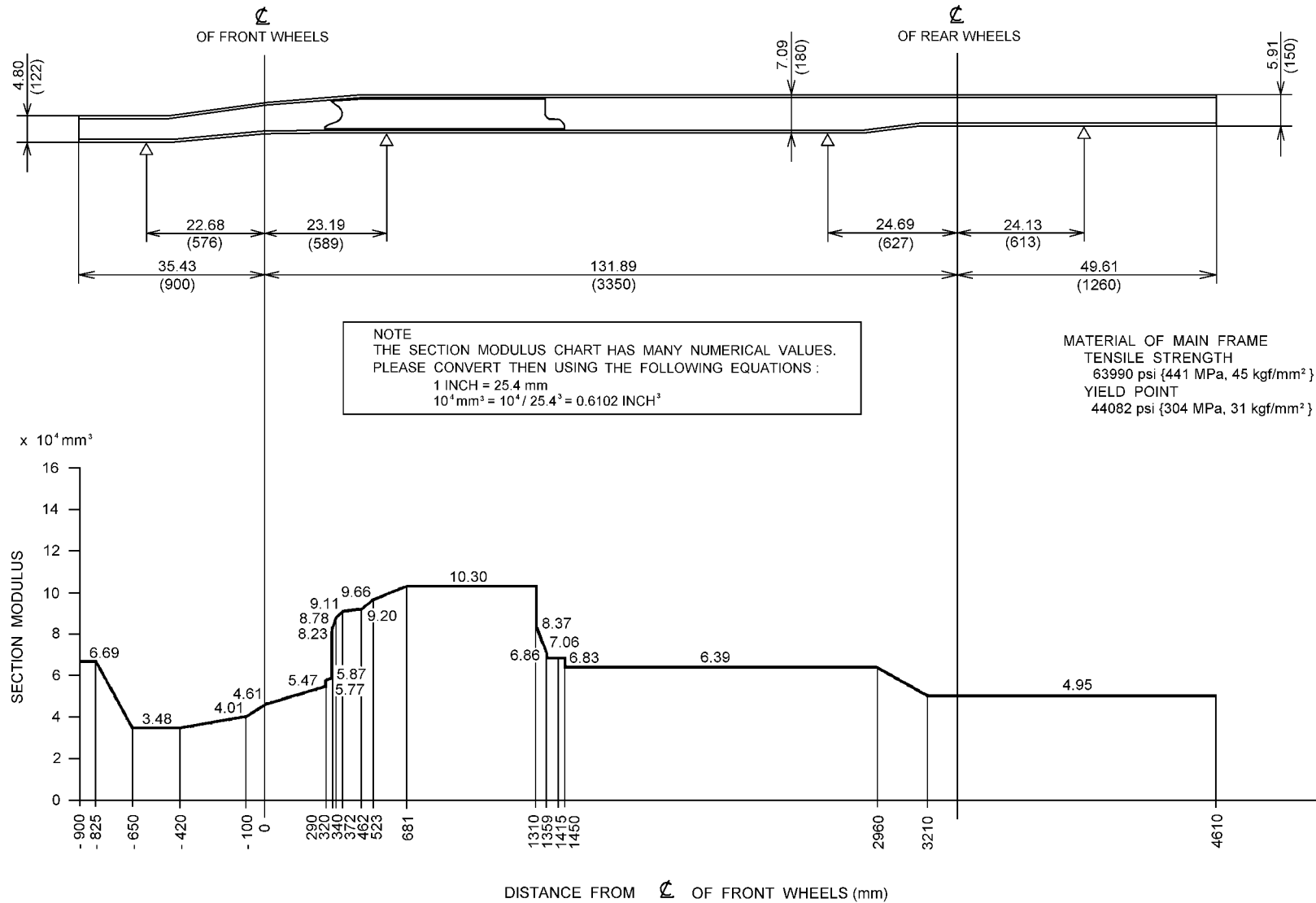
MATERIAL OF MAIN FRAME
 TENSILE STRENGTH
 63990 psi {441 MPa, 45 kgf/mm²}
 YIELD POINT
 44082 psi {304 MPa, 31 kgf/mm²}



UD1400C

Without rear reinforcement

Unit : inch (mm)



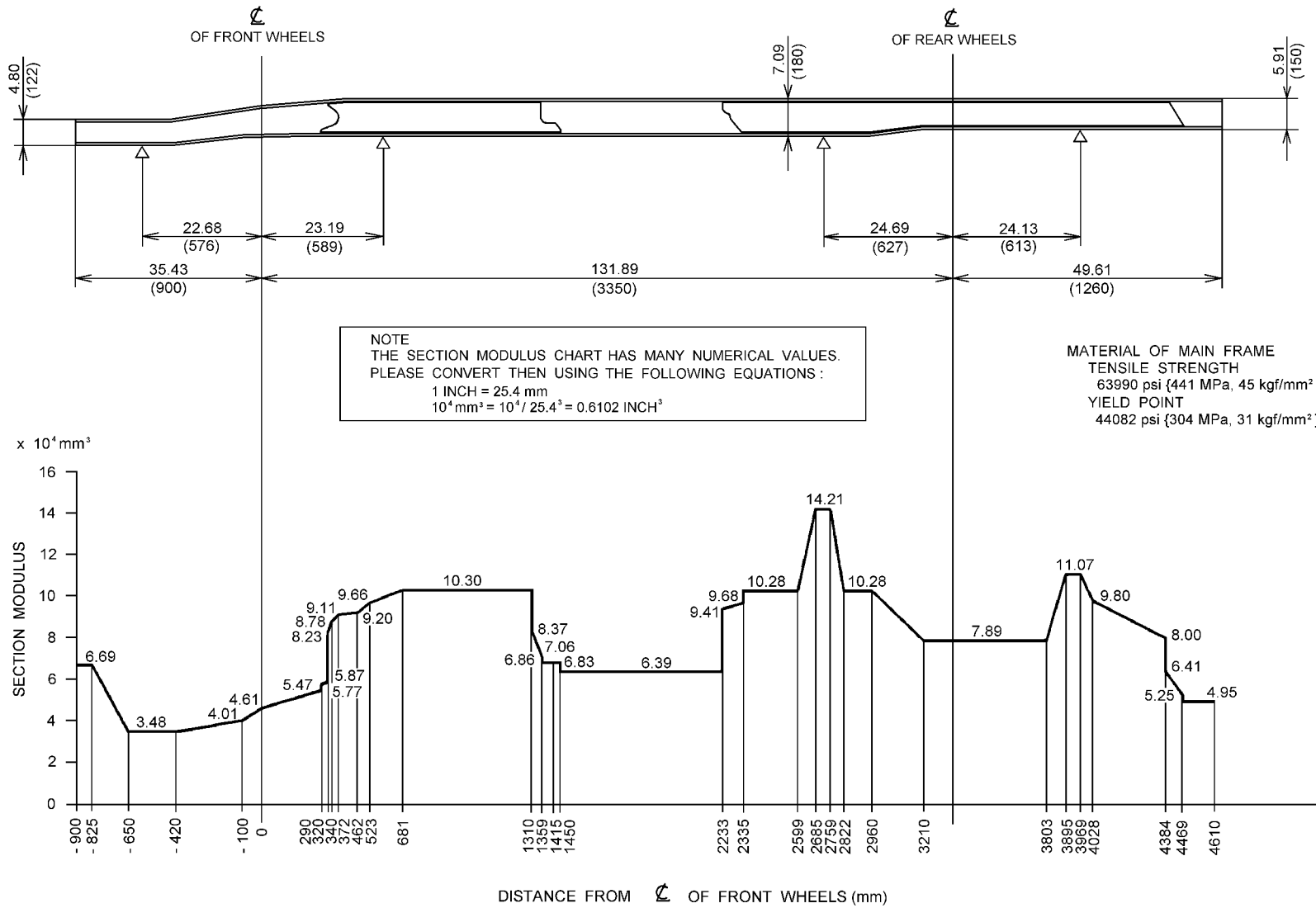
NOTE
THE SECTION MODULUS CHART HAS MANY NUMERICAL VALUES.
PLEASE CONVERT THEN USING THE FOLLOWING EQUATIONS :
1 INCH = 25.4 mm
10⁴ mm³ = 10⁴ / 25.4³ = 0.6102 INCH³

MATERIAL OF MAIN FRAME
TENSILE STRENGTH
63990 psi {441 MPa, 45 kgf/mm²}
YIELD POINT
44082 psi {304 MPa, 31 kgf/mm²}

UD1400C

With rear reinforcement

Unit : inch (mm)

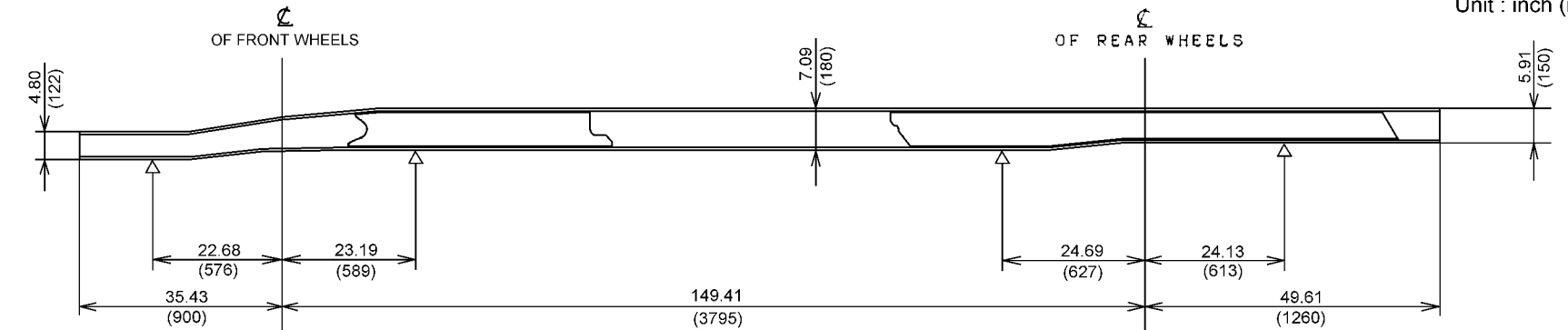


WBM075A

UD1400E

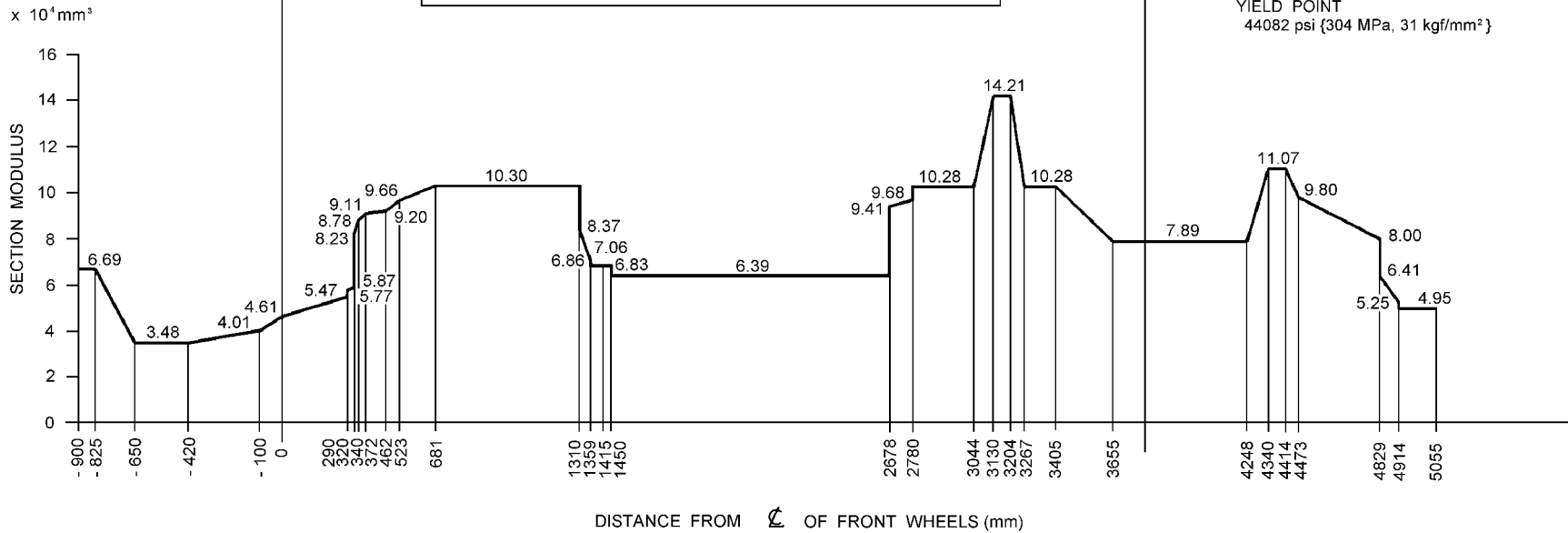
With rear reinforcement

Unit : inch (mm)



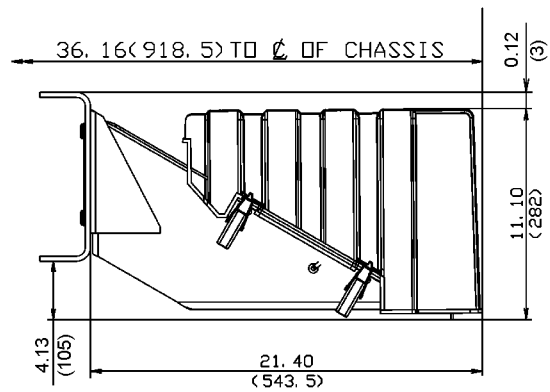
NOTE
THE SECTION MODULUS CHART HAS MANY NUMERICAL VALUES.
PLEASE CONVERT THEN USING THE FOLLOWING EQUATIONS :
1 INCH = 25.4 mm
 $10^4 \text{ mm}^3 = 10^4 / 25.4^3 = 0.6102 \text{ INCH}^3$

MATERIAL OF MAIN FRAME
TENSILE STRENGTH
63990 psi {441 MPa, 45 kgf/mm²}
YIELD POINT
44082 psi {304 MPa, 31 kgf/mm²}



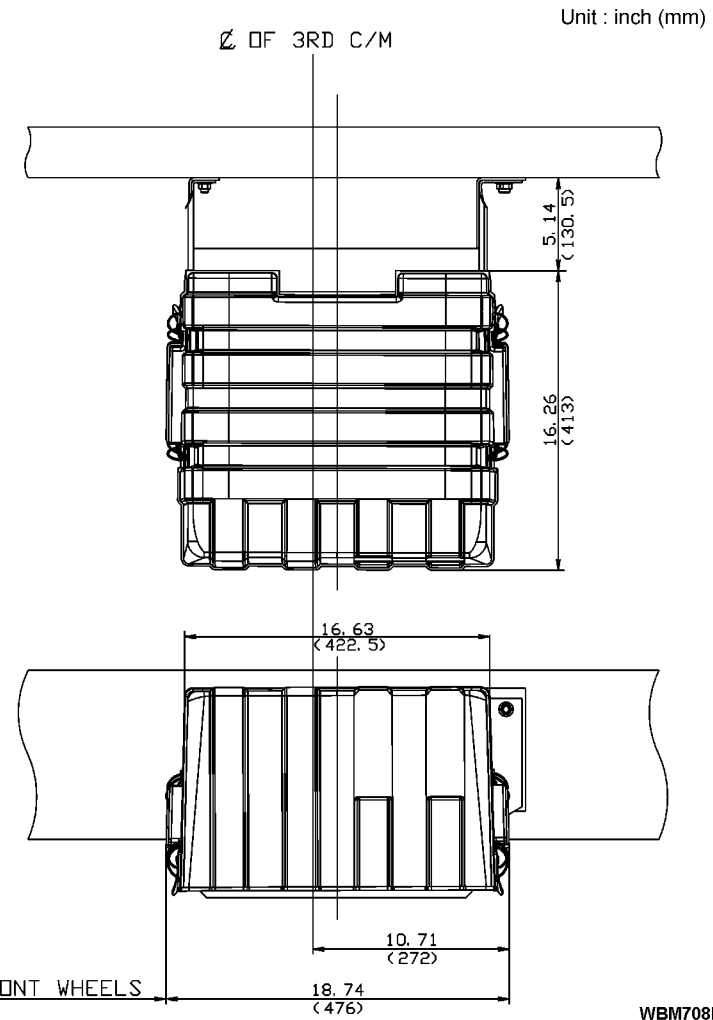
WBM076A

BATTERY BOX DATA



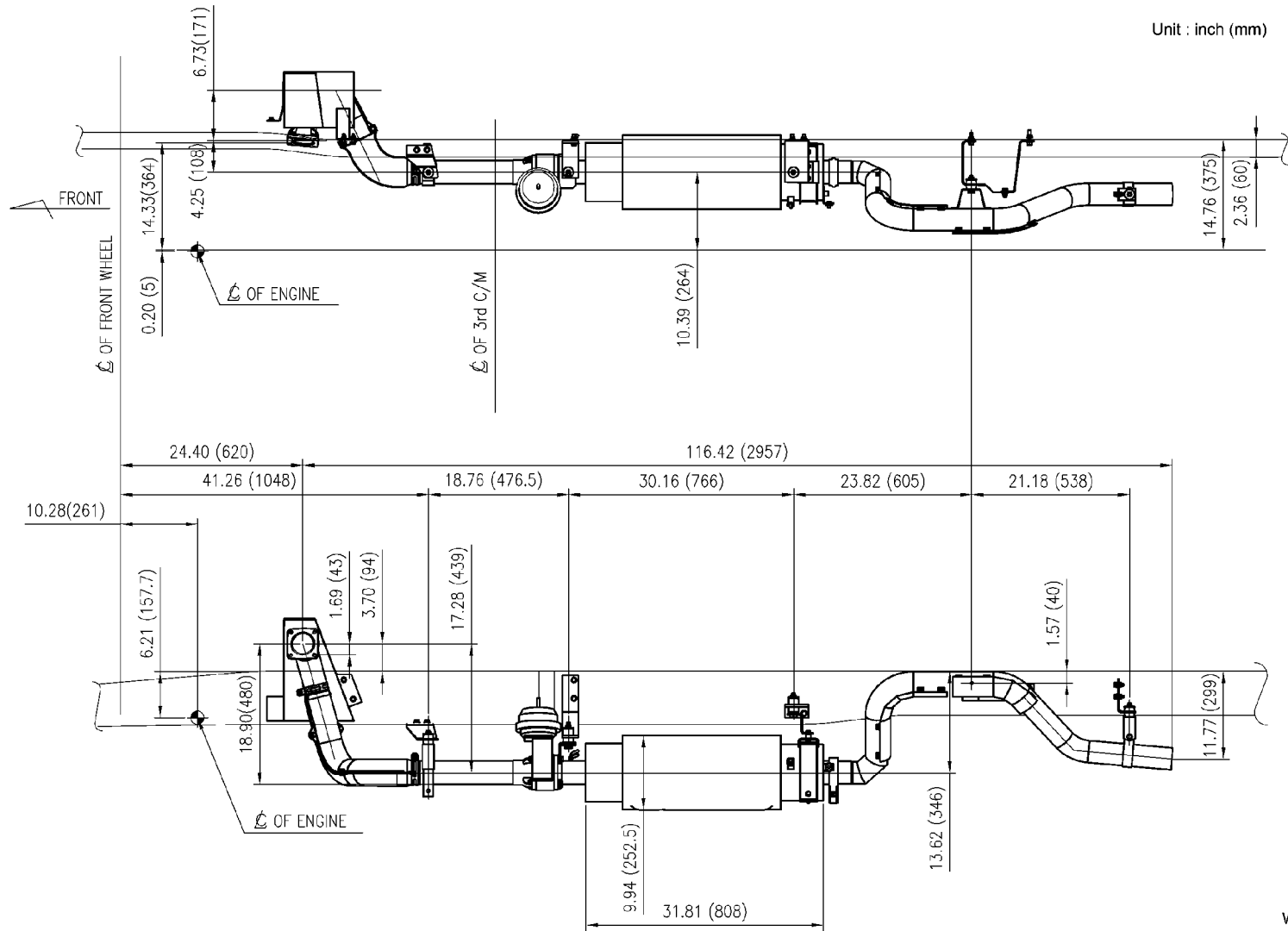
FRONT

42.11 (1069.5) FROM $\varnothing$ OF FRONT WHEELS



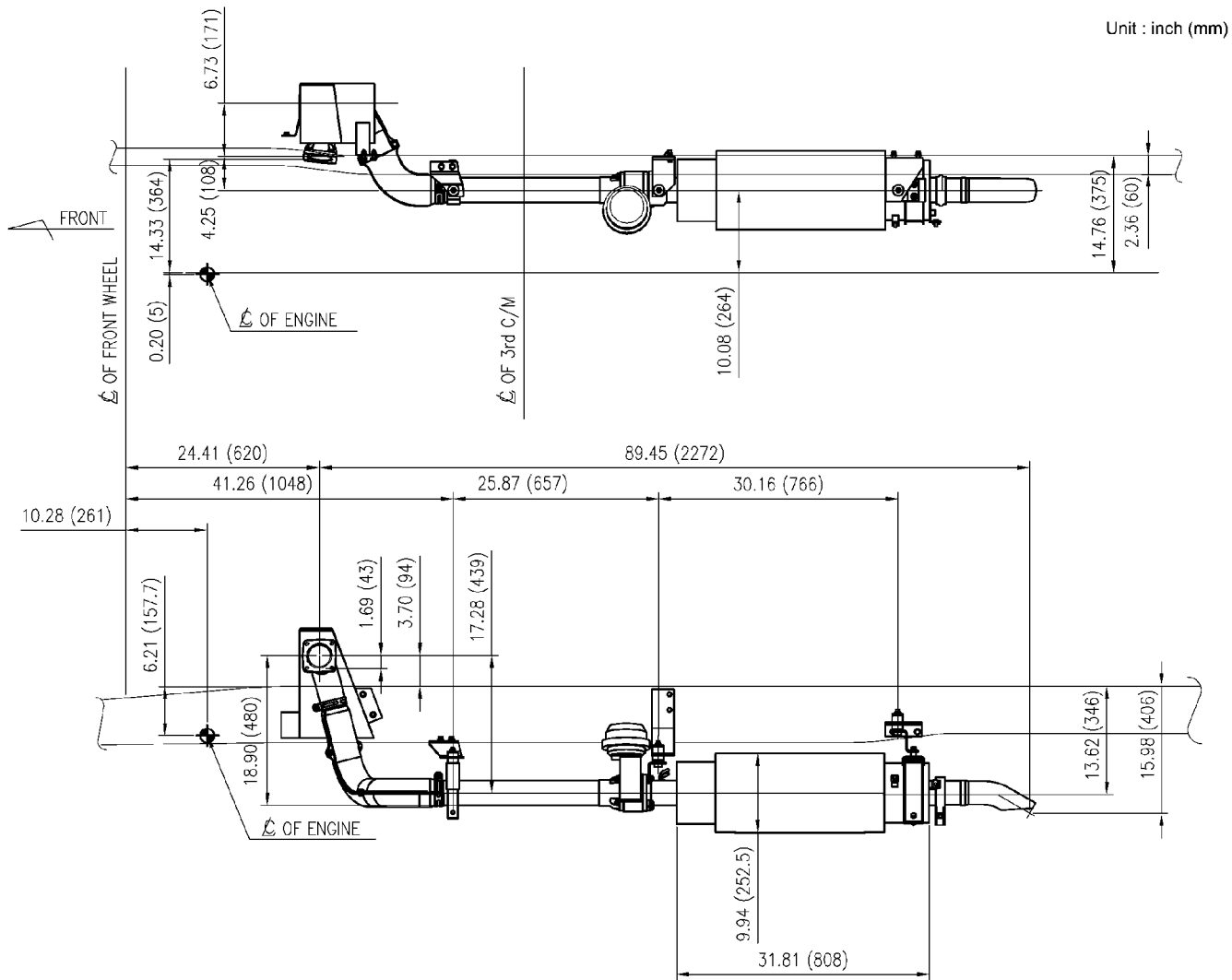
WBM708B

EXHAUST PIPE AND MUFFLER DATA UD1400A



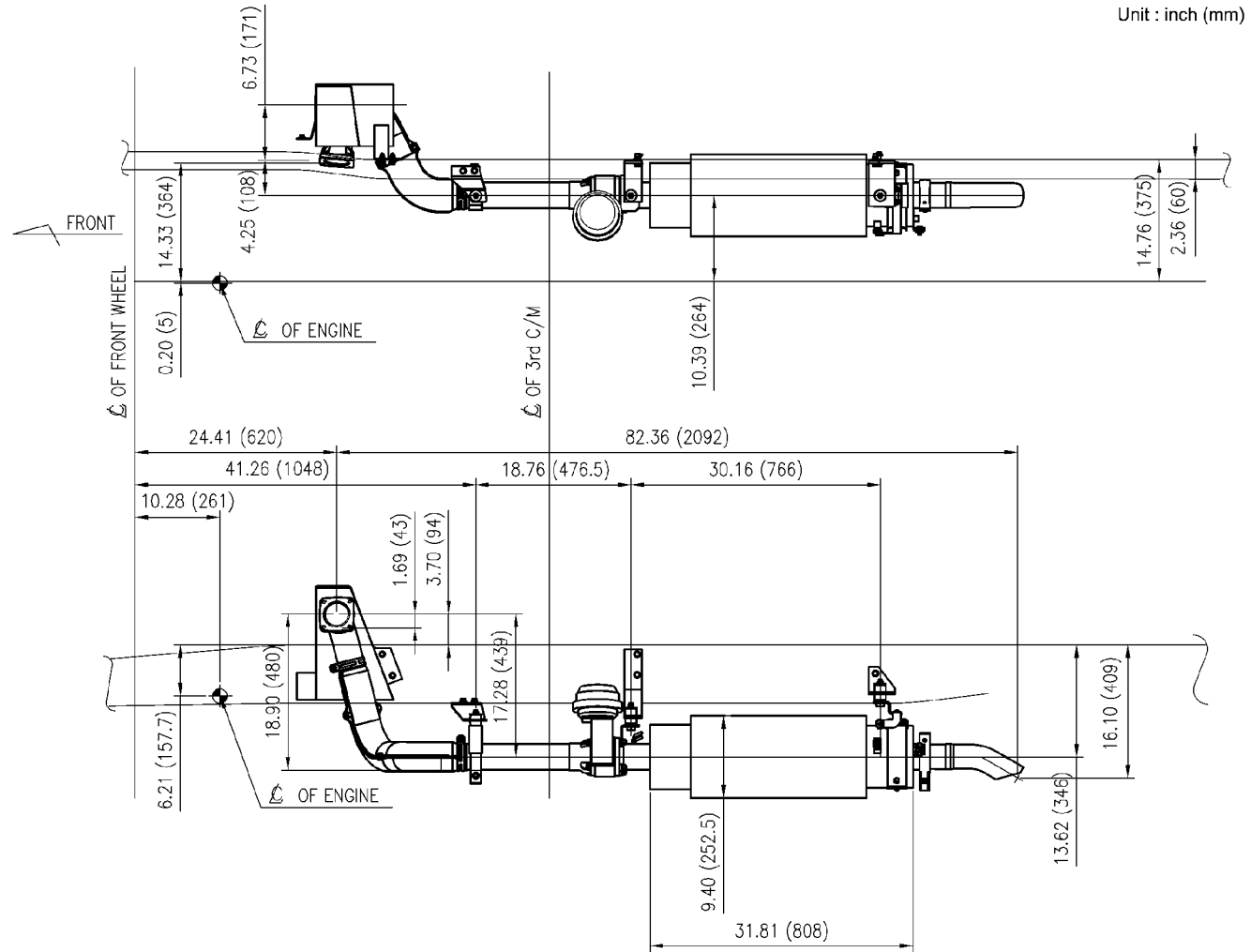
WBM709B

UD1400C



WBM710B

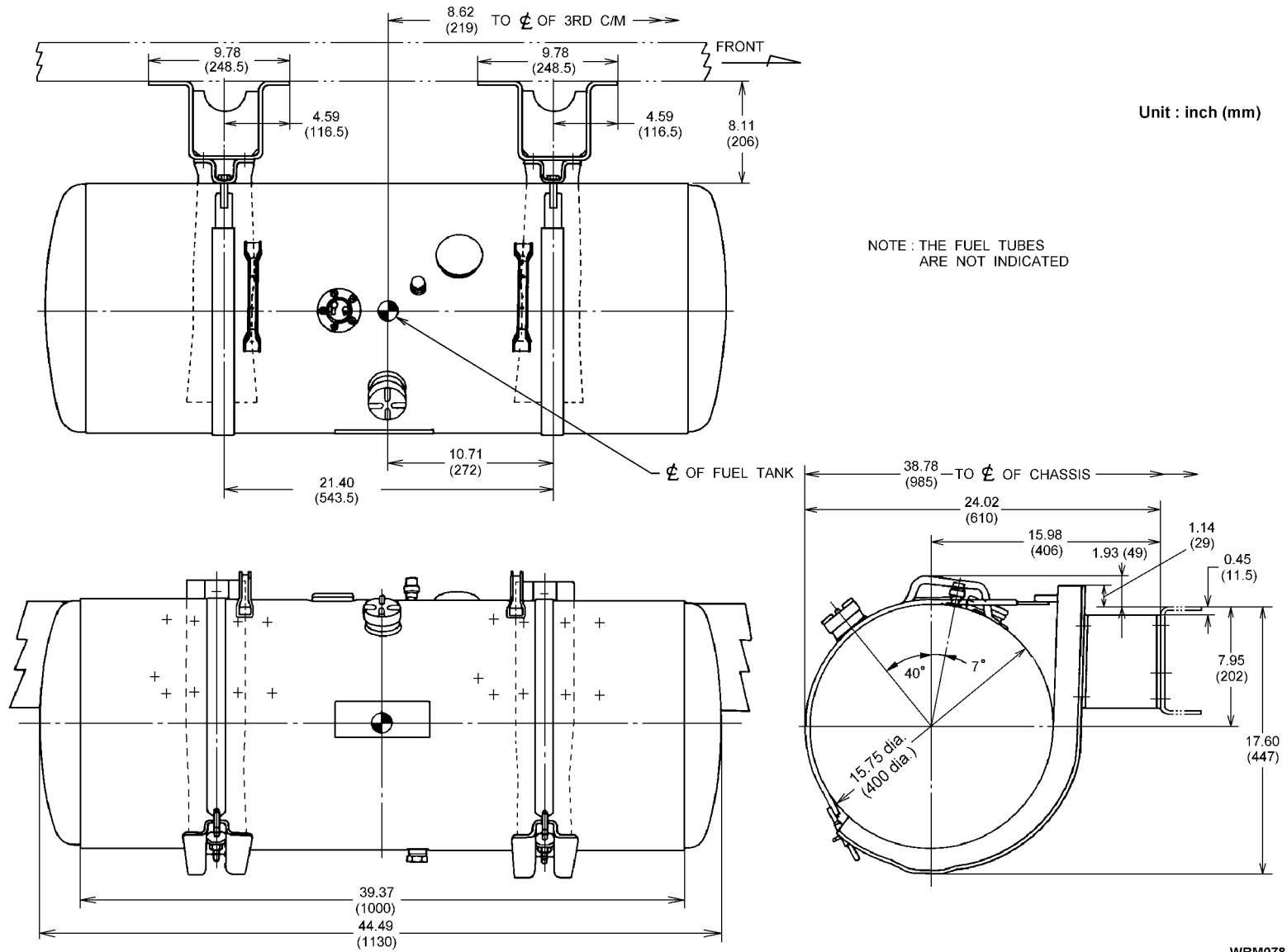
UD1400E



WBM711B

FUEL TANK DATA

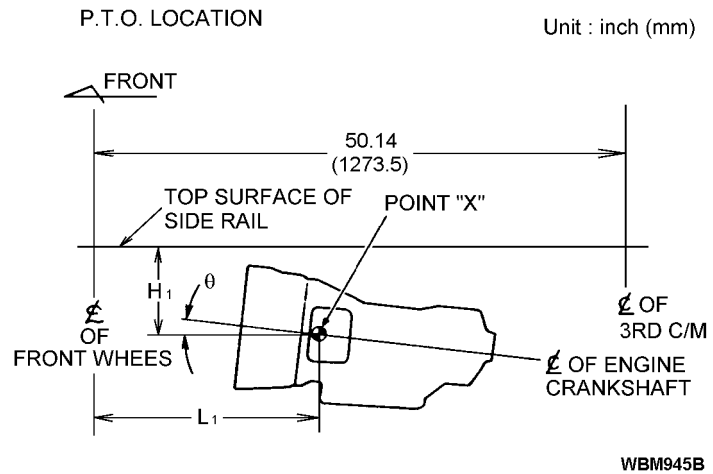
FUEL TANK CAPACITY : 33.0 U.S. gal (124 liters)



WBM078A

TRANSMISSION P.T.O. OPENING DATA

AUTOMATIC TRANSMISSION MODEL : 45043L



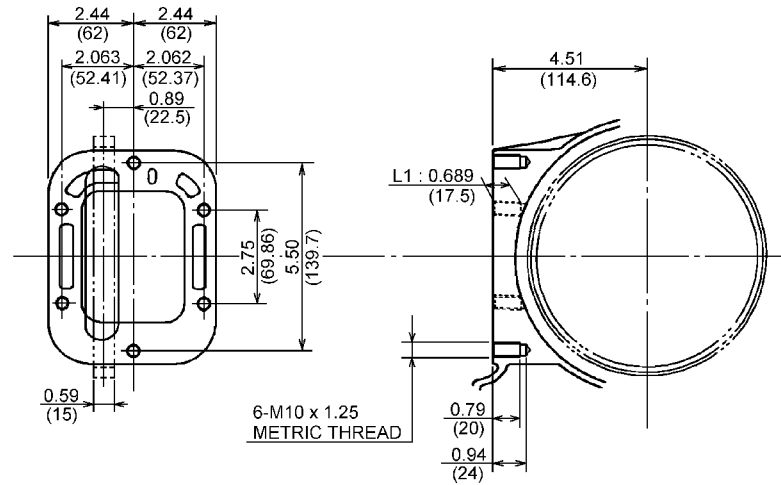
Unit : inch (mm)

L ₁	H ₁	θ
37.60 (955)	8.36 (212.4)	4 ° 25 ´

Unit : inch (mm)

P.T.O. DRIVE GEAR DATA	
Teeth form	Involute
Number of teeth	58
Module	(3.00)
Helix angle (R.H.)	0 °
Pressure angle	20 °
Pitch circle diameter	6.8504 (174.000)
Tooth base circle diameter	6.4373 (163.507)
Tooth outside circle diameter	7.0197 (178.3)
Width of tooth	0.5906 (15)
Amount of addendum modification	0.024 (0.6)
Ball size	0.2362 (6.0)
Over ball diameter	7.2027 - 7.212 (182.948 - 183.188)
Diameter pitch	0.3333 (8.467)

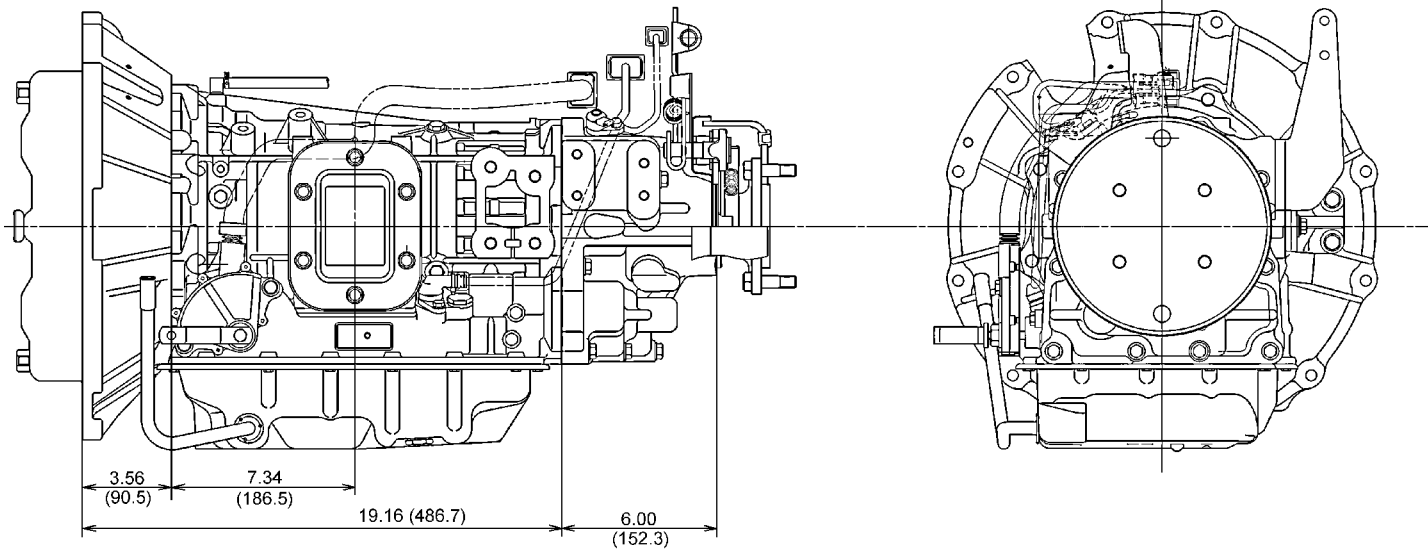
AUTOMATIC TRANSMISSION MODEL : 45043L



Unit : inch (mm)

NOTE :

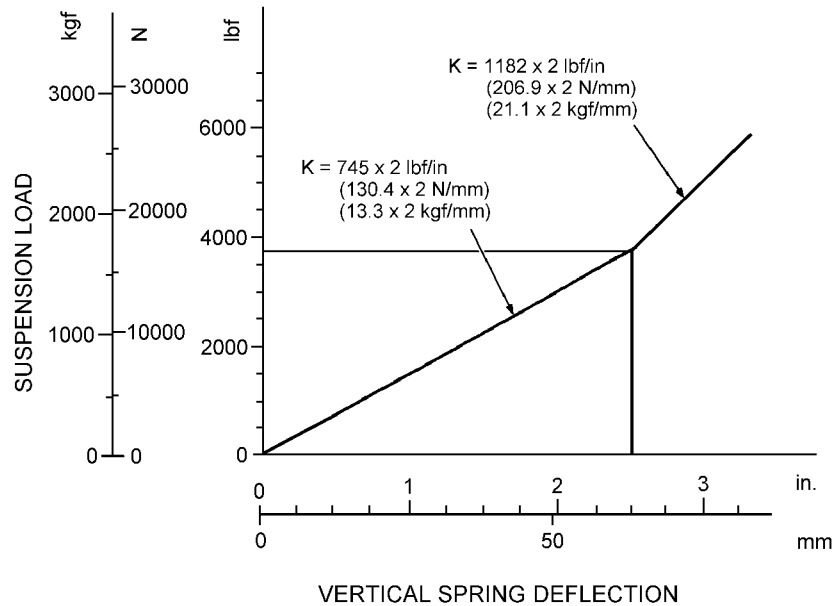
* PTO stud-bolts are supplied in PTO kits.
The "L1" length of stud-bolt must be less than 0.689 inch (17.5 mm).



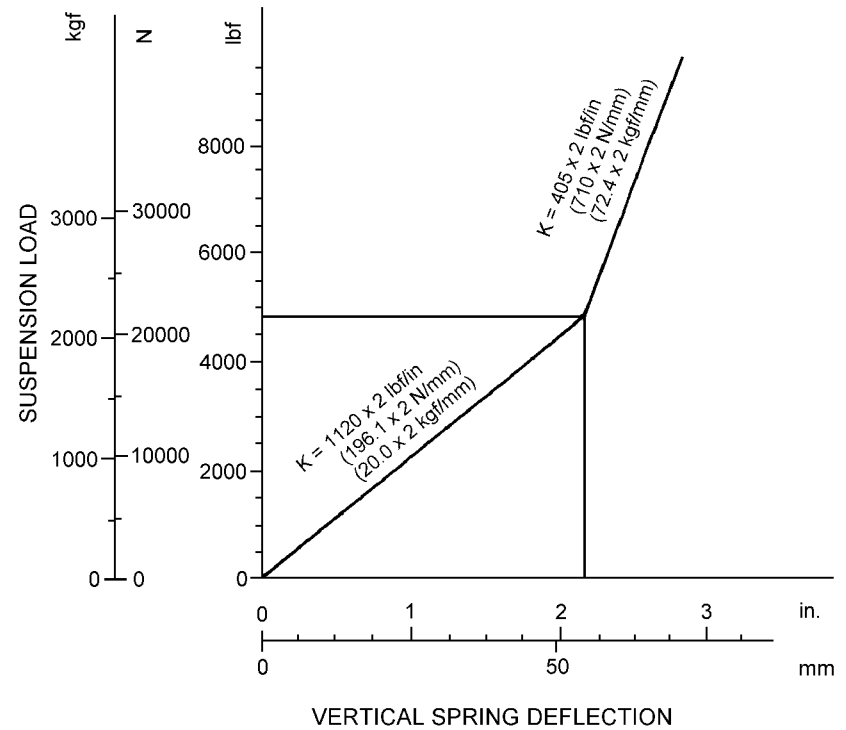
WBM878A

SPRING DATA

FRONT LEAF SPRING LOAD VS DEFLECTION CURVE
(PER AXLE)



REAR LEAF SPRING LOAD VS DEFLECTION CURVE
(PER AXLE)



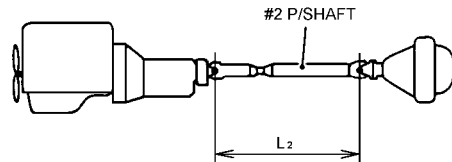
NOTE : SUSPENSION LOAD DOES NOT INCLUDE UNSPRUNG **MASS**
(UNSPRUNG **MASS** : **MASS** WHICH IS NOT SUPPORTED BY
SPRINGS).
MAXIMUM LOADING OF SYSTEM MUST NOT EXCEED **GAMR**
AND MAXIMUM CAPACITY OF OTHER COMPONENTS

WBM712B

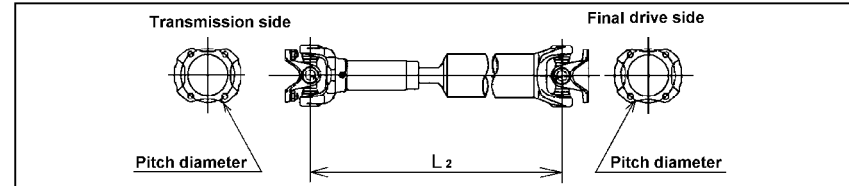
PROPELLER SHAFT DATA

Unit : inch (mm)

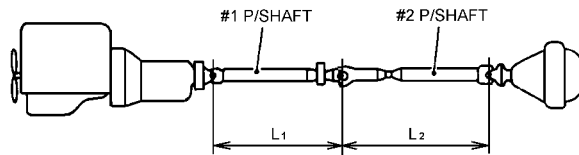
UD1400A



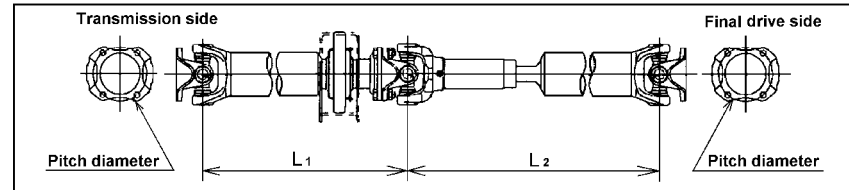
TYPE : PS860 (UD1400A)



UD1400C & UD1400E



TYPE : PS860 (UD1400C & UD1400E)



WBM713B

Unit : inch (mm)

	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
UD1400A	ATM	PS860	—	38.27 (972)	3.54 X 3.29 X 0.13 (90 X 83.6 X 3.2)	—	39.13 (994)	37.72 (958)
UD1400C	ATM	PS860	23.54 (598)	37.48 (952)	3.54 X 3.29 X 0.13 (90 X 83.6 X 3.2)	23.54 (598)	38.35 (974)	36.93 (938)
UD1400E	ATM	PS860	41.26 (1,048)	37.24 (946)	3.54 X 3.29 X 0.13 (90 X 83.6 X 3.2)	41.26 (1,048)	38.35 (974)	36.93 (938)

OD : Outside Diameter “* L₁” IS CONSTANT VALUE.

ID : Inside Diameter

T : Thickness

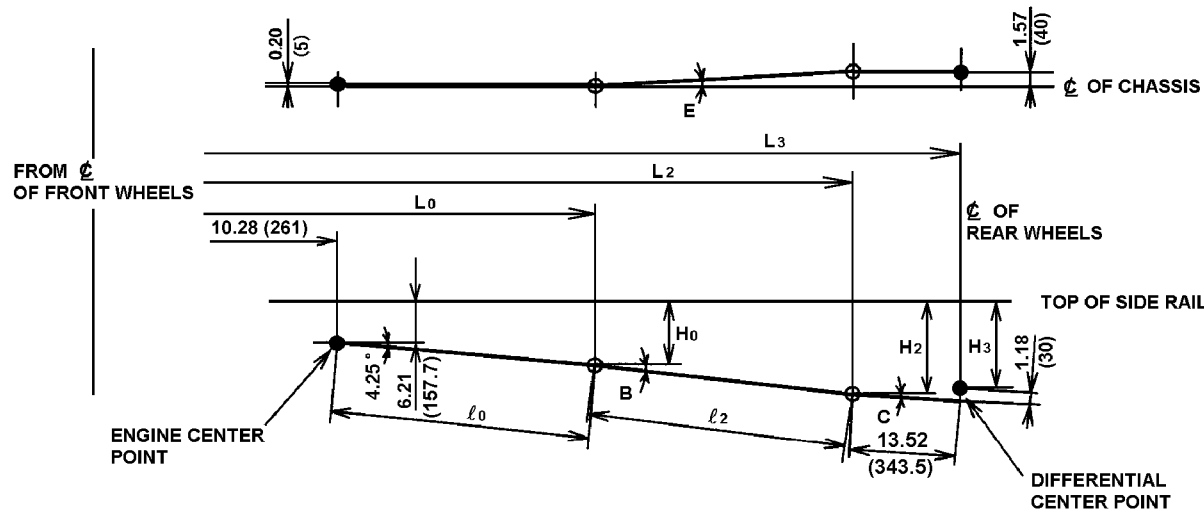
NOTE:

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.

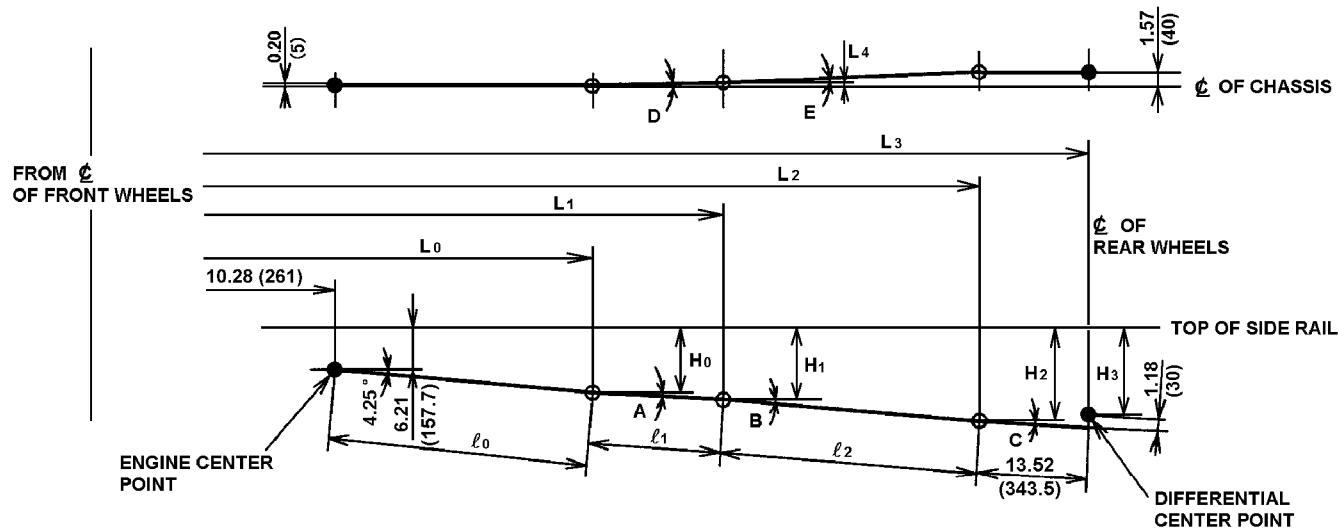
LIKewise, THE PROPELLER SHAFT SHOULD NOT BE LENGTHENED TO A LENGTH LONGER THAN THE LONGEST OFFERED BY NISSAN DIESEL MOTOR CO., LTD. IN THE SAME MODEL.

IN CASE OF PROPELLER SHAFT MODIFICATION, THE PROPELLER SHAFT LAYOUT SHOULD CORRESPOND WITH A WHEELBASE OFFERED BY NISSAN DIESEL MOTOR CO., LTD.

UD1400A



UD1400C, UD1400E



WBM714B

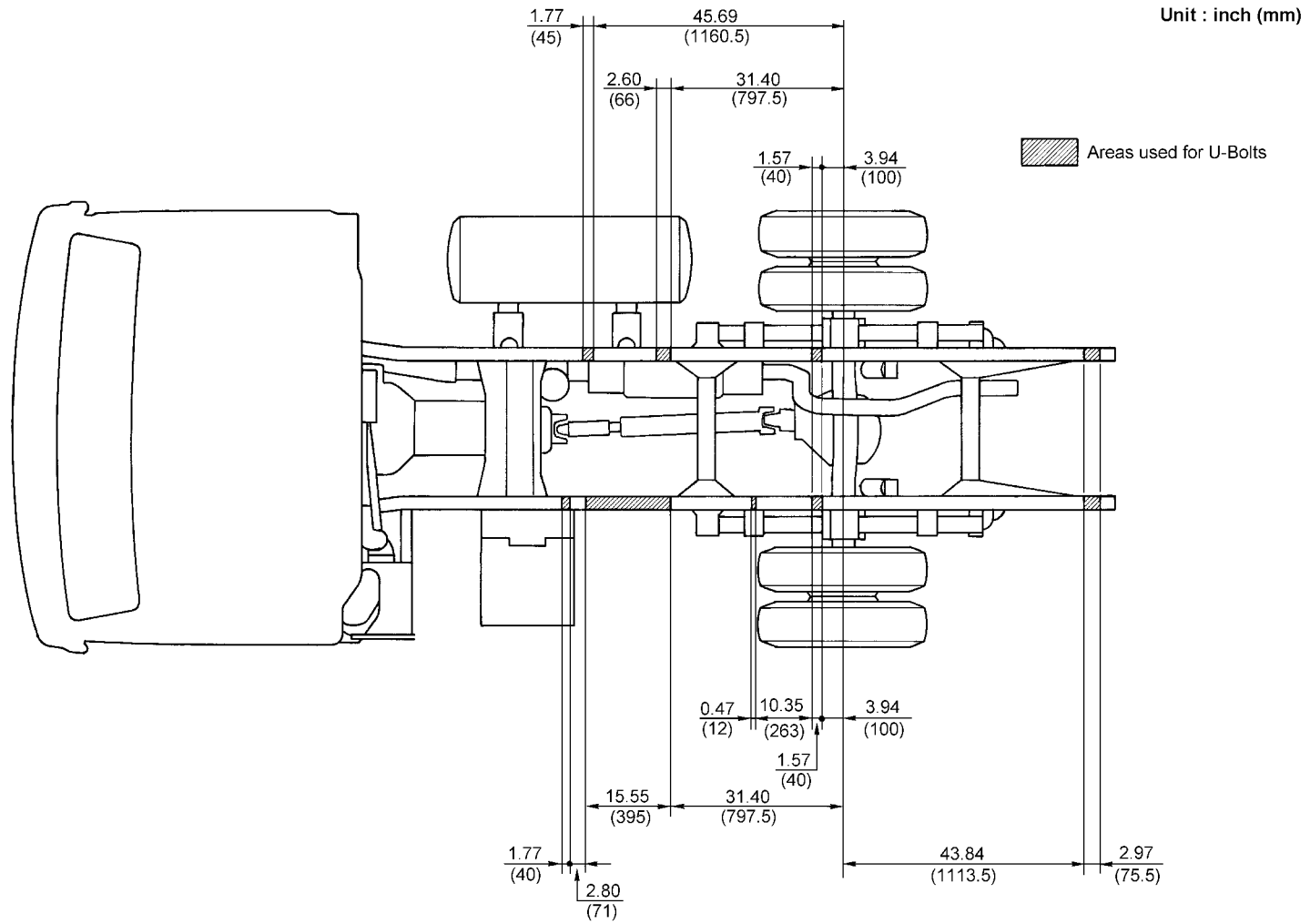
Unit : inch (mm)

T/M	L ₀	H ₀	ℓ ₀
ATM	57.76 (1467)	9.72 (247)	47.64 (1210)

MODEL		TRANS-MISSION	L ₁	H ₁	L ₂	H ₂	L ₃	H ₃	L ₄	ℓ ₁	ℓ ₂	A	B	C	D	E
CHASSIS-CAB	UD1400A	ATM	—	—	95.35 (2422)	16.57 (421)	111.30 (2827)	16.50 (419)	—	—	38.27 (972)	—	10.3 °	4.6 °	—	2.7 °
	UD1400C	ATM	81.18 (2062)	12.24 (311)	118.39 (3007)	16.61 (422)	134.33 (3412)	16.50 (419)	0.31 (8)	23.54 (598)	37.48 (952)	6.1 °	6.7 °	4.6 °	1.3 °	1.9 °
	UD1400E	ATM	98.98 (2514)	11.97 (304)	135.91 (3452)	16.61 (422)	151.85 (3857)	16.50 (419)	0.28 (7)	41.26 (1048)	37.24 (946)	3.1 °	7.1 °	4.6 °	0.6 °	2.0 °
LOADED (GVW)	UD1400A	ATM	—	—	95.59 (2428)	14.37 (365)	111.54 (2833)	14.25 (362)	—	—	38.15 (969)	—	7.0 °	4.5 °	—	2.7 °
	UD1400C	ATM	81.18 (2062)	12.24 (311)	118.62 (3013)	14.33 (364)	134.57 (3418)	14.21 (361)	0.31 (8)	23.54 (598)	37.52 (953)	6.1 °	3.2 °	4.5 °	1.2 °	1.9 °
	UD1400E	ATM	98.98 (2514)	11.97 (304)	136.14 (3458)	14.37 (365)	152.09 (3863)	14.25 (362)	0.28 (7)	41.26 (1048)	37.28 (947)	3.1 °	3.7 °	4.5 °	1.3 °	2.0 °

WBM715B

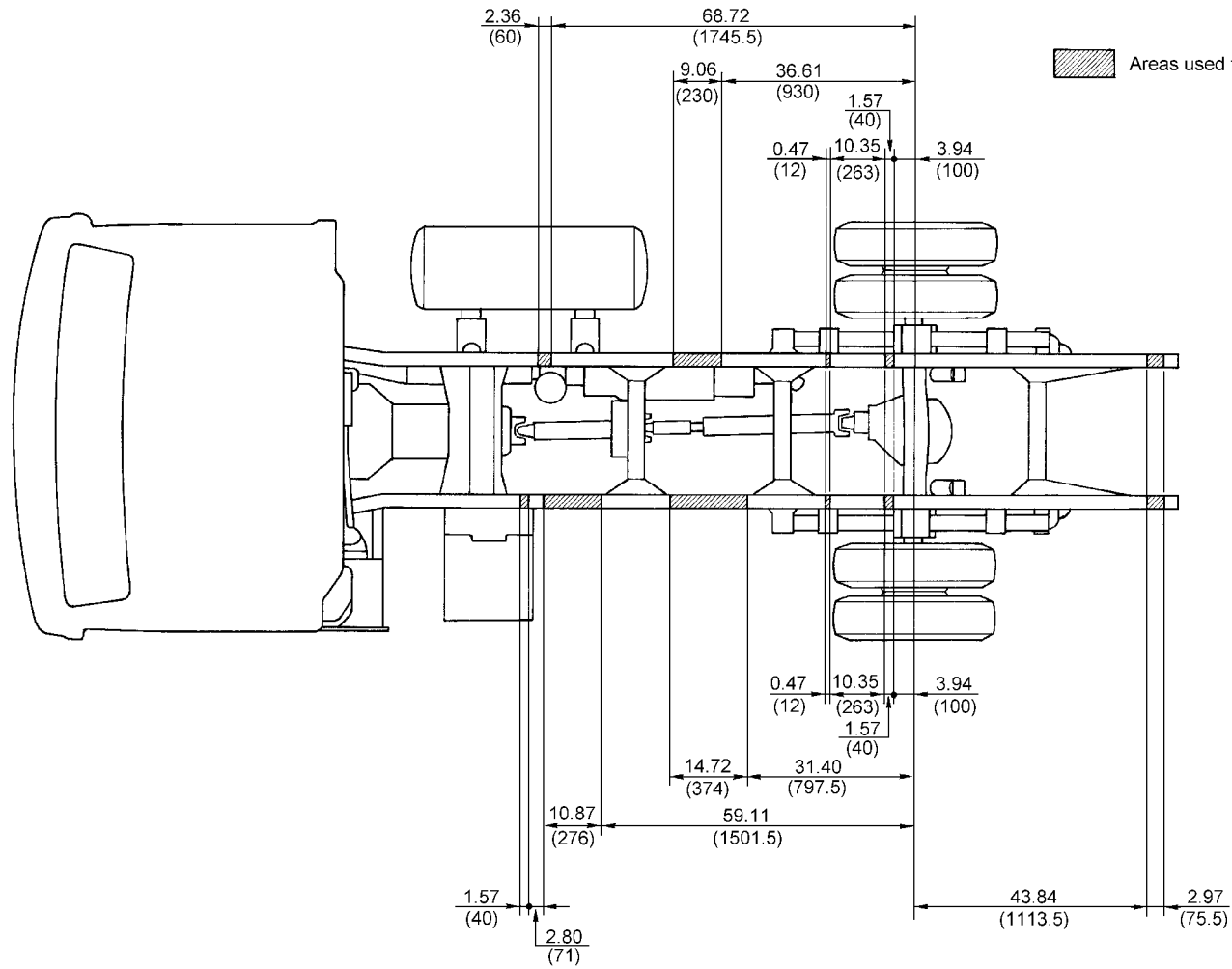
AREAS USED FOR U-BOLTS WHICH CONNECT EQUIPMENT AND FRAME UD1400A



WBM716B

UD1400C

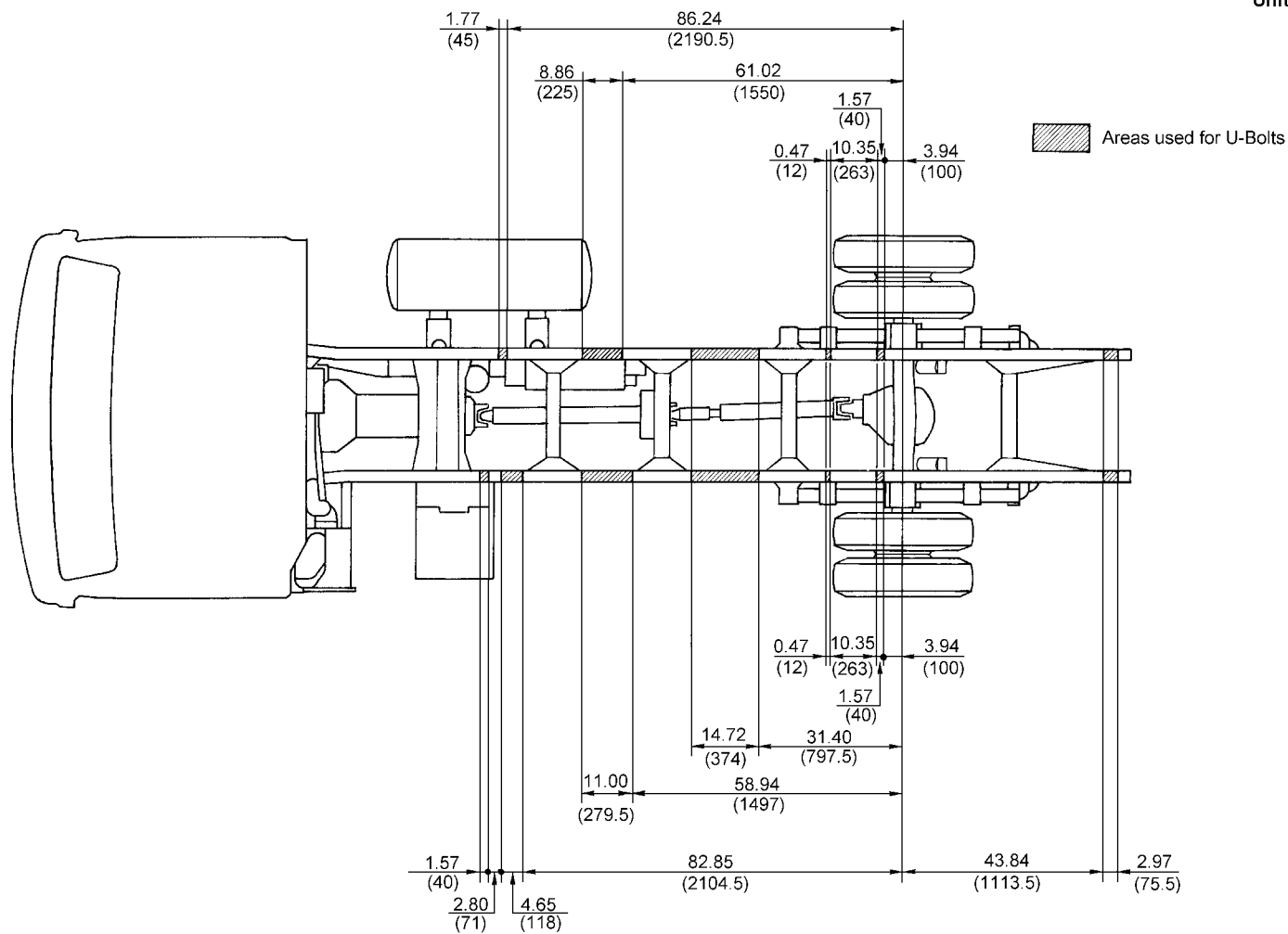
Unit : inch (mm)



WBM717B

UD1400E

Unit : inch (mm)



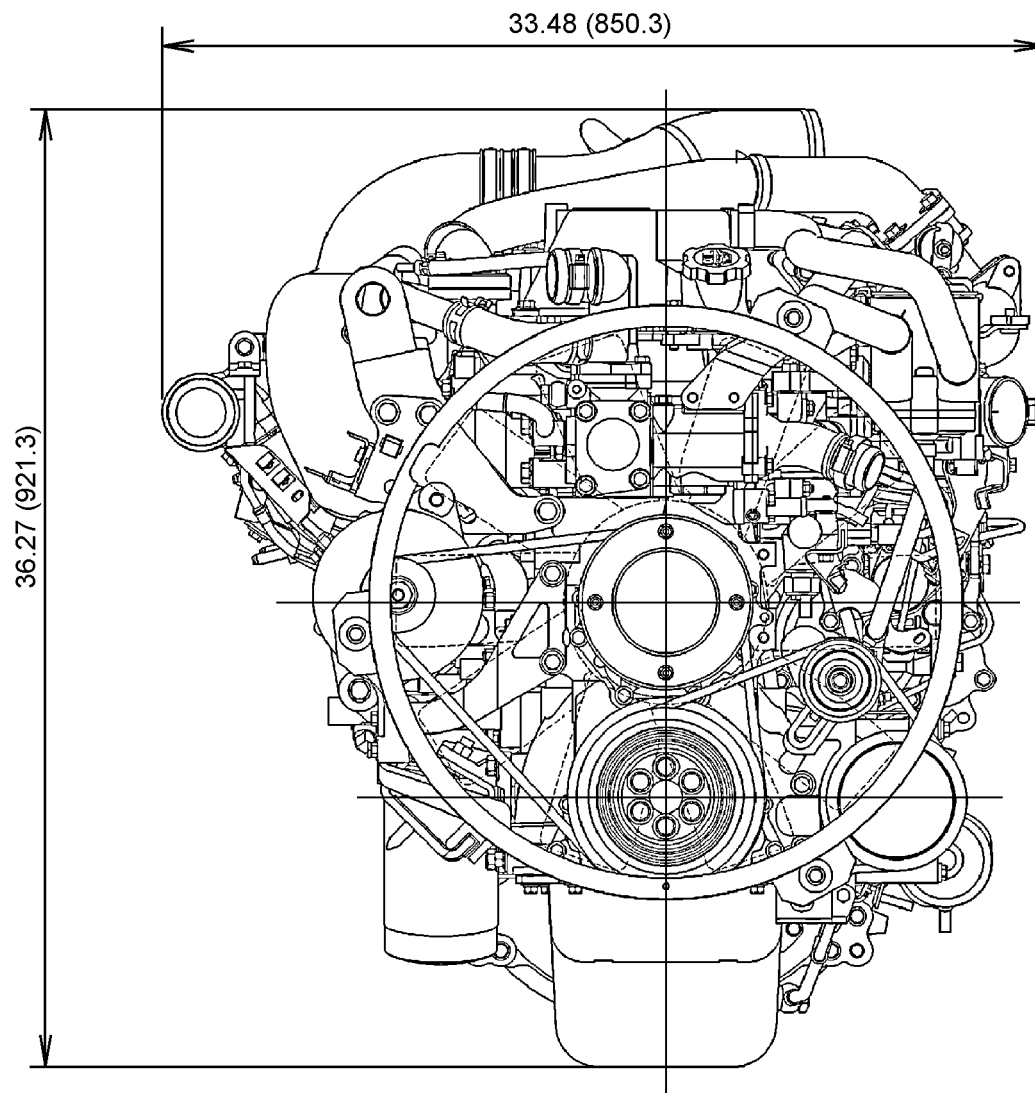
WBM718B

C : BODY INSTALLATION INFORMATION

INFORMATION CHART

INFORMATION	PAGE NO.
ENGINE EXTERNAL VIEW	C2 ~ C4
BRAKE SYSTEM DIAGRAM	C5
FRAME HEIGHT CALCULATION	C6
FRAME AND BODY INSTALLATION	
GENERAL PRECAUTIONS	C7 ~ C8
CHASSIS FRAME MODIFICATIONS	C8 ~ C12
ADDING SUB-FRAMES	C13 ~ C16
ELECTRIC WIRING INFORMATION	C17 ~ C22
ENGINE CONTROL	C23 ~ C26
REMODELING THE EXHAUST EMISSION SYSTEM	C27
WIRING DIAGRAM INFORMATION	
HOW TO READ WIRING DIAGRAM	C28 ~ C29
CIRCUIT PROTECTOR	
WIRING DIAGRAM	C30
SIMPLIFIED LAYOUT OF HARNESS	
INSTRUMENT HARNESS	C31 ~ C32
DOOR HARNESS AND ROOM LIGHT HARNESS	C33
CHASSIS HARNESS	C34 ~ C35
CHASSIS AND TAIL HARNESS	C36 ~ C37
LOCATION OF ELECTRICAL UNITS	
PASSENGER COMPARTMENT	C38
REAR BODY	C39
HARNESS CONNECTOR INFORMATION	C40
CIRCUIT DIAGRAM	C41 ~ C51

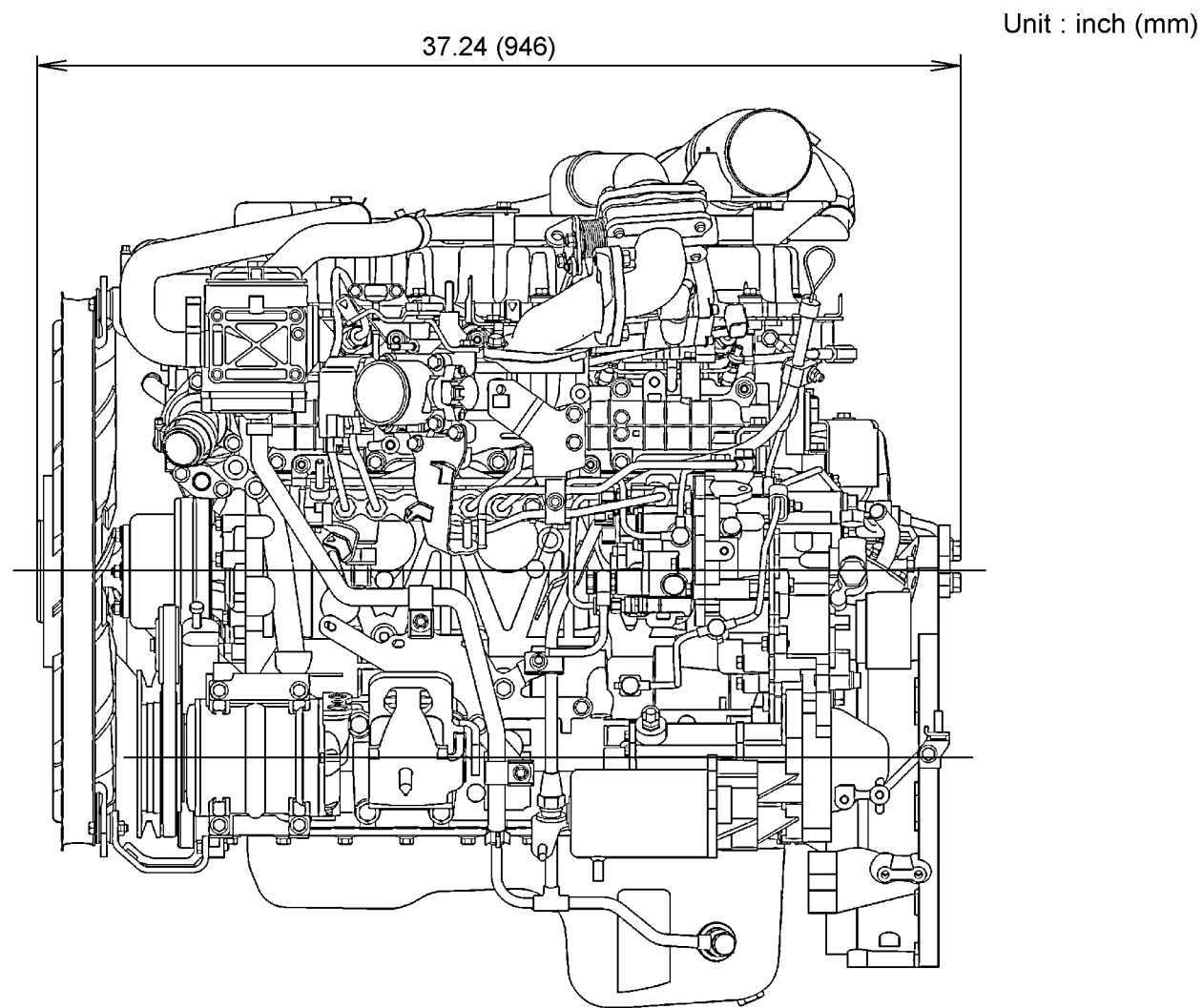
ENGINE EXTERNAL VIEW FRONT VIEW



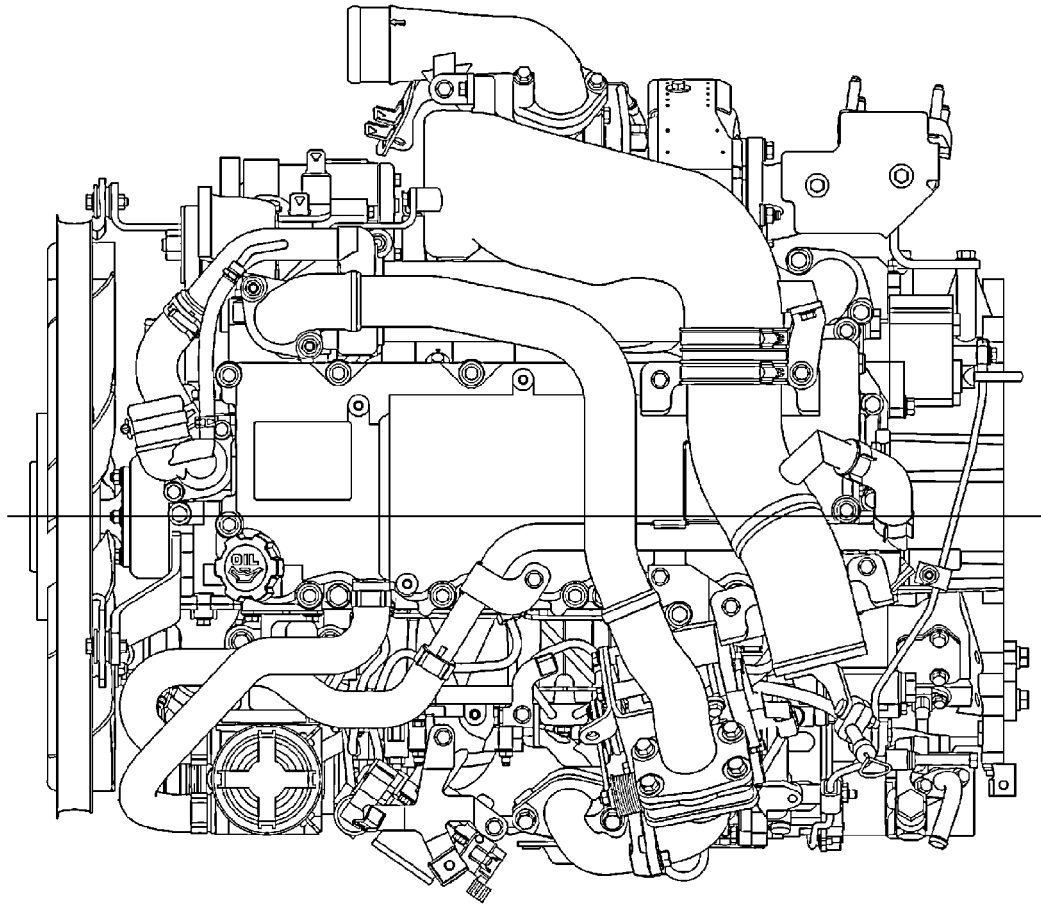
Unit : inch (mm)

WBM719B

LEFT-HAND SIDE VIEW

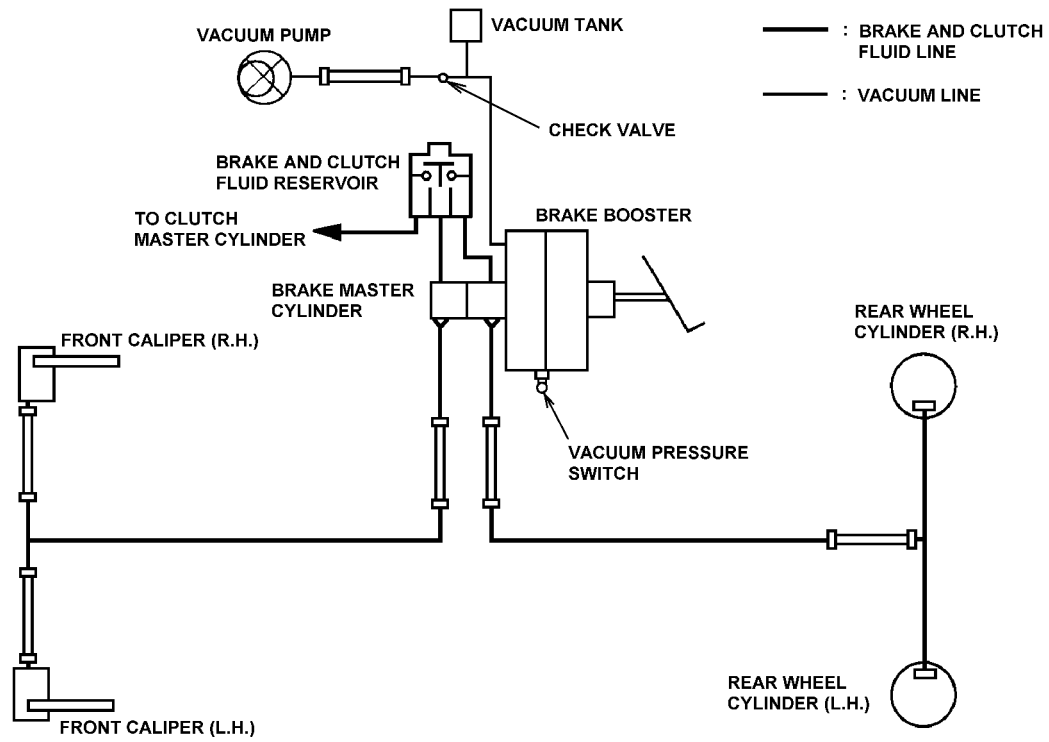


PLAN VIEW



WBM721B

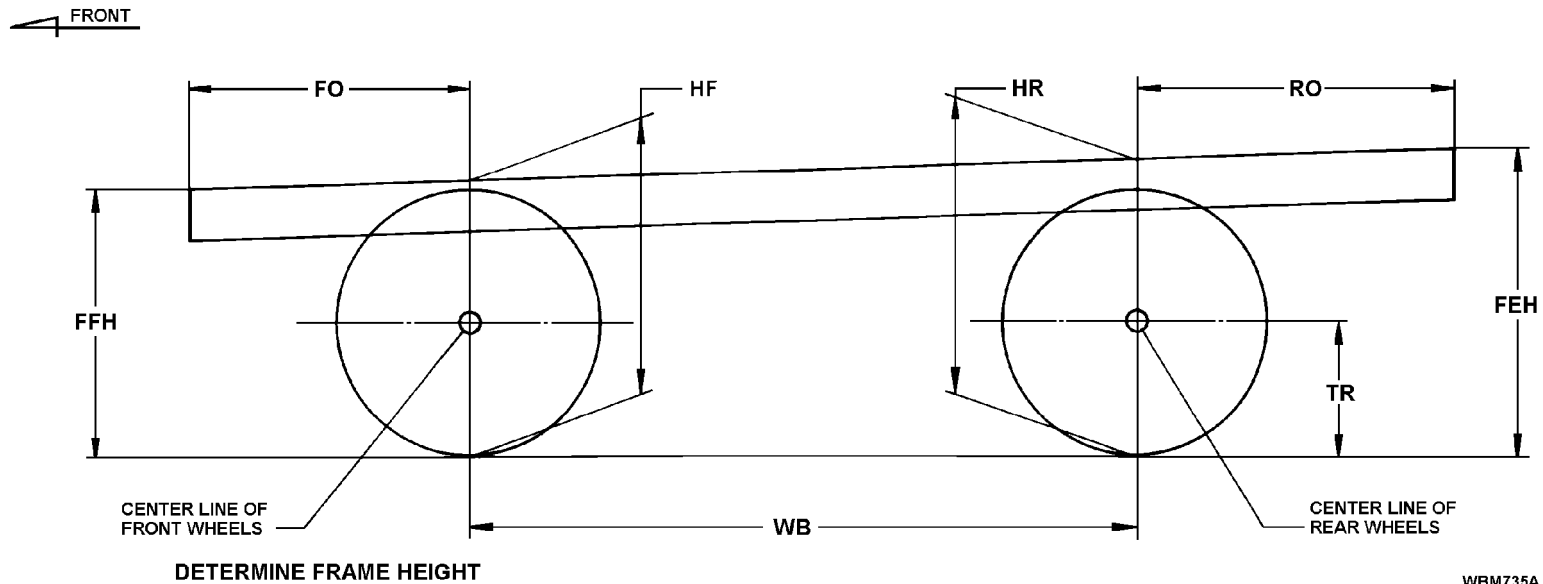
BRAKE SYSTEM DIAGRAM



WBM922A

**WARNING : NEVER ATTACH ACCESSORIES TO THE BRAKE LINE.
THIS CAN REDUCE THE EFFECTIVENESS OF THE
BRAKE SYSTEM.
DO NOT ADD ADDITIONAL AXLES.**

FRAME HEIGHT CALCULATION



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 FOR-
WARD TO END OF FRAME

RO ; REAR OVERHANG, CENTER LINE OF REAR WHEELS REAR-
WARD 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

FRAME AND BODY INSTALLATION

GENERAL PRECAUTIONS

For standard vehicles, a variety of confirmation tests are performed to ensure vehicle quality. When special or additional equipment is installed or modifications are performed, carefully determine the effects of these modifications and proceed with caution.

1. PROHIBITIONS

Because modifications which are affected by laws or regulation require proof of compliance, which may be difficult to gather, such modifications should be avoided.

- 1) DO NOT CHANGE OR MODIFY PARTS RELATED TO THE NOISE CONTROL.
 - a Engine model name
 - b Engine output
 - c Engine intake system
 - d Engine soundproofing material
 - e Engine cooling fan
 - f Exhaust system
 - g T/M gear ratio
 - h Differential gear ratio
 - i Cab floor shape (engine compartment shape)
- 2) DO NOT MAKE MODIFICATIONS TO ANY CRITICAL SAFETY PART OR COMPONENT.
 - a Steering system
 - b Brake parts
 - c Front/rear axles
 - d Rim and Wheel
 - e Propeller shaft
 - f Suspension
 - g Rear cab mount and tilt linkage

- 3) DO NOT MAKE MODIFICATIONS THAT WOULD CAUSE THE VEHICLE TO EXCEED THE ALLOWABLE MASS.

- a Modifications that would cause mass limit to be exceeded on front or rear axle or both
- b Modifications in which, even with the designated tires, the tire load factor exceeds 100%

2. PRECAUTIONS WHEN MAKING MODIFICATIONS

- a When modifying components on standard vehicles, refer to the Service Manual, etc. and proceed with caution.
- b When modifying components on standard vehicles, investigate carefully and proceed only when it is certain that safety and performance will not be risked.
- c When replacing parts, etc., make an effort to use parts of the same material and specification.
- d When making modifications limited by legal regulations, do not push the limits. Make sure modifications meet the strictest interpretation of the law.
- e Make sure that additional equipment does not interfere with the inspection and maintenance of standard vehicle parts.
- f Make sure that modifications do not hinder the installation of optional parts designated for standard vehicles. Check the Service Manual, etc. to verify locations where optional parts may be installed in the future.
- g Distribute load so it is not concentrated at certain points on the chassis frame. Also, balance the load on the left and right sides.

3. PRECAUTIONS FOR PERFORMING WORK OPERATIONS

- a When removing or replacing parts on standard vehicles, follow the procedures described in the Service manual.
- b When mounting additional equipment or welding, be very careful to avoid damage to nearby parts.
- c When mounting additional equipment, make sure that all wheels are on level surface so the chassis frame does not warp.

4. POINTS TO CHECK AFTER MODIFICATIONS HAVE BEEN COMPLETED

- a Make sure that inspection, maintenance and adjustment operations for standard vehicle parts will not be hindered. When modifications create changes in work procedures write an explanation and include it with the vehicle.
- b Write an explanation for operation and inspection/repair procedures for any additional equipment and include it with the vehicle.
- c Remember to be responsible for the after-sales service of additional equipment.

CHASSIS FRAME MODIFICATIONS

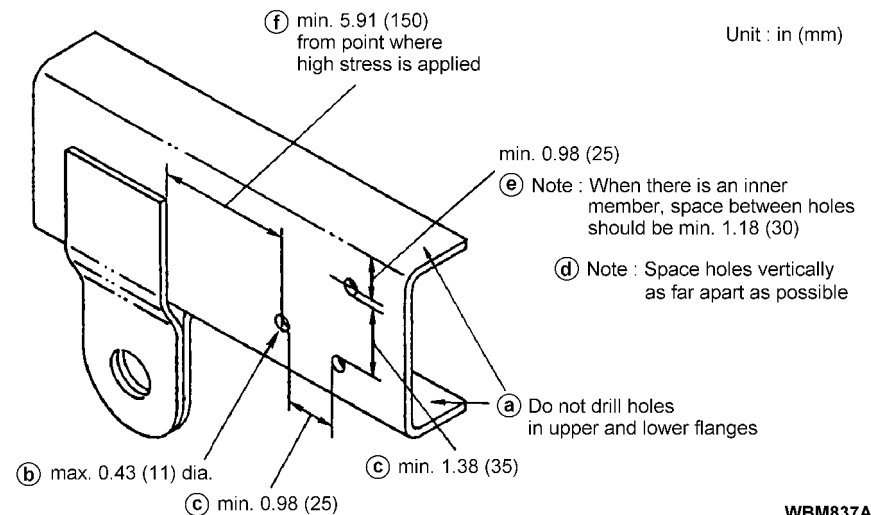
The chassis frame has been carefully designed to be well-balanced. The installation of additional equipment may have a great effect upon the frame. Drilling holes or welding may also adversely affect the balance. Careless alterations may even damage the frame beyond repair. When making such alterations, proceed with extreme caution. When installing additional equipment, use existing holes and brackets whenever possible. When drilling or welding is unavoidable, the following precautions should be observed.

1. DRILLING HOLES IN THE CHASSIS FRAME

- a Always use a drill to drill holes. Do not use gas torches or other heat devices (gas, etc.) to create the holes.
- b Smooth and finish holes after drilling.

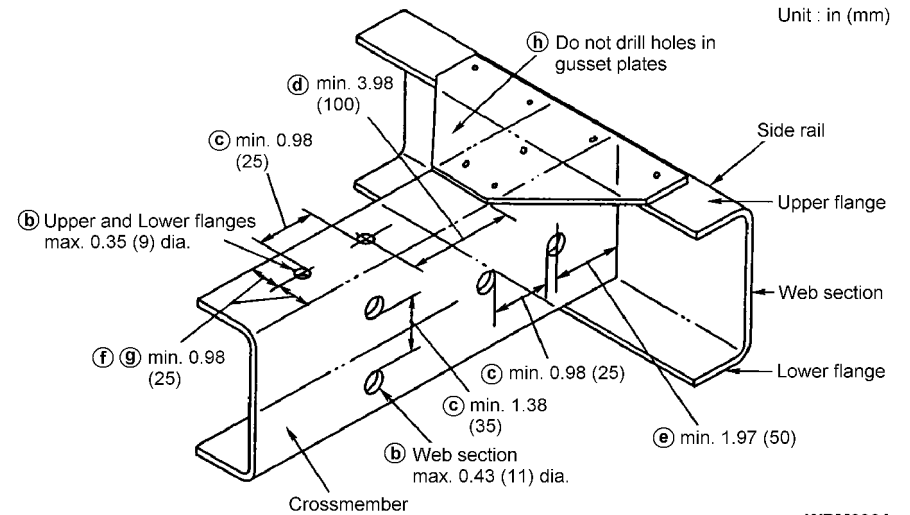
1) DRILLING HOLES IN THE CHASSIS FRAME SIDE RAIL

- a Do not drill holes or create notches in the upper and lower flanges.
- b Holes should be no more than 0.43 in (11 mm) in diameter.
- c There should be at least 0.98 in (25 mm) of horizontal distance between holes and at least 1.38 in (35 mm) vertical distance.
- d Whenever possible, avoid drilling holes spaced vertically, as this greatly affects frame strength.
- e When drilling holes in]-shaped parts, the distance from the upper or lower flange to the center of the hole should be at least 0.98 in (25 mm). For parts that have an inner member, this distance should be at least 1.18 in (30 mm).
- f Holes should be at least 5.91 in (150 mm) from spring brackets and other parts of great stress.



2) DRILLING HOLES IN THE CHASSIS FRAME CROSSMEMBER

- a Do not drill holes or create notches in the alligator type (third crossmember).
- b When drilling holes in J-shaped parts, holes in the upper or lower flange should be no more than 0.35 in (9 mm) in diameter, but no more than 0.43 in (11 mm) dia, when drilling holes in vertical (web) section.
- c There should be at least 0.98 in (25 mm) of horizontal distance between holes. Vertical distance should be at least 1.38 in (35 mm).
- d When drilling holes in the upper or lower flange, the distance from the edge of the side rail flange or the gusset plate to the center of the hole should be at least 3.94 in (100 mm).
- e When drilling holes in the web section of the crossmember, there should be at least 1.97 in (50 mm) from the side rail web section to the center of the hole.
- f There should be at least 0.98 in (25 mm) from the edge of the cross rail to the center of the hole.
- g There should be at least 0.98 in (25 mm) from the corner of the crossmember to the center of the hole.
- h Do not drill holes in gusset plates or other parts when such parts are attached to side rail joints.



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2. WELDING FRAME

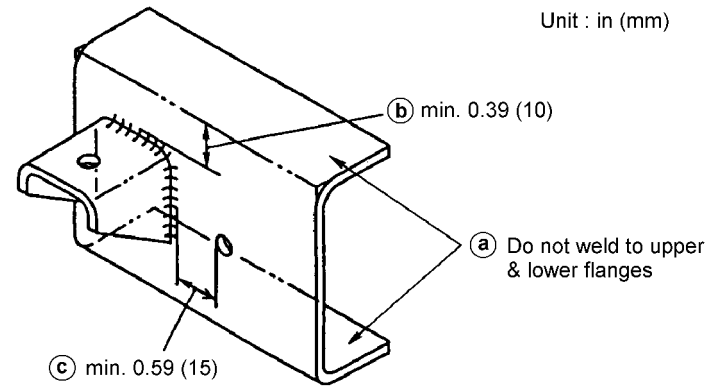
Welding parts onto the chassis frame requires the utmost caution. Additional equipment will not only affect the mass of the vehicle but also the strength of the frame, and the heat of welding will affect frame strength as well. Whenever possible, bolts and rivets should be used to fasten additional equipment to the frame. When welding is unavoidable, the following precautions should be observed.

1) GENERAL PRECAUTIONS

- a When performing electric welding, remove the battery ground terminal. Failure to do so may damage electrical components.
- b Before doing any electric welding, first remove the plug of the control units from the outlet and disconnect the circuit.
- c When performing electric welding, ground the side rail nearest the location being welded. DO NOT ground the engine, transmission, propeller shaft, front/rear axles or suspension system. Grounding these parts may damage the rubber bushings and other parts between these areas and the frame.
- d Cover hoses, piping, wiring and other chassis parts near the area being welded to protect them from weld splatter.
- e As much as possible, avoid welding too much in one area or adjoining areas.
- f Make the length of the weld as short as possible.
- g Be careful to avoid such defects as poor welding quality, undercutting, slag inclusion, blowholes and cracks.

2) WELDING PARTS ON SIDE RAILS

- a Do not weld to the upper and lower flanges (including the flange edges).
- b Welding to web sections should be done no closer than 0.39 in (10 mm) to the upper and lower flanges.
- c Make sure the welding bead does not come near a hole. Weld no closer than 0.59 in (15 mm) from the edge of a hole.
- d Do not weld to gusset plates or other parts when such parts are attached to side member joints.



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3. REINFORCING SIDE RAILS

Reinforcing side rails requires special care, as stress easily accumulates near the borders between reinforced and unreinforced locations. It is best to avoid reinforcing the frame in order to preserve a suitable distribution of mass for the chassis frame. However, when reinforcement is unavoidable, the following precautions should be observed.

1) REINFORCEMENT MATERIALS

- a Reinforcement material that come into contact with the outer edge of side rails must be of the same material as the side rail.
Side rails material, 44000 psi {303 MPa, 31 kgf/mm²} yield (Hot-rolled steel sheets and plates for automobile construction)
Thickness : 0.177 in (4.5 mm)
- b For inner reinforcement materials, 36000 psi {248 MPa, 25 kgf/mm²} yield hot-rolled steel for general construction is suitable.
Maximum thickness : 0.177 in (4.5 mm)
- c When reinforcement materials are made into J-shaped parts, it is difficult to match them with the shape of the side rails. Therefore the use of L-shaped parts is recommended.

2) SHAPE OF REINFORCEMENT MATERIALS AND MOUNTING PRECAUTIONS

- a Do not make the edges of reinforcement parts the same as those of other reinforcement parts and crossmembers, spring brackets and other locations where great stress is generated or where mass is centralized.
- b Do not cut the edges of reinforcement parts at right angles to the surface. Cut them at 45° angles or less to avoid sudden changes in side rail strength.
- c Use plug welds or rivets on webbed portions to join reinforcement parts to side rails.
- d Fasten L-shaped reinforcement parts so the flange is on the side to which side rail tensile stress is applied.
- e Rivets and plug welds used to fasten reinforcement parts should be around 2.76 to 5.91 in (70 to 150 mm) in pitch distance.

3) RIVETING

- a As a rule, do not re-rivet to the same hole using a rivet of the same diameter. In such cases, use a larger size rivet.
- b When additional rivets are required due to addition of reinforcement materials, a larger size rivet must be used.
- c The edges of rivet holes should be at least 0.98 in (25 mm) from upper and lower flanges. However, when there are inner reinforcement materials, this distance should be at least 1.18 in (30 mm).

4) PLUG WELDS

- a When making plug welds, be sure that there are at least 2.76 in (70 mm) from rivets, bolts and the like in order to avoid being damaged by heat.
- b Welding holes should be approximately 0.59 to 0.79 in (15 to 20 mm) in diameter.
- c Weld no closer than 0.98 in (25 mm) from the reinforcement material to the edge of the welding hole.

4. WHEELBASE MODIFICATION

When it is necessary to modify a wheelbase it is important to understand that this modification will greatly change the mass with respect to the side rails. Caution should be used when modifying the side rails as this will greatly affect their designed strength. This strength must be considered from several different aspects. This type of modification should be avoided, whenever possible. When modification to the side rails is unavoidable, the following recommendations should be followed.

1) GENERAL CAUTIONS

- a When modifying the wheelbase, do not extend or shorten the wheelbase beyond the maximum or minimum specifications in the wheelbase range set by Nissan Diesel Motor Co., Ltd.
- b Side rails (including the detachment and addition of crossmembers), propeller shaft, service brake lines, electrical lines must be modified when modifying the wheelbase. All modifications must correspond to the wheelbase configuration as listed in this Book.

2) CUTTING POINT

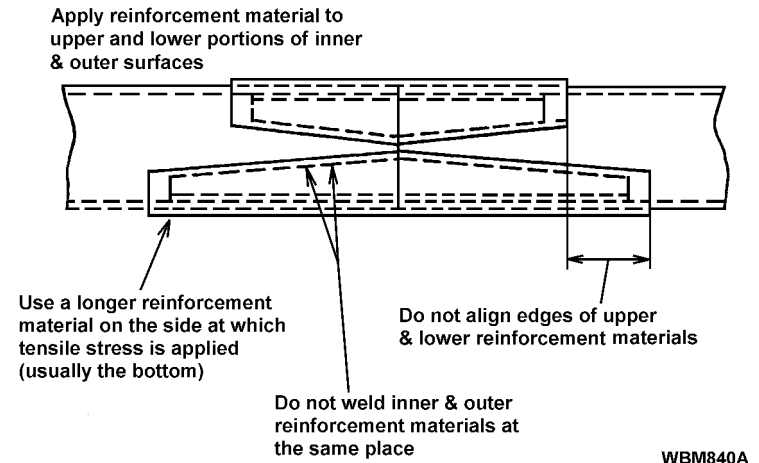
Cut the side rails where it is straight (not curved) and a low stress point.

3) MATERIAL

- a Use the same material for extending as the side rail.
Material See Section 3. 1) ; thickness should be 0.177 in (4.5 mm)
- b When extending the frame, use a material with the same thickness and shape as the location to be extended.
- c Perform continuous welding so the part to be extended and the side rail are completely connected, then, using a grinder, smooth and finish the surface. Then fill with reinforcement material.

4) REINFORCEMENT MATERIALS FOR EXTENDED PARTS

The following diagram shows the shape of the reinforcement parts:



When welding to side rails, observe the precautions for side rail reinforcement [section 3.].

ADDING SUB-FRAMES

On vehicles with heavy additional equipment or which will be carrying heavy loads, a sub-frame should be added to avoid applying concentrated mass to the frame.

See SECTION MODULUS in SIDE RAIL DATA (pages B16, B17, B18 and B19) regarding tests for frame strength when a sub-frame is added.

1. PRECAUTIONS WHEN INSTALLING SUB-FRAME

1) ALLOWABLE STRESS

The following table shows the maximum allowable stress for Gross Vehicle Mass of 385.83 in/s² (9.8 m/s², 1G).

a Driven mainly on good quality roads

Allowable Stress 8.532 psi {59MPa, 6.0 kgf/mm²} or less

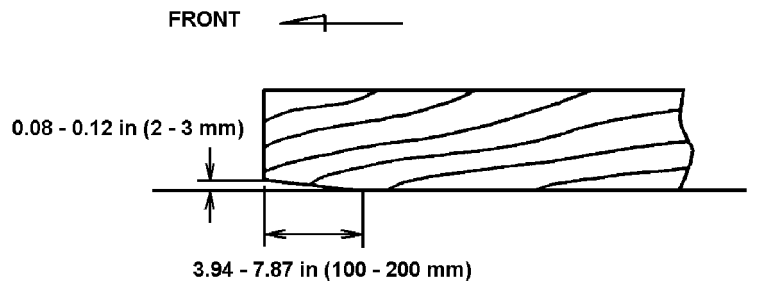
b Driven mainly on poor quality roads

Allowable Stress 5.688 psi {39 MPa, 4.0 kgf/mm²} or less

2) DETERMINING THE SUB-FRAME SHAPE

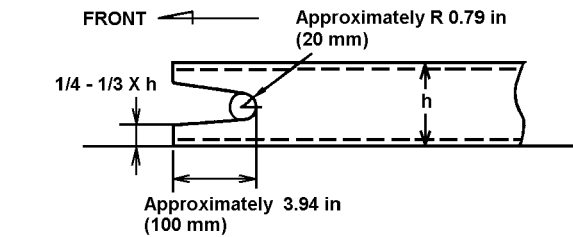
a The front of the sub-frame should be recessed to avoid concentrated stress.

• Wooden sub-frame

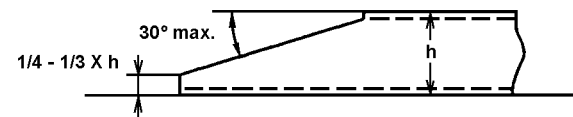


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• Bracket-shaped steel sub-frame

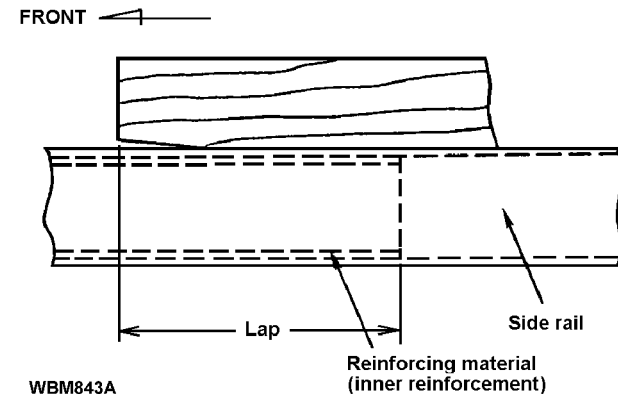


or



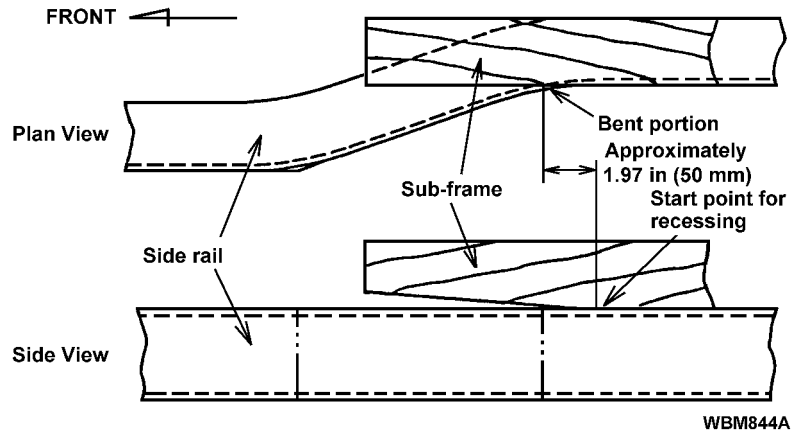
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- b The front end of the sub-frame should be placed as close as possible to the rear of the cab. Be careful not to apply concentrated stress to the frame directly behind the rear of the cab.
- c When there is reinforcement material inside the side rail, make the lap with the sub-frame as great as possible.

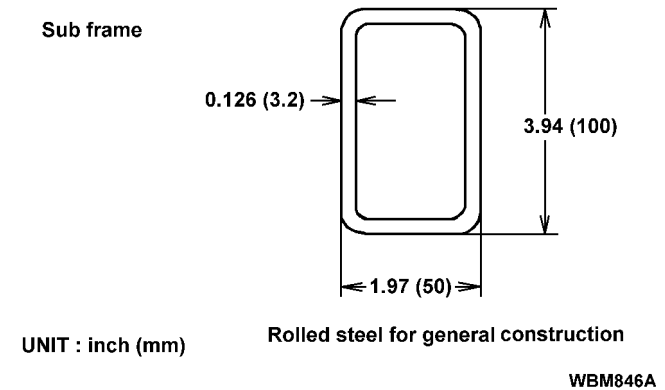


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- d If the frame is bent when viewed horizontally, or when it is difficult to match the shape of the side rail with a wooden sub-frame, recess around 1.97 in (50 mm) in front of the bent portion (the end of the corner).

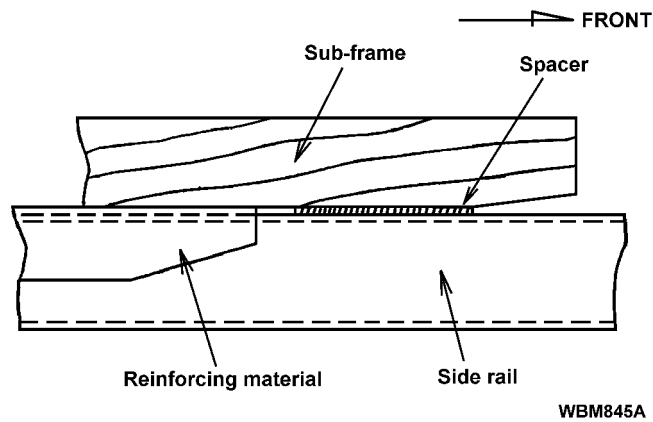


- b When using a bracket or other lightweight steel object as the sub-frame, leave the ends open - do not weld a closing plate.
- c For the vertical sub-frame of vehicles with long baggage carriers, use steel sub-frames to avoid obstructing side gate opening, closing and restrict frame flexing.



3) OTHER PRECAUTIONS

- a When the surface on which the sub-frame is to be mounted is not level, add spacers or the like to create a properly level surface.



2. FASTENING THE SUBFRAME TO THE CHASSIS FRAME

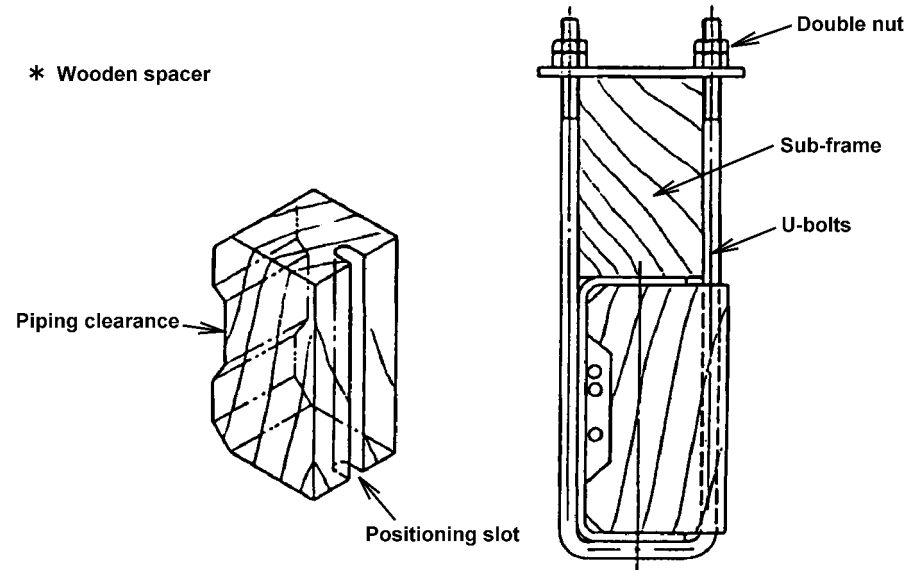
1) MOUNTING

- a Use U-bolts to fasten the sub-frame to the chassis frame. Do not fasten the bolts to the flanges of the chassis frame or weld the sub-frame to the chassis frame.
- b When there is little space between the U-bolts, use flat U-bolts (U-plates).

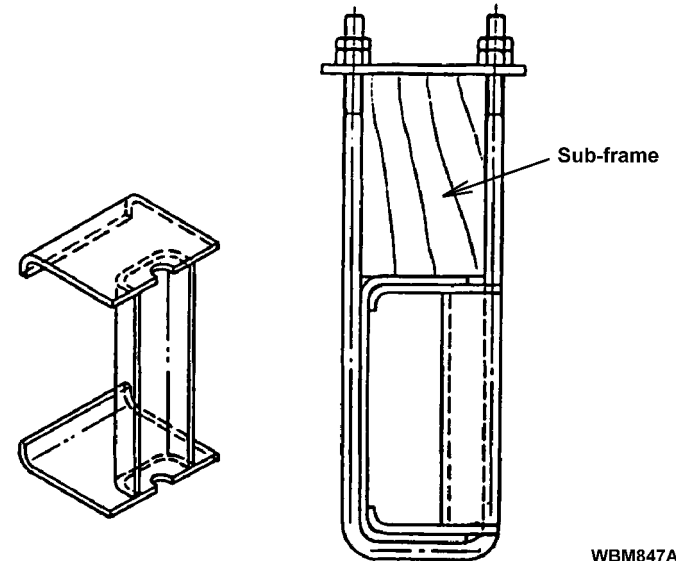
2) SPACERS

- a Spacers should be added to the places where U-bolts are used in order to avoid warping the flange.
- b In most cases, wooden spacers may be used. Near mufflers or in other locations where there is a danger of wood catching fire, steel spacers should be used.
- c Use wood for spacers that is not easily warped by heat, etc. Shrinkage may cause the U-bolts to come loose.
- d The spacers should be designed to clear the brake pipes, fuel pipes and the like.

* Wooden spacer



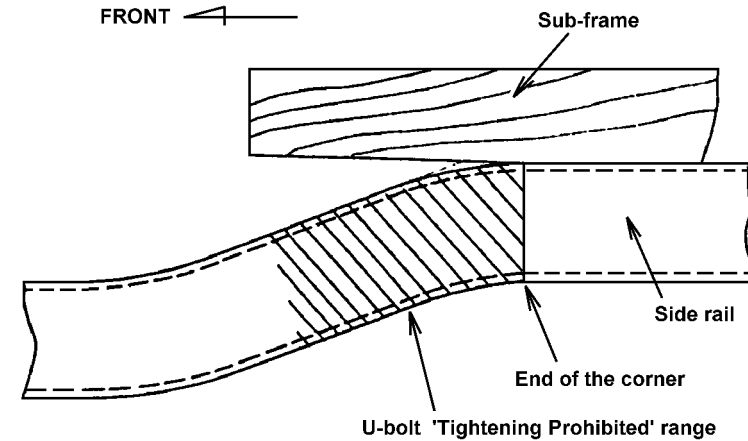
* Steel spacer



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3) U-BOLT "TIGHTENING PROHIBITED" RANGE

- a Separate until the U-bolt does not contact the end of the corner where the height of the chassis frame changes.



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- b Do not tighten through the use of U-bolts where clearance from the side rail has been created by the end of the sub-frame or the like.

4) TIGHTENING WITH MOUNTING BRACKETS

Where U-bolts cannot be used, such as when adding tanks, use mounting brackets for mounting.

- a As a rule, use bolts when mounting the mounting brackets to side rail. When drilling holes, the precautions for drilling holes must be observed.
- b Do not install mounting brackets to side rails in the following areas:
- No more than 7.87 in (200 mm) from the edge of the crossmember
 - No more than 1.97 in (50 mm) from the corner of the side rail
 - No more than 7.87 in (200 mm) from the edge of the reinforcement materials.

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 Incomplete 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 from 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 connectors when adding new wiring to existing wiring.

- When adding wiring in the cab, always secure it with existing lights. If necessary, add 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

- 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.

TABLE II

Description	*No. of	Color	Remarks
Headlights	2	White	Temporarily installed to rear of frame
FR. turn signal lights	2	Amber	
FR. side reflex reflectors	2	Amber	
FR. identification light	3	Amber	
FR. clearance light	2	Amber	
RR. combination	2	---	
• 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	Vehicle whose overall length is over 30 ft. only	Total 108W (12V at 9A)
Rear clearance light	2	Red		
Rear identification light	3	Red		
Rear side marker light	2	Red		
Intermediate side reflex reflector	2	Amber		
Intermediate side marker light	2	Amber		

*No. of : The number of lights or reflectors

(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 side 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 mm²). 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

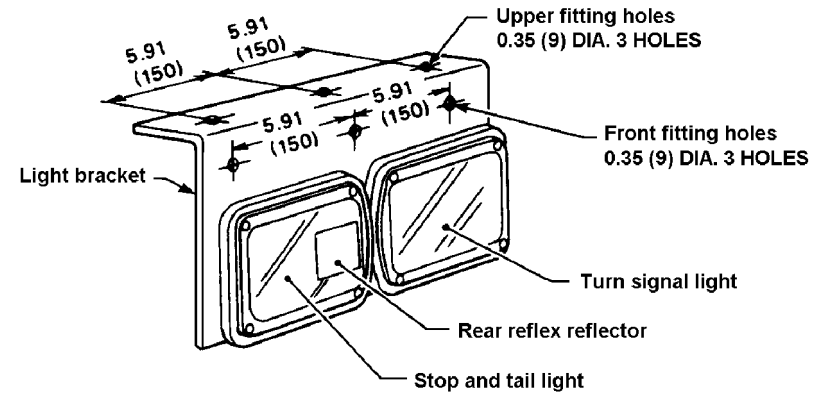
In general vehicles, the tail, license, clearance, identification, and side marker lights should illuminate when the headlight switch is set to the first position.

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.

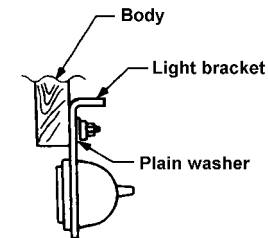
Unit : inch (mm)



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.

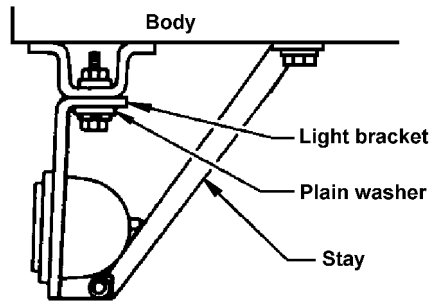


Fig. A

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Be sure to use proper wire and size and specifications for power supply.

Be sure to install a relay for controlling an added light, and keep in mind precautions (2).

(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 through the switch. The load current for the added light must not be 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.

- (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 108 watts, 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.

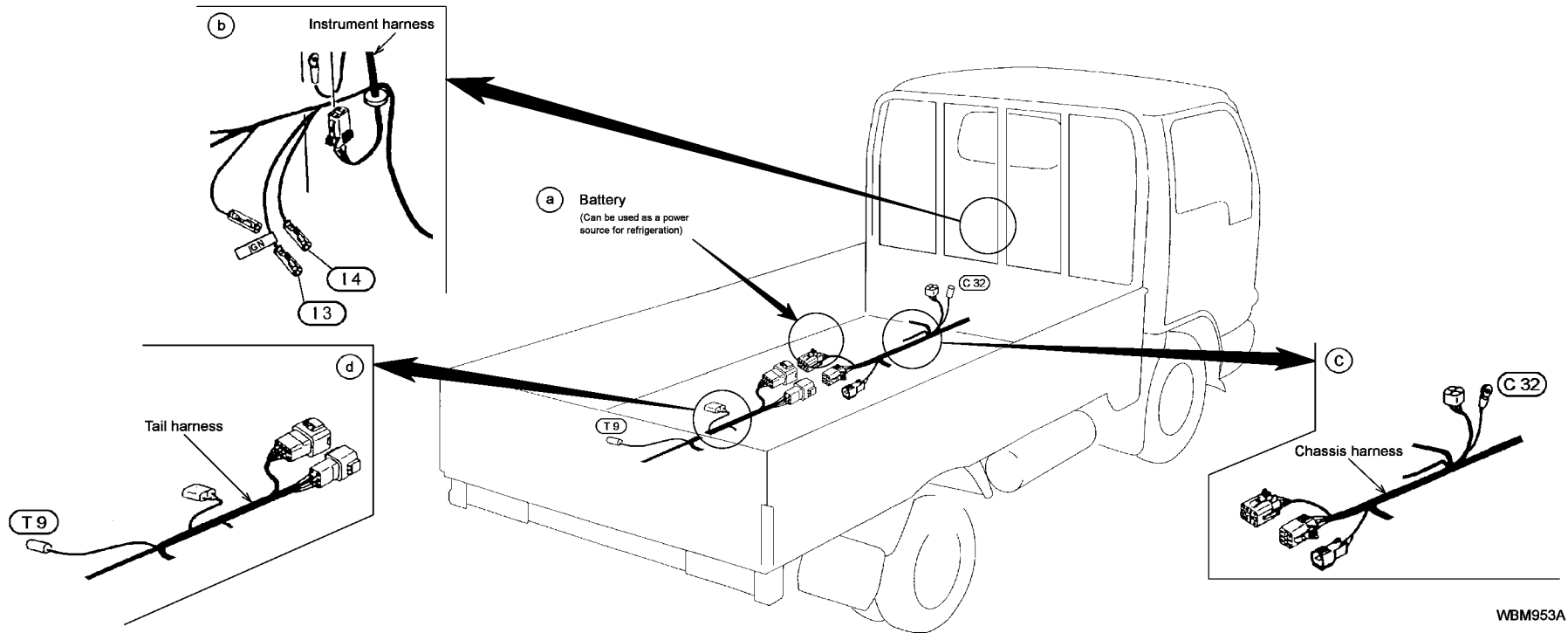
(1) Power supply (12-volt)

- When connecting additional components, take power from the B-terminal of the vehicle's alternator. Be sure to follow these precautions.
 - Be sure to install a fusible link, fuse or circuit breaker for circuit protection.
 - Be sure to limit the maximum load to under 20A (240 watts).

6. POWER SOURCE FOR AUXILIARY EQUIPMENT

A power source for auxiliary equipment is provided as shown below.
When using the power source, be careful not to exceed the capacity.

(1) Power outlet for auxiliary



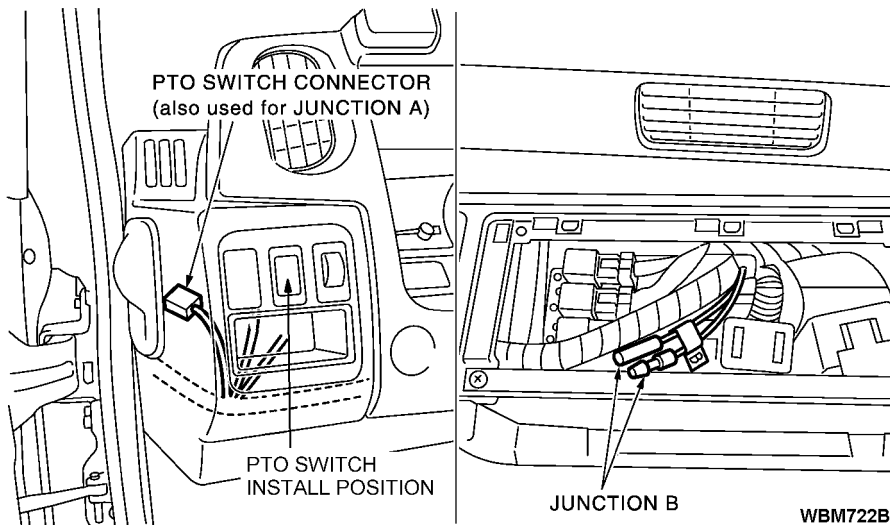
Item		Allowable current (Watts)	Wire size and color
a	Battery	25A (300 W) Max.	-
b	Optional power source for auxiliary equipment (I3)	5A (60W)	0.5L
	Optional power source for auxiliary equipment (I4)		0.5R/L
c	Optional power source for auxiliary equipment (C32)	5A (60 W) Max.	0.85R/L
d	Optional power source for auxiliary equipment (T9)		0.5L

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 left side frame of transmission).
- 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 (also used as PTO switch) and junction B] at the left side and right side (glove box) of the instrument panel.
- Positions of the junctions.



1. About the applications of the engine control

Typical chassis		Standard chassis	Dump truck	Custom-made chassis
Transmission PTO		Not provided	Provided	Provided
Transmission PTO switch (Also used as junction A)		Not provided (Disconnected)	Provided (connected)	Provided (connected)
Switching governor characteristics during operation	PTO switch OFF	Driving mode	Driving mode	Driving mode
	PTO switch ON		All speeds	All speeds
DPF control (NOTE 1)	PTO switch OFF	Operated	Operated	Operated
	PTO switch ON		Not operated	Not operated
Long-time idle control (NOTE 2)		Automatically operated whether the PTO switch is turned ON or OFF		
Junction B		Disconnected	Disconnected	Connected
External engine control lever		Not required	Not required	Required
Throttle opening (Engine speed control)		Accelerator pedal	Accelerator pedal	Max selected (NOTE 3)

- NOTE : 1. It is the control to recover the DPF function by automatically or forcibly burning the soot deposit in DPF. (The idle-up and exhaust brake is operated during DPF control when the vehicle is stopped.)
2. When the idle status continues for a set time, it is automatically operated whether the PTO switch is turned ON or OFF. (The idle-up and exhaust brake is operated when the idle control is turned on.)
3. 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

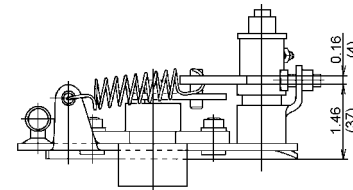
- 1) If installing the PTO switch (connected to junction A)
 - The characteristic can be switched to All speeds by turning on the PTO switch.
 - A throttle opening is selected between the accelerator pedal and the accelerator for operation (external engine control lever), whichever is higher (Max value).
 - The DPF recovery control is not operated when the PTO switch is turned on.
- 2) If junction B is connected
 - For vehicles without PTO switch the engine speed can be controlled with the external engine control lever.
- 3) If both junction A (without PTO switch) 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 :

- Do not connect junction A and junction B at the same time.
- When installing the PTO switch (connected to junction A), 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 it is very dangerous.

- The adjusting bolt of the external engine control lever is already set before shipping. Do not adjust it.

3. Engine control lever

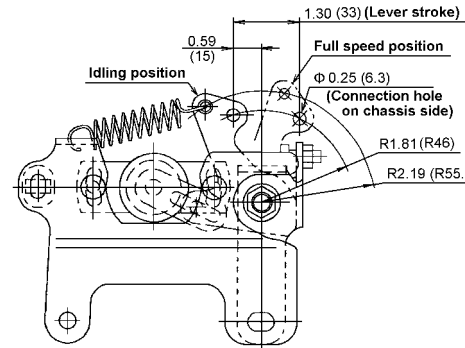


Unit : inch (mm)

<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

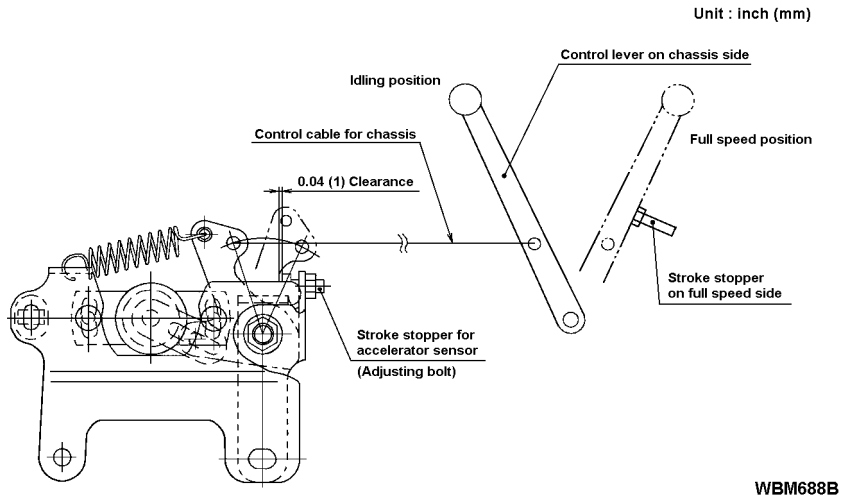
4. Attachment

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

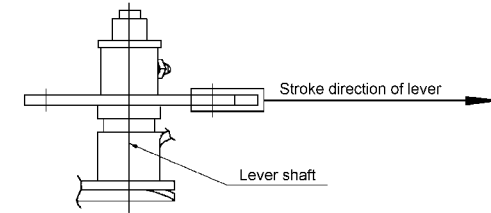
NOTE :

- 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

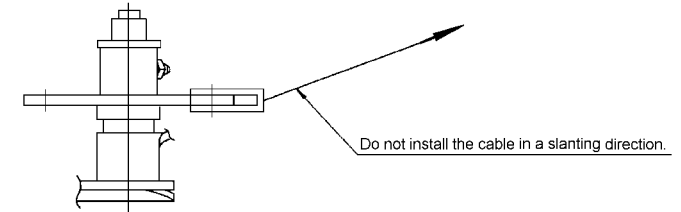
side by limiting the lever stroke, using the linkage on the chassis side (by attaching a stopper).



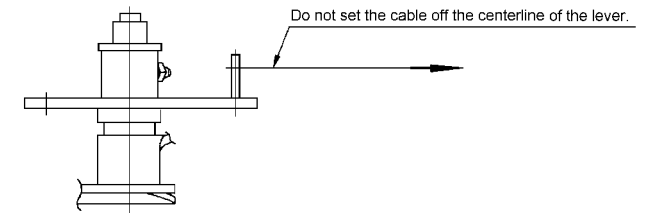
2) When connecting a cable to the engine control lever, install it in parallel with the stroke direction of the lever so that it will not strain the lever shaft



Good example



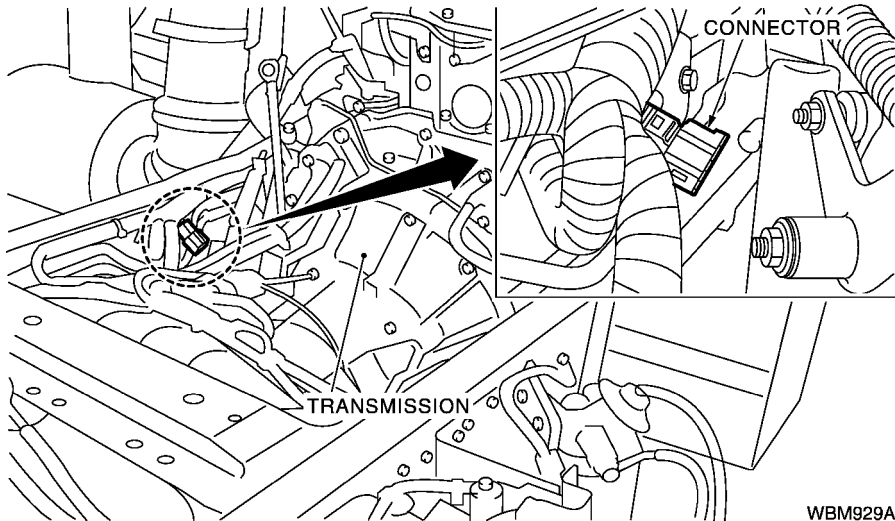
Bad example



Bad example

WBM890A

- 3) Connect the harness to the connector on the chassis harness.
(The connector is placed in the chassis harness section on the left side frame of the transmission)



- Use the sub-harness connector 6188 0541 (male : chassis harness side) and 6189 0841 (female : engine control lever side), manufactured by Sumitomo.
- It is recommended to use the part below for the transmission PTO switch.

Part number : 25165 Z5900

- 4) The connector to be used is the waterproof 4-pole terminal (6189 0841).

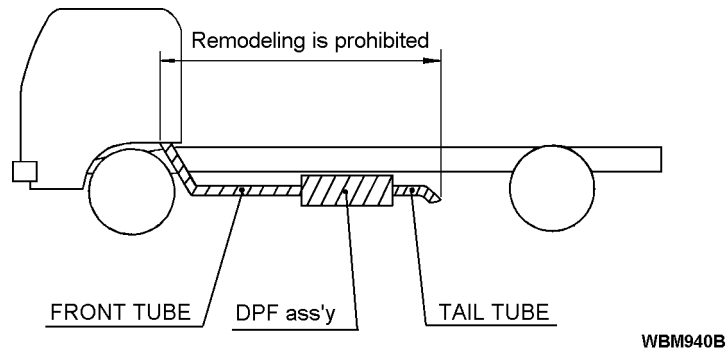
5) Cautions about attachment

- 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)]

REMODELING THE EXHAUST EMISSION SYSTEM

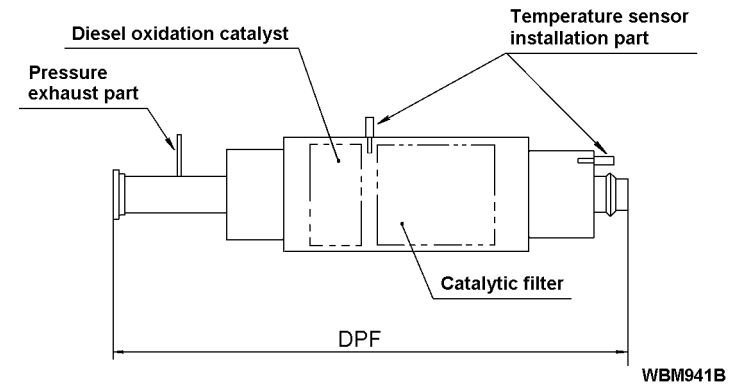
CAUTION

- The DPF (muffler) and exhaust tubes have the exhaust emission control function. Remodeling of the exhaust emission system is prohibited.
- Remodeling of the exhaust emission system may not only affect the exhaust emission control function but also cause a trouble of the devices. Do not remodel the exhaust emission system.



HANDLING OF DPF

- The DPF is equipped with the exhaust pressure pipes and exhaust gas temperature sensor.
- Harness are connected to the sensor. When installing or arranging the attachments on the body installation, exercise due care to the harness.
- Damage to those components may result in a failure of the exhaust emission control devices.



PRECAUTION WHEN PAINTING AROUND DPF

- The DPF unit, exhaust pipes, sensors connected to the DPF (including the pressure sensor installed inside the frame), sensor harness or tubes shall not be painted. Before painting, apply masking to those parts to prevent paint from adhering to them.
- If paint adheres to the DPF unit or exhaust pipes, burning of paint may be caused by heat, leading to emission of smoke or abnormal smell. As a result, the performance of the system may be seriously damaged. Also, if paint gets into the sensor or other parts, a trouble may occur. Carefully apply masking to the connector portions, especially.

WIRING DIAGRAM INFORMATION

HOW TO READ WIRING DIAGRAM

The electric circuit diagram and other electric informations contained in this book use abbreviations, symbols, and numbers. This chapter explains their meanings and how to read the circuit diagrams.

NOTE : Other detail electric information of chassis-cab, please refer to the "NISSAN DIESEL MOTOR 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 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

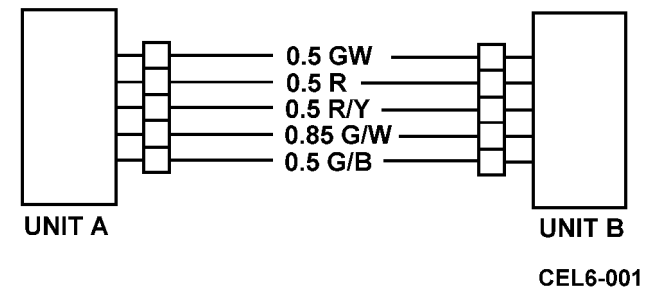
ABBREVIATION	MEANINGS
EXH	Exhaust
IGN	Ignition
M/G VALVE	Magnetic valve
WAT	Water
SW	Switch
BATT	Battery
SMJ	Super multiple junction

Circuit Connection

A circuit connection is indicated by lines showing the electric wires connecting the electrical devices.

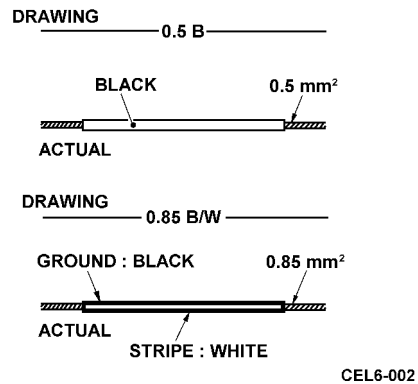
Wire Size and Color code

The number indicates the size of the wire (nominal sectional area of the conductor, mm²), and the letter at the end of each number indicates the color of the covering.



Wire color code and Symbol

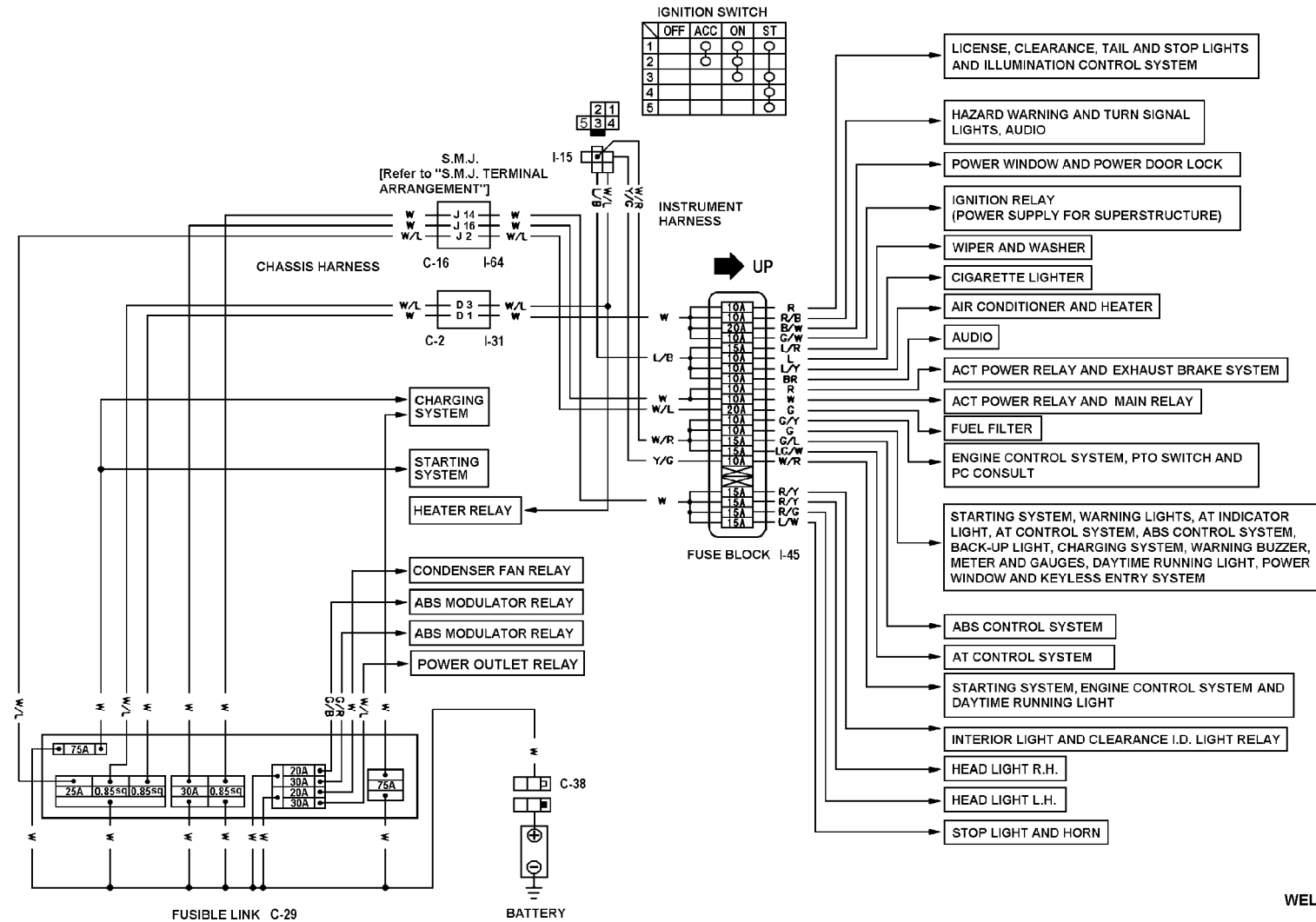
The color of a wire covering is indicated by an alphabetic symbol. If there are two symbols, the first symbol indicates the ground color of the covering and the second one the color of the marking (stripe).



The alphabetical symbols are as follows.

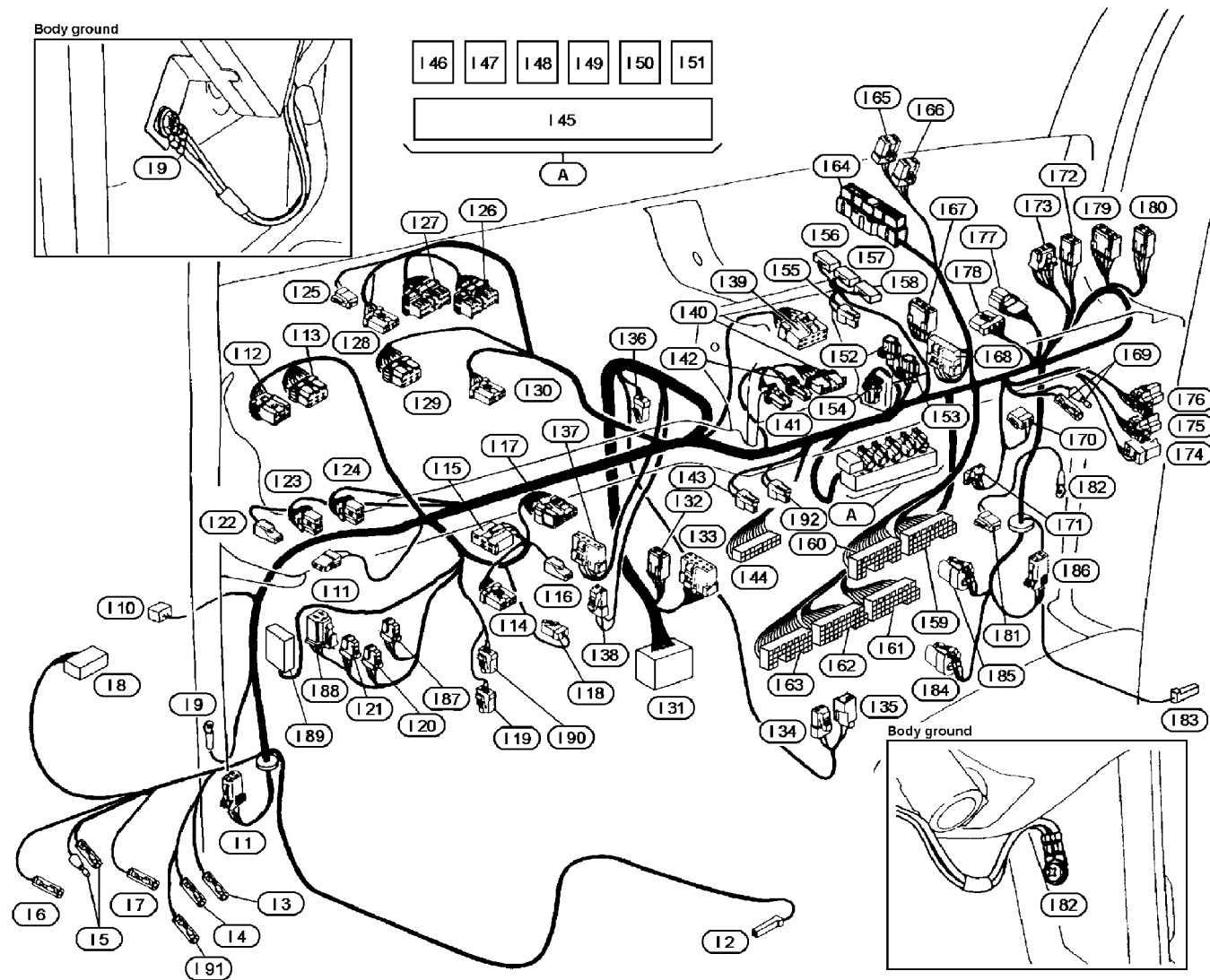
Alphabetical symbol	Color	Mainly-used-location (Circuit name)
W	White	Power supply
B	Black	Grounding (earth)
R	Red	Lighting
Y	Yellow	Meter
G	Green	Signal
L	Blue	Window wiper
BR	Brown	
LG	Light green	
GY	Gray	

CIRCUIT PROTECTOR WIRING DIAGRAM (Incl. power supply routing)



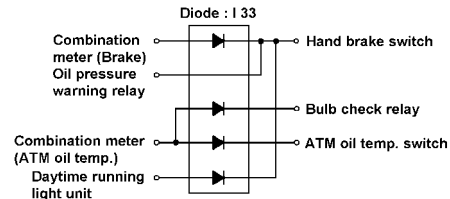
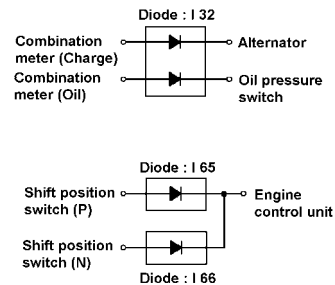
WEL062C

SIMPLIFIED LAYOUT OF HARNESS INSTRUMENT HARNESS



WEL064C

I 1 : Front combination light L.H.	I 24: Warm up switch	I 47: Back-up light relay	I 70: Blower motor
I 2 : Door switch (driver's side)	I 25: Combination meter	I 48: Bulb check relay	I 71: Fan resistor
I 3 : Power supply (for superstructure)	I 26: Combination meter	I 49: Heater relay	I 72: Door lock timer
I 4 : Optional connector (for maker light)	I 27: Combination meter	I 50: Clearance & I.D. light relay	I 73: Engine coolant level buzzer
I 5 : ATM diagnosis switch	I 28: Combination meter	I 51: Main relay	I 74: Exhaust brake park relay
I 6 : Engine diagnosis switch	I 29: Hazard switch	I 52: Power window relay	I 75: ACT power relay
I 7 : ABS diagnosis switch	I 30: Idle volume	I 53: Air conditioner relay	I 76: Exhaust brake cut relay
I 8 : PC consult	I 31: To Chassis harness	I 54: Thermo control amplifier	I 77: Wiper motor
I 9 : Body ground	[S.M.J.] (C 2)	I 55: CAN resistor	I 78: To Room light harness (R 1)
I 10: To Door harness L.H. (DL 1)	I 32: Diode	I 56: ATM control unit	I 79: Wiper amplifier
I 11: Brake fluid level switch	I 33: Diode	I 57: ATM control unit	I 80: To Door harness R.H. (DR 1)
I 12: Daytime running light unit	I 34: AT illumination	I 58: ATM control unit	I 81: Washer motor
I 13: Daytime running light unit	I 35: Overdrive switch	I 59: Engine control unit	I 82: Body ground
I 14: Wiper and washer switch, Exhaust brake switch	I 36: Parking brake switch	I 60: Engine control unit	I 83: Door switch (passenger side)
I 15: Ignition switch	I 37: Accelerator sensor	I 61: Engine control unit	I 84: To ABS harness (C 53)
I 16: Horn switch	I 38: Accelerator switch	I 62: Engine control unit	I 85: Headlight R.H.
I 17: Lighting switch	I 39: Radio	I 63: Engine control unit	I 86: Front combination light R.H.
I 18: Vacuum switch	I 40: Fan switch	I 64: To Chassis harness	I 87: Oil pressure warning relay
I 19: Stop light switch	I 41: Air conditioner switch	[S.M.J.] (C 16)	I 88: Power outlet relay
I 20: Horn relay	I 42: Fan switch illumination	I 65: Diode	I 89: DPF indicator unit
I 21: Combination flasher unit	I 43: Cigarette lighter	I 66: Diode	I 90: Brake switch
I 22: PTO switch	I 44: Keyless entry unit	I 67: Junction connector	I 91: DPF reset switch
I 23: Illumination control switch	I 45: Fuse block	I 68: Junction connector	I 92: Power outlet connector
	I 46: Ignition relay	I 69: PTO junction B	

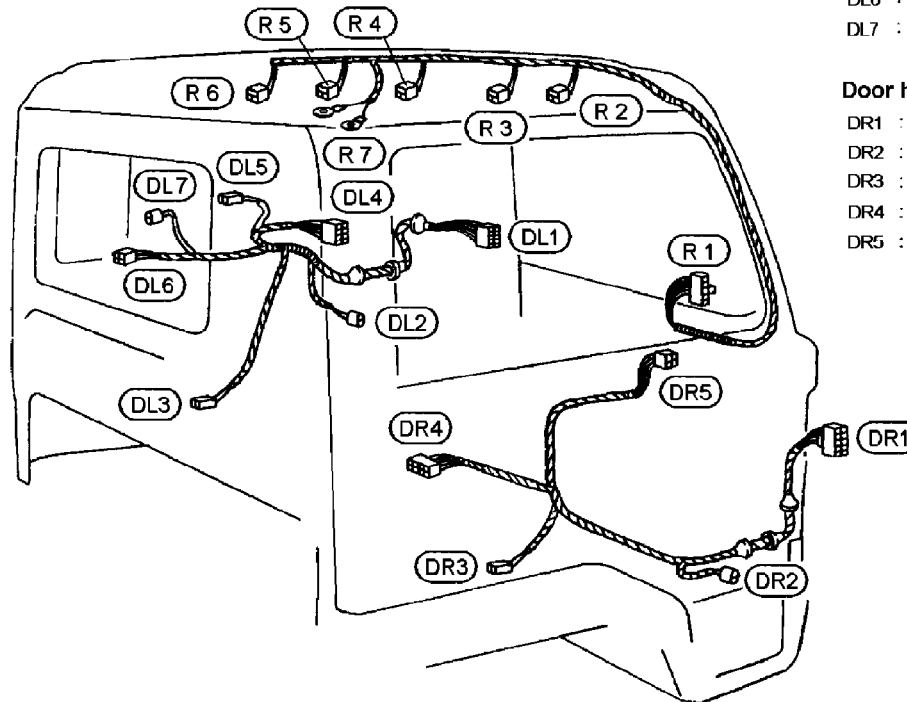


WBM036B

DOOR HARNESS AND ROOM LIGHT HARNESS

Room light harness

- R1 : To Instrument harness (I 78)
- R2 : Clearance light (RH)
- R3 : Identification light (RH)
- R4 : Identification light (Center)
- R5 : Identification light (LH)
- R6 : Clearance light (LH)
- R7 : Interior light



Door harness (LH)

- DL1 : To Instrument harness (I 80)
- DL2 : Speaker
- DL3 : Power window motor
- DL4 : Power window switch
- DL5 : Check connector
[For check in a plant only]
- DL6 : Door lock actuator and lock off switch
- DL7 : Door lock switch

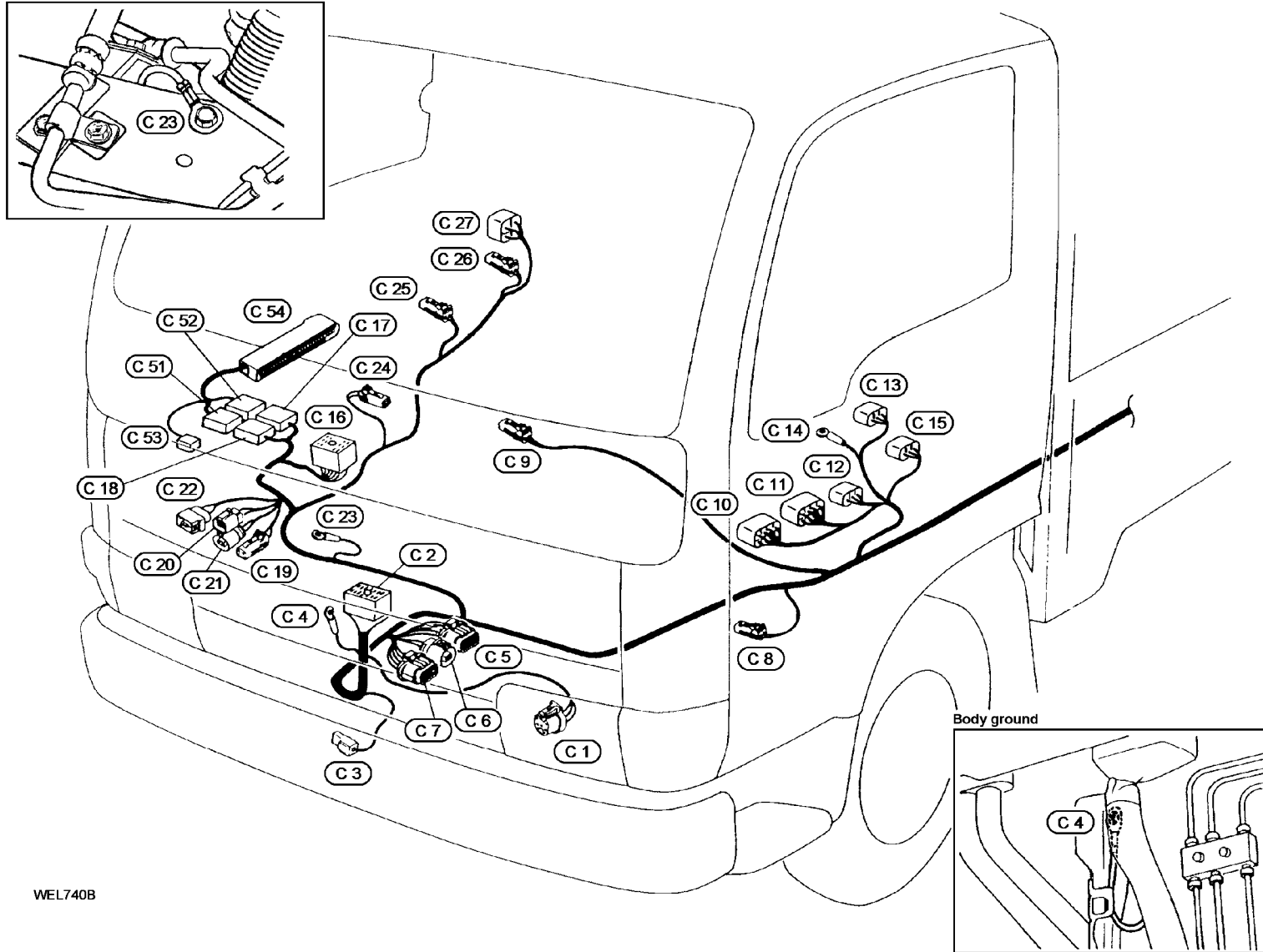
Door harness (RH)

- DR1 : To Instrument harness (I 80)
- DR2 : Speaker
- DR3 : Power window motor
- DR4 : Power window switch
- DR5 : Door lock actuator

WEL739B

CHASSIS HARNESS

Body ground



WEL740B

Chassis harness

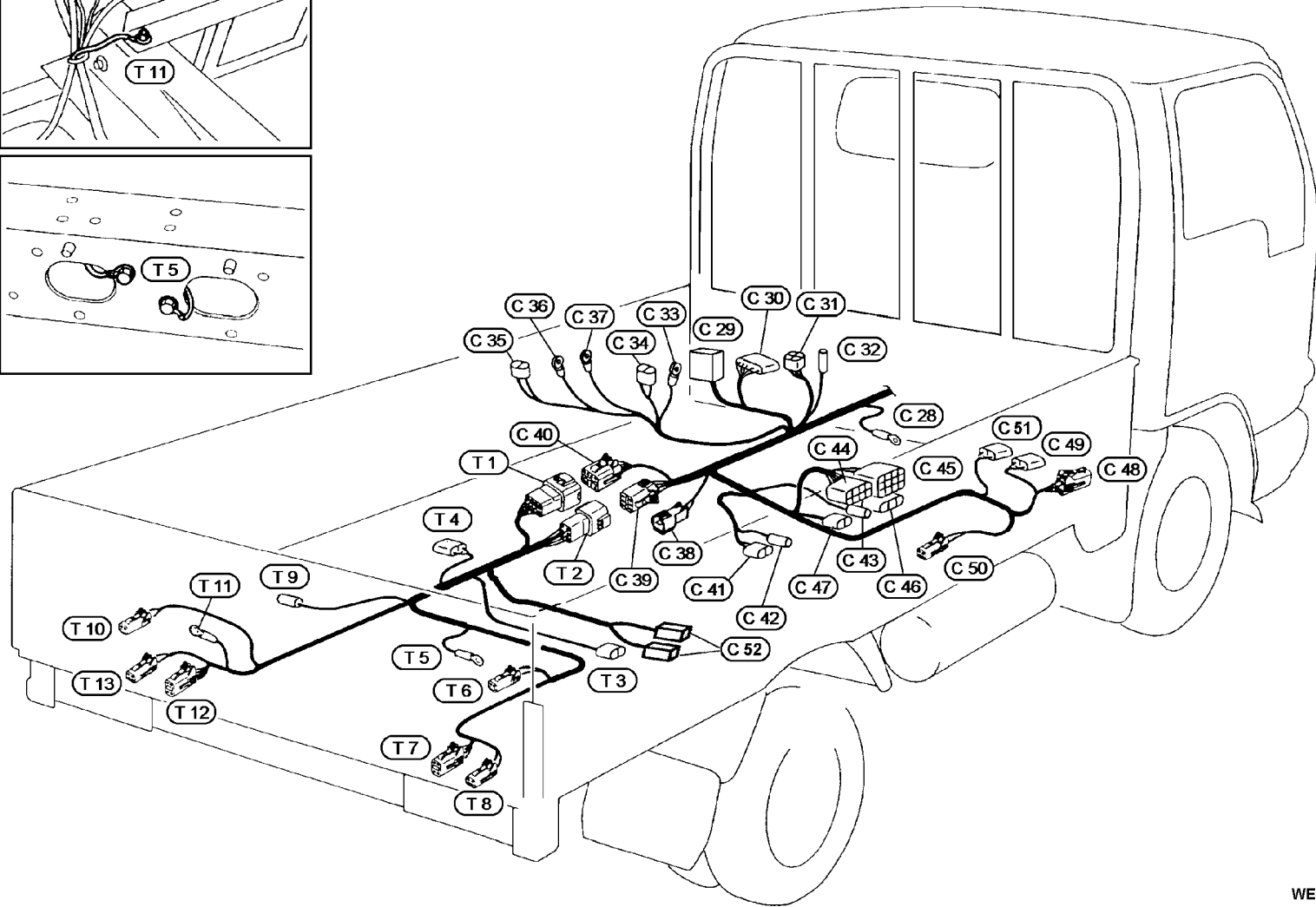
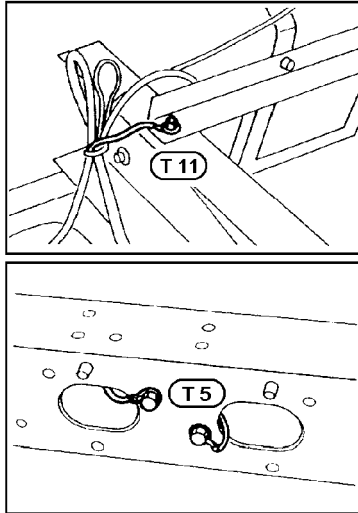
C 1 :	Headlight L.H.	C 10:	Centralized injector connector	C 19:	Dual pressure switch
C 2 :	To Instrument harness [S.M.J] (I 31)	C 11:	To Engine sub harness L.H.	C 20:	Coolant fan relay
C 3 :	Horn	C 12:	Boost pressure sensor	C 21:	Coolant fan relay
C 4 :	Body ground	C 13:	G sensor	C 22:	Coolant fan motor
C 5 :	ABS relay	C 14:	Glow plug	C 23:	Body ground
C 6 :	ABS relay	C 15:	EGR valve	C 24:	Wheel speed sensor front R.H.
C 7 :	ABS modulator	C 16:	To Instrument harness [S.M.J] (I 64)	C 25:	Exhaust brake magnetic valve
C 8 :	Wheel speed sensor front L.H.	C 17:	To ABS harness (C 52)	C 26:	To Engine Sub harness
C 9 :	Engine coolant level sensor	C 18:	To ABS harness (C 51)	C 27:	To Engine Sub harness

ABS harness

C 51:	To chassis harness (C 18)
C 52:	To chassis harness (C 17)
C 53:	To instrument harness (I 84)
C 54:	ABS control unit

CHASSIS AND TAIL HARNESS

Body ground



WEL065C

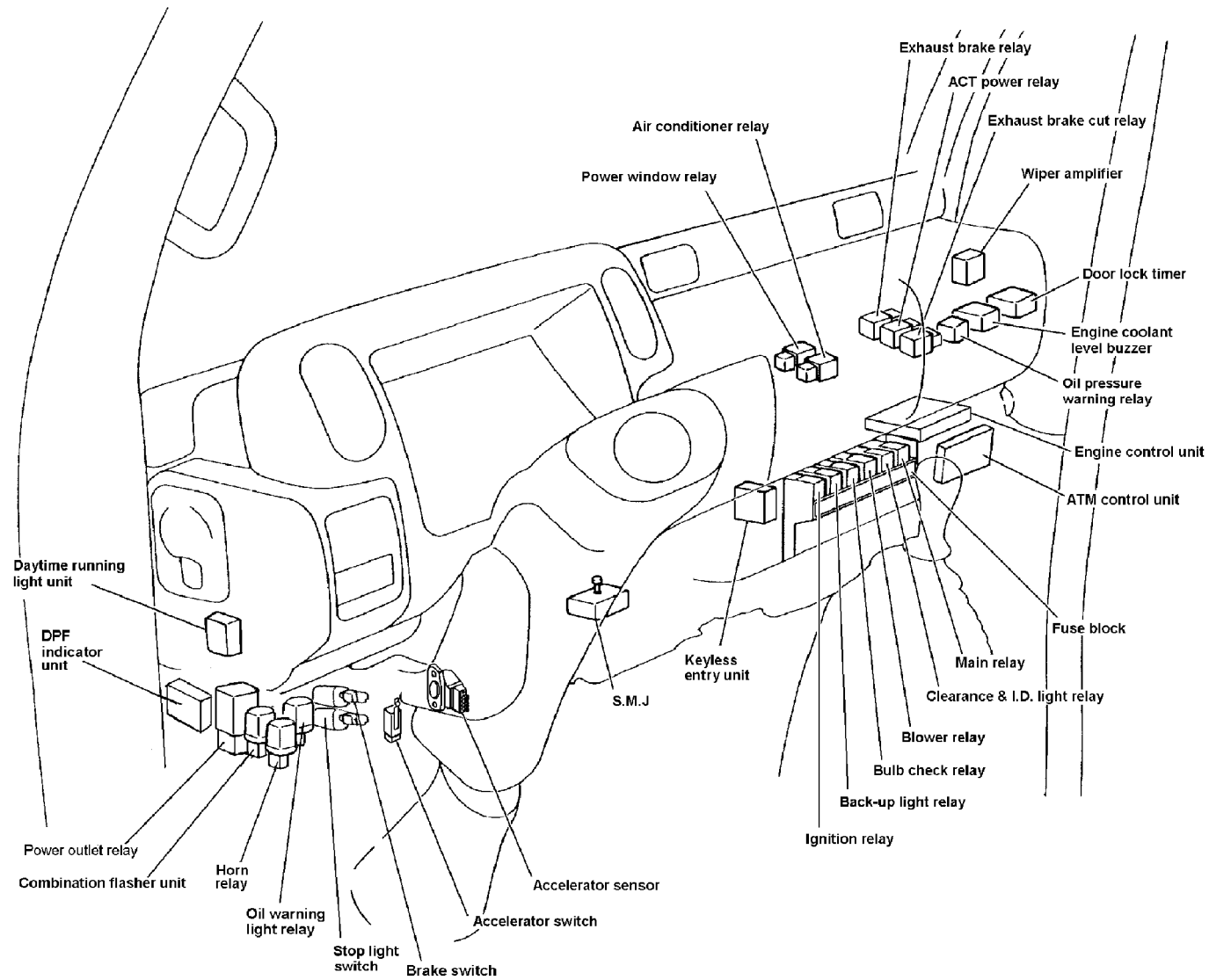
Chassis harness

C 28 :	Body ground	C 37 :	Glow relay	C 46 :	Speed sensor
C 29 :	Fusible link	C 38 :	Battery	C 47 :	Vehicle speed sensor
C 30 :	Air flow meter	C 39 :	To tail harness (T 2)	C 48 :	Fuel filter (Water level sensor)
C 31 :	Acceleator sensor for work	C 40 :	To tail harness (T 1)	C 49 :	Fuel filter (Heater)
C 32 :	Rear body light	C 41 :	NE sensor	C 50 :	Fuel tank gauge unit
C 33 :	Starter relay	C 42 :	To Engine sub harness	C 51 :	Different pressure unit
C 34 :	Starter relay	C 43 :	Temperature switch	C 52 :	Exhaust temperature sensor
C 35 :	Glow relay	C 44 :	Solenoid & temperature sensor		
C 36 :	Glow relay	C 45 :	Park/Neutral position switch		

Tail harness

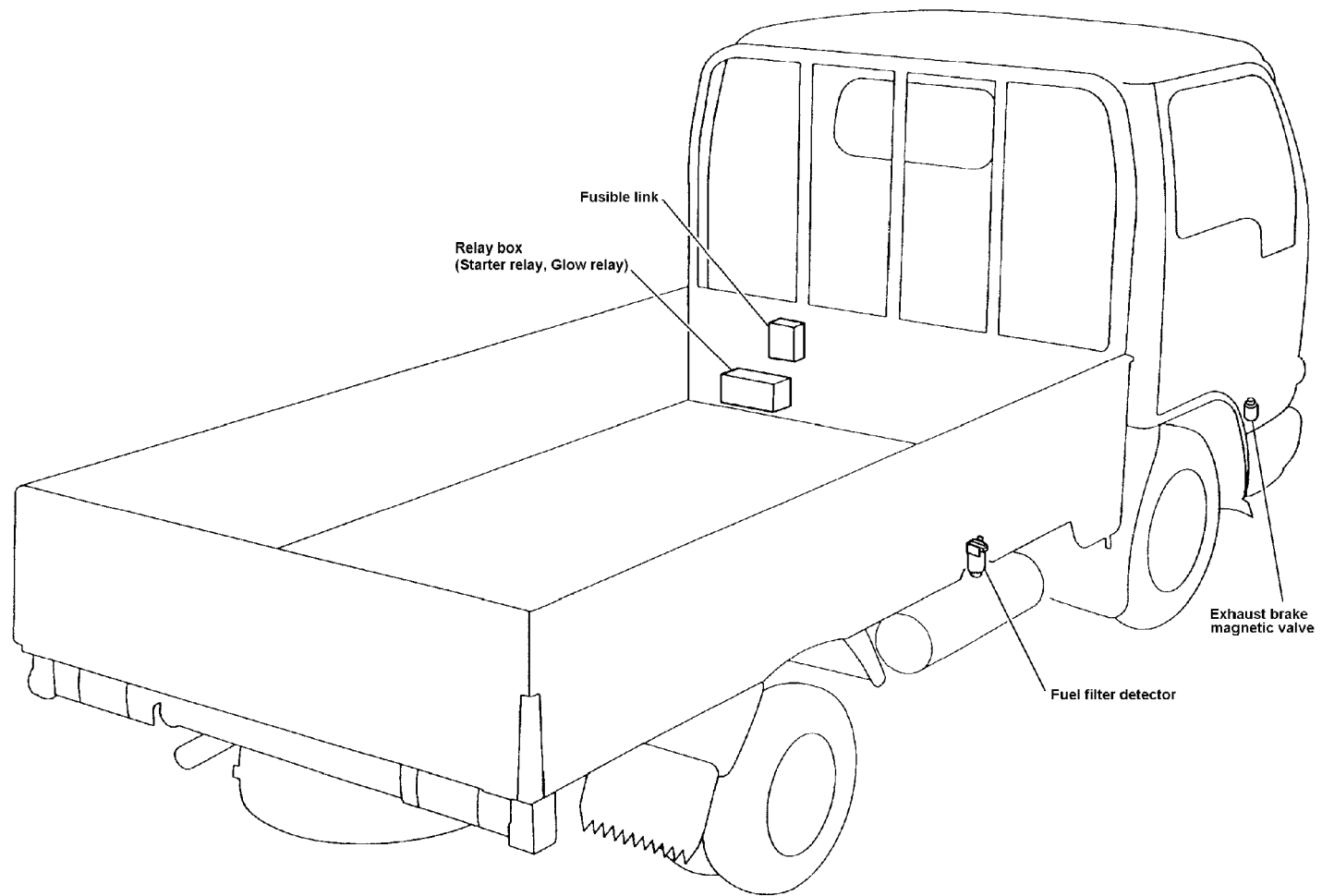
T 1 :	To chassis harness (C 40)	T 6 :	Back buzzer	T 11 :	Body ground
T 2 :	To chassis harness (C 39)	T 7 :	Rear combination light R.H.	T 12 :	Rear combination light L.H.
T 3 :	Wheel speed sensor rear R.H.	T 8 :	Back-up light L.H.	T 13 :	Back-up light R.H.
T 4 :	Wheel speed sensor rear L.H.	T 9 :	Body installation light		
T 5 :	Body ground	T 10 :	License plate light		

LOCATION OF ELECTRICAL UNITS PASSENGER COMPARTMENT



WEL063C

REAR BODY



WEL743B

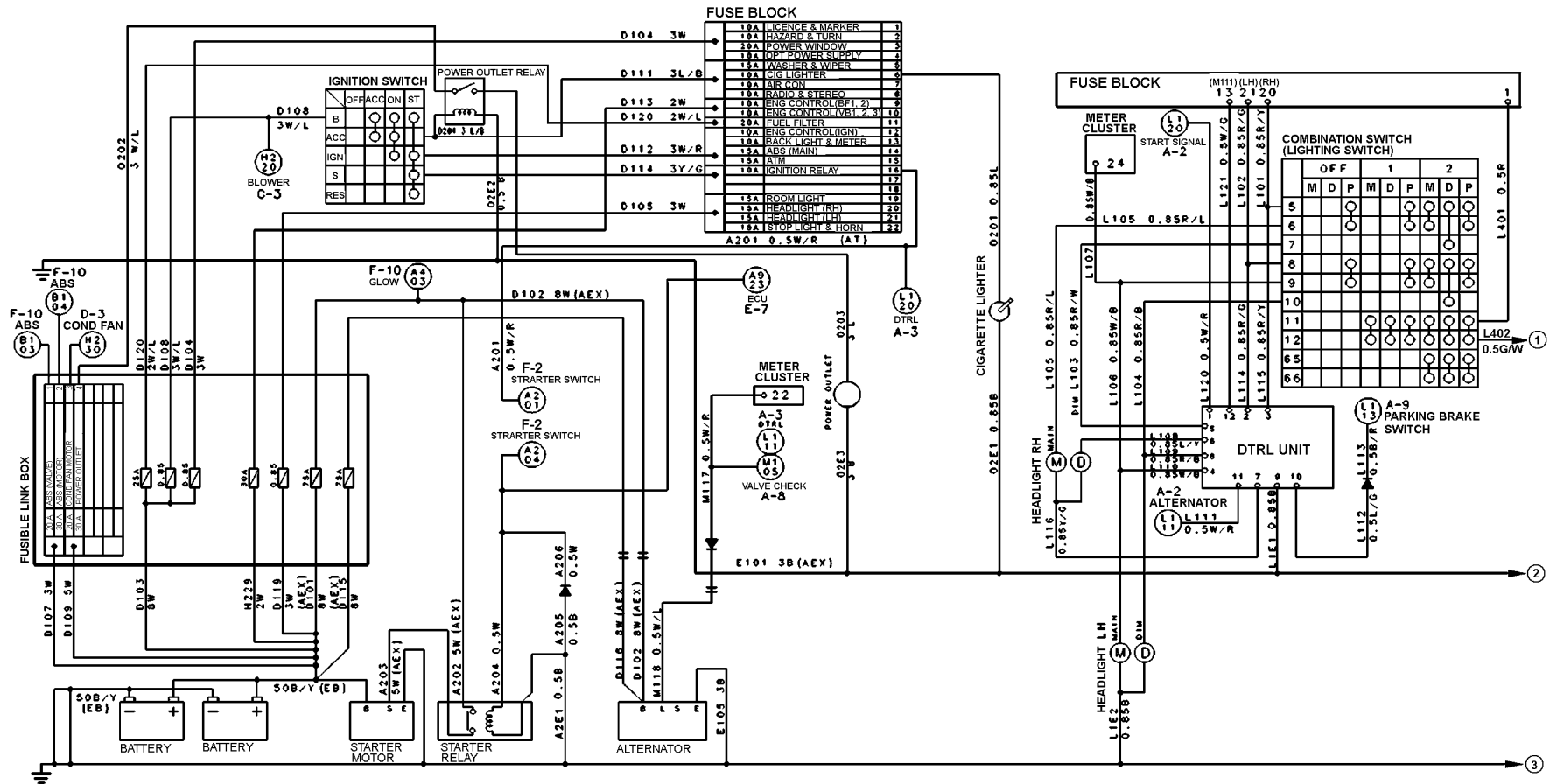
HARNESS CONNECTOR INFORMATION

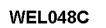
The symbol of connector in the wiring diagram indicates the number of poles, type, and male or female shape of the terminal from which the connector of an electrical device can be checked.

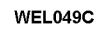
Classification		Drawing examples		Actual		Classification		Drawing examples		Actual	
Type		Male	Female	Male	Female	Type		Male	Female	Male	Female
C type	2-pole (W)					W type	4-pole (W)				
	3-pole (W)					Z type	2-pole (GY)				
	4-pole (W)						3-pole (GY)				
	4-pole (BR)						4-pole (GY)				
	8-pole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

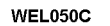
CEL6016B

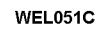
WEL047C

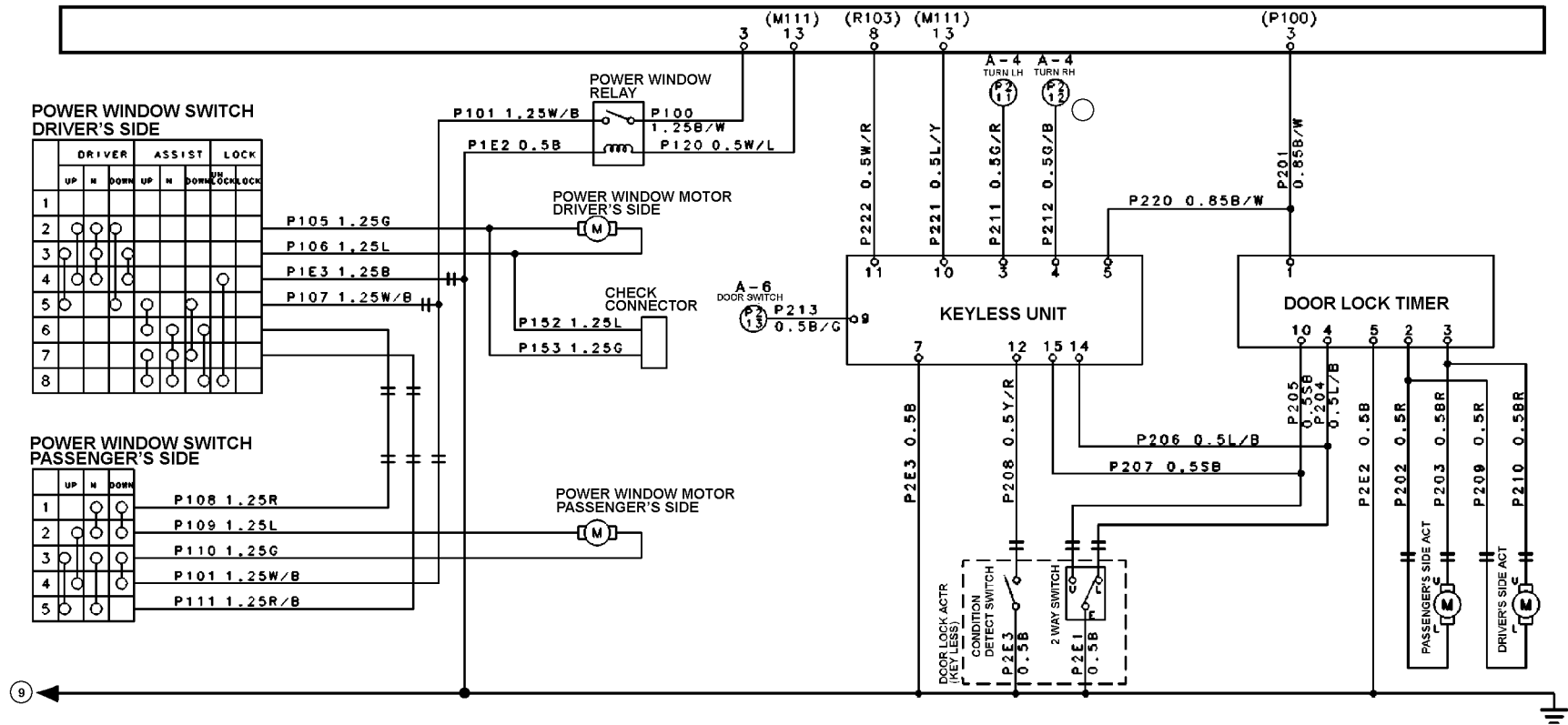




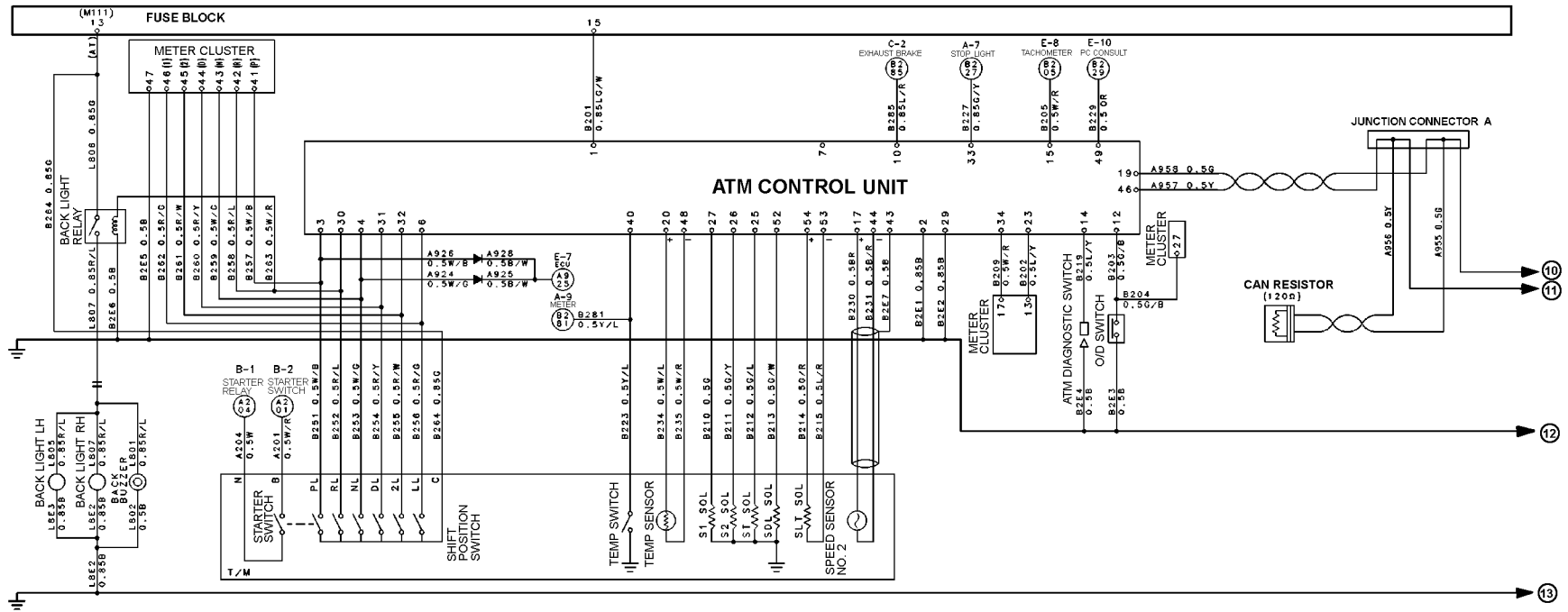






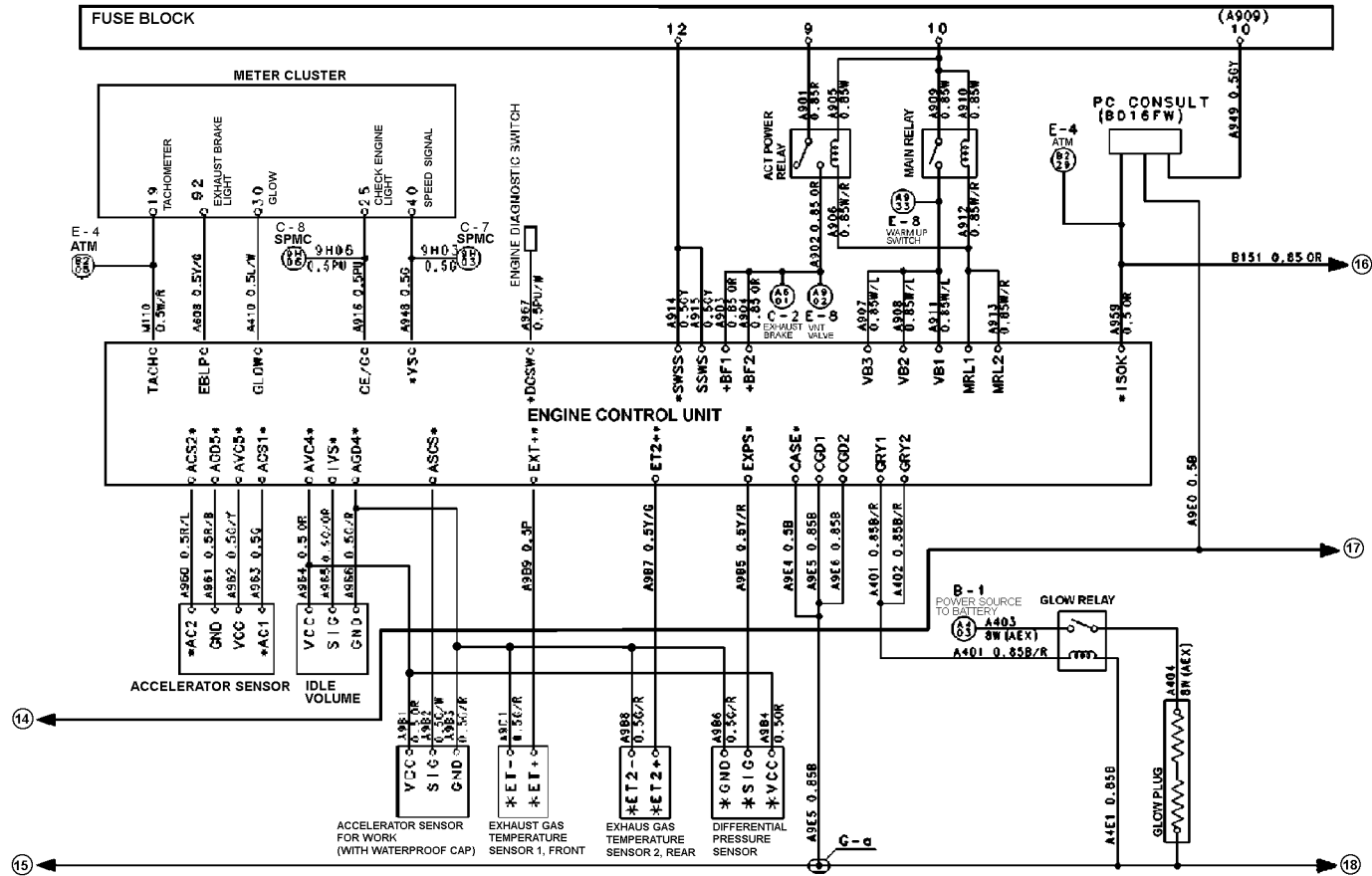


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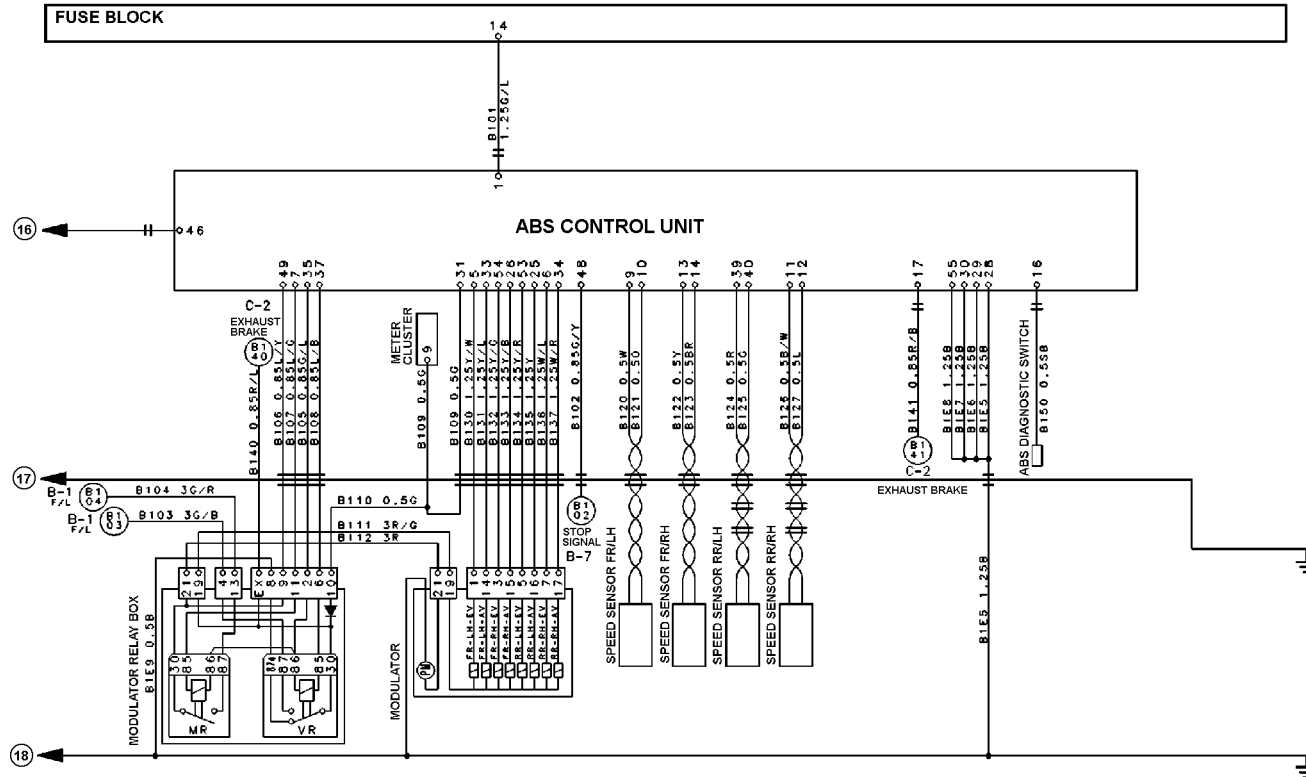


WEL053C



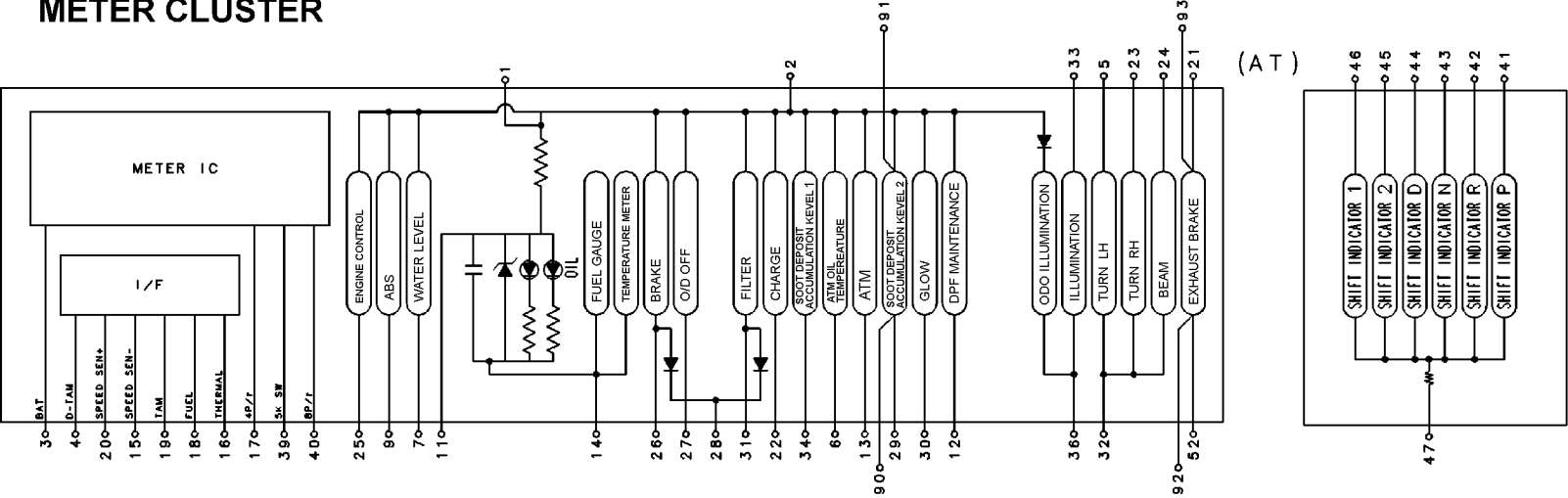


WEL055C



WEL056C

METER CLUSTER



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WEL057C



2009MY

BODY BUILDER'S BOOK

UD1800CS

Publication No. BBM3U09E00
0802-26803-S

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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.

Various regulations relating to vehicle performance, equipment, and safety have been issued by the Department of Transportation. These regulations include, but are not limited to the Federal Motor Vehicle Safety Standards and the Federal Motor Carrier Safety Regulations. Other federal, state and local regulations may also apply. Final stage manufacturers and motor carriers are responsible for knowing and complying with all regulations that may apply to the vehicle. A finished vehicle may also require devices that are not specified in the regulations. Body builders, subsequent stage manufacturers and carriers must determine what safety devices are necessary for the safe operation of the vehicle. Nothing in this book should be taken as a representation that all equipment necessary for the safe operation of the vehicle in its intended use 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.

 WARNING

Be sure any modification, alteration, or completion of this chassis-cab includes required safety measures. This incomplete vehicle may be built to many uses, and Nissan Diesel Motor Co., Ltd. cannot anticipate all of them. Always consult safety regulations applying to the complete vehicle, and conform exactly. Below are two types of safety adaptations required under certain circumstances. Other measures may be required depending on the type of body built on the chassis and the uses expected for the final vehicle. Neglecting good safety measures could cause a serious accident.

REAR IMPACT PROTECTION

Section 393.86 of the Federal Motor Carrier Safety Regulations requires certain vehicles to be equipped with rear impact protection guards. Such guards must be installed in accordance with the Federal Motor Carrier Safety Regulations. Make sure you know whether the vehicle requires a rear impact protection guard. If a guard is required, make sure it meets or exceeds all applicable regulations and that it is installed correctly. If the vehicle is to be operated outside the United States, consult the regulations and standards applicable in the countries where the vehicle will be operated.

VISIBILITY DEVICES

Federal Motor Vehicle Safety Standards and Federal Motor Carrier Safety Regulations require certain vehicles to be equipped with retroreflective sheeting or other devices to insure the vehicle is clearly visible. Make sure that you apply visibility devices complying with the regulations and take any other steps necessary to ensure that the vehicle is sufficiently conspicuous at night or in low lighting conditions.

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JAPAN

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	
		UD1800CS/MKA351 SERIES	
INCOMPLETE VEHICLE MANUFACTURED BY NISSAN DIESEL MOTOR CO., LTD. 1-1, KOGO, SAITAMA, 362, JAPAN			
MONTH/YEAR			
YR			
GVWR			
GVWR (FR)			
GVWR (RR)			
LB (kg)			
TRES			
RRMS			
PSI (kg/cm ²)			
COLD			
THIS INCOMPLETE VEHICLE MAY BE COMPLETED INTO A TRUCK			

This document is furnished as required by federal regulation (See 49 CFR 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 CFR Part 568 regarding the incomplete chassis-cab on its date of manufacture by Nissan Diesel Motor Co., Ltd.

NISSAN DIESEL MOTOR CO., LTD.

WBM671B

TERMS (AS DEFINED BY THE U.S. NATIONAL TRAFFIC AND MOTOR VEHICLE SAFETY ACT AND REGU- LATIONS)

“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 manufactures 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.

FEDERAL MOTOR VEHICLE SAFETY STANDARDS AND REGULATIONS APPLICABLE TO TRUCKS WITH A GVWR 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

- Part 574 TIRE IDENTIFICATION AND RECORD KEEPING
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 GVWR (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 System	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.

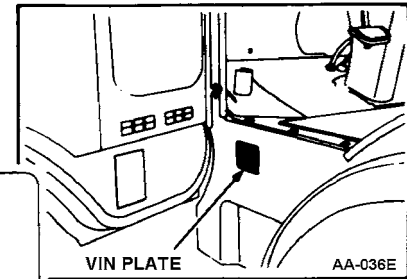
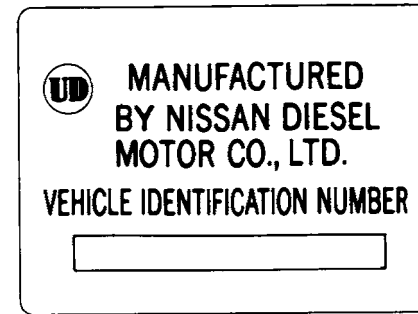
LABEL AND IDENTIFICATION PLATE

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.

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

1. Vehicle Identification Number (VIN) Plate

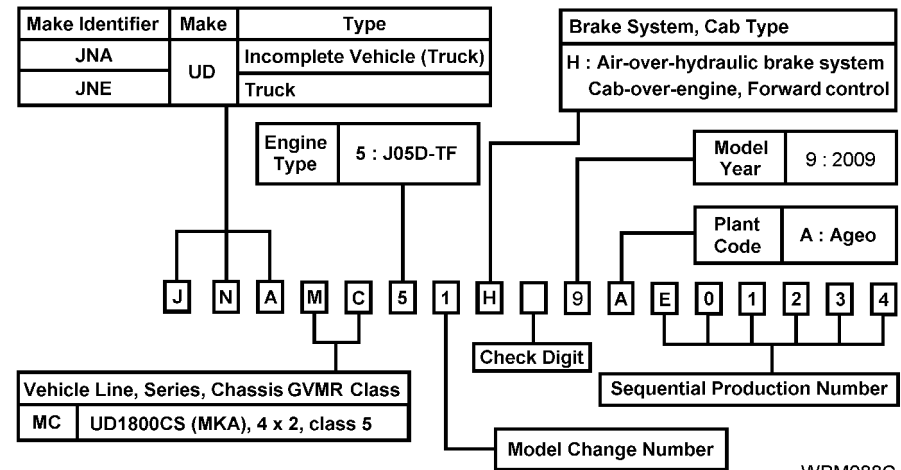
▼ "Sample" VIN Plate



▲ Plate location

WBM272A

<Vehicle Identification Number (VIN) Structure>



2. Vehicle Noise Emission Control Information Label

▼ "Sample" Label

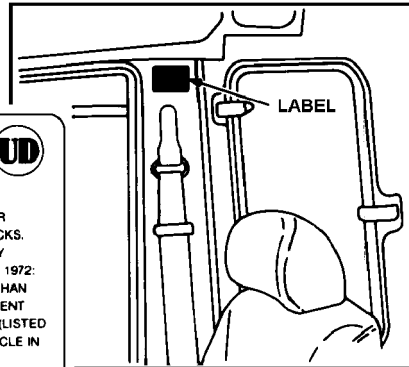
VEHICLE NOISE EMISSION CONTROL INFORMATION
NISSAN DIESEL MOTOR CO., LTD.

THIS VEHICLE CONFORMS TO U. S. EPA REGULATIONS FOR NOISE EMISSION APPLICABLE TO MEDIUM 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.

2007	JAN	FEB	MAR	APR	MAY	JUN
2008	JUL	AUG	SEP	OCT	NOV	DEC



▲ Label location

WBM673B

4. Chassis-Cab Manufacturer's Certification Label

▼ "Sample" Label

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

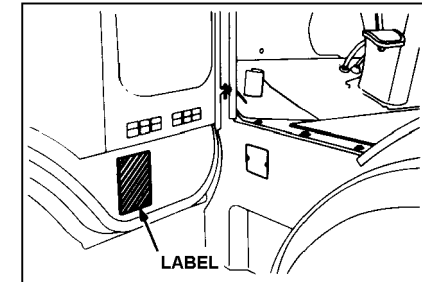
THIS CHASSIS-CAB CONFORMS TO FEDERAL MOTOR VEHICLE SAFETY STANDARD NOS. 101, 102, 103, 104, 106, 107, 111, 115, 116, 119, 124, 205, 206, 207, 208, 209, 210, AND 302.

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.

2007	JAN	FEB	MAR	APR	MAY	JUN
2008	JUL	AUG	SEP	OCT	NOV	DEC

MADE IN JAPAN

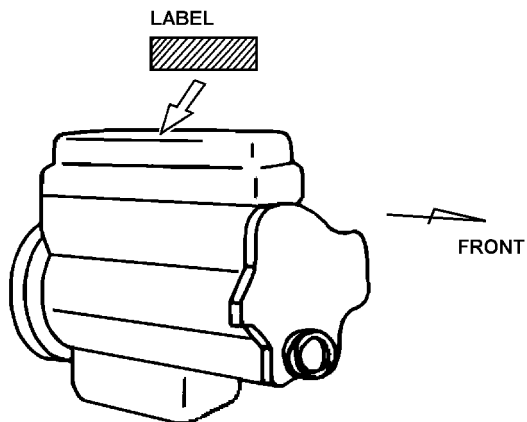


▲ Label location

WBM674B

3. Vehicle Emission Control Information Label

Label location



WBM851A

B : CHASSIS-CAB DATA

CHASSIS-CAB DATA CHART

CHASSIS-CAB DATA	PAGE NO.
CHASSIS-CAB DIMENSIONS AND MASSES	B2
CHASSIS DIAGRAM FRONT AND REAR VIEW	B3
CHASSIS DIAGRAM PLAN AND SIDE VIEW	B4~B8
REAR-OF-CAB DATA	B9
AXLE AND WHEEL DATA	B10
CAB DATA	B11
FRAME DATA	B12
CROSSMEMBER AND FRAME SECTION DATA	B13
SIDE RAIL DATA	B14
BATTERY BOX DATA	B15
BRAKE POWER UNIT AND AIR RESERVOIR DATA	B16
EXHAUST PIPE AND MUFFLER DATA	B17
FUEL TANK DATA	B18
TRANSMISSION P.T.O. OPENING DATA	B19~B22
SPRING DATA	B23
PROPELLER SHAFT DATA	B24~B26
RECOMMENDED POSITION USED FOR NO.1 U-BOLTS WHICH CONNECT EQUIPMENT AND FRAME	B27

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/cm²)

TORQUE

1 newton-meter (N•m) =

0.7376 foot-pound (ft•lbf) =

0.102 kilogram-meter (kgf•m)

TEMPERATURE

degree Fahrenheit (°F) =

1.8 x degree Celsius (°C) + 32

CHASSIS-CAB DIMENSIONS AND MASSES

UD1800CS SERIES

MODEL		UD1800D	UD1800F	UD1800G	UD1800H	UD1800L
DIMENSIONS Unit: inch (mm)						
WHEELBASE		142.52 (3,620)	160.63 (4,080)	172.44 (4,380)	184.25 (4,680)	196.85 (5,000)
OVERALL LENGTH		248.62 (6,315)	276.57 (7,025)	292.72 (7,435)	310.43 (7,885)	331.69 (8,425)
OVERALL WIDTH		86.61 (2,200)	86.61 (2,200)	86.61 (2,200)	86.61 (2,200)	86.61 (2,200)
OVERALL HEIGHT		97.64 (2,480)	97.64 (2,480)	97.64 (2,480)	97.64 (2,480)	97.44 (2,475)
CAB TO REAR AXLE CENTER		115.55 (2,935)	133.66 (3,395)	145.47 (3,695)	157.28 (3,995)	169.88 (4,315)
MASSES Unit: lb. (kg)						
CHASSIS-CAB	FRONT	4,375 (1,985)	4,400 (1,995)	4,430 (2,010)	4,455 (2,020)	4,495 (2,040)
	REAR	2,125 (965)	2,170 (985)	2,195 (995)	2,235 (1,015)	2,315 (1,050)
	TOTAL	6,500 (2,950)	6,570 (2,980)	6,625 (3,005)	6,690 (3,035)	6,810 (3,090)
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	46.65 (1,185)	53.15 (1,350)	57.09 (1,450)	61.61 (1,565)	66.93 (1,700)
	FEH	34.45 (875)	34.45 (875)	34.45 (875)	34.25 (870)	34.25 (870)
UNSPRUNG MASS Unit: lb. (kg)						
	FRONT	695 (315)				
	REAR	1,323 (600)				
GVMR & GAMR Unit: lb. (kg)						
GVMR		17,995 (8,160)				
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

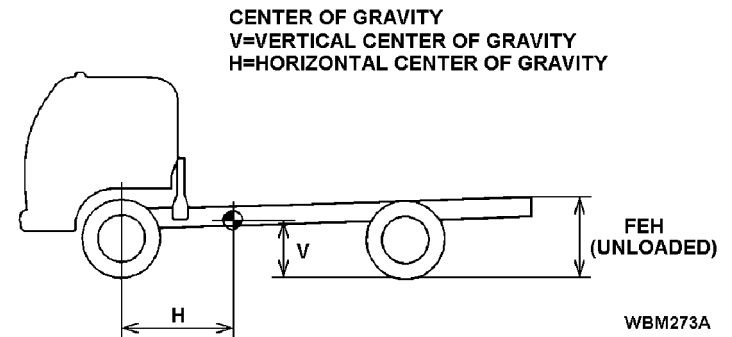
ADDITIONAL MASSES FOR OPTIONAL PARTS

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

Unit: lb. (kg)

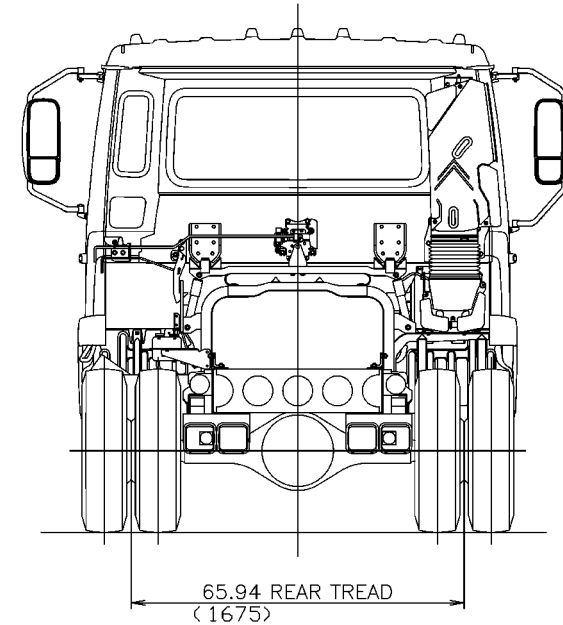
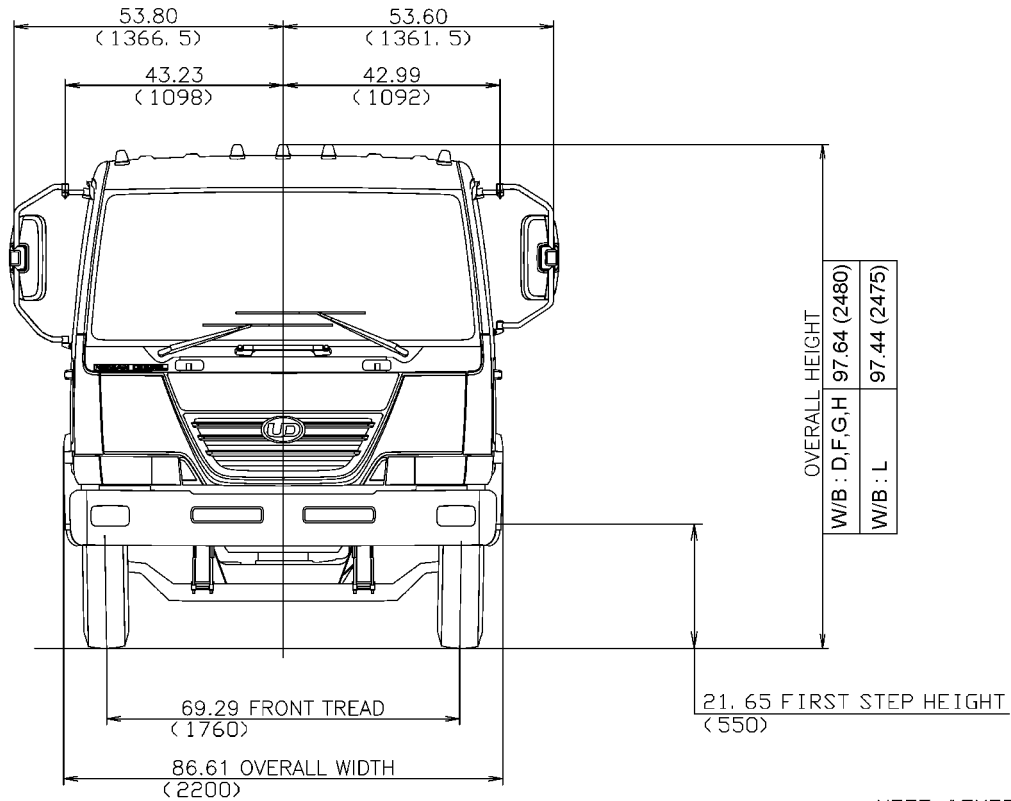
PARTSASSEMBLYNAME	FRONT	REAR	TOTAL
45043L ATM TRANSMISSION	0 (0)	0 (0)	0 (0)
TRANSMISSION PTO	13.2 (6)	4.4 (2)	17.6 (8)
THIRD SEAT	13.2 (6)	-	13.2 (6)

NOTE: THE ABOVE DATA CONCERN THE UD1800F



CHASSIS DIAGRAM FRONT AND REAR VIEW

Unit : inch (mm)

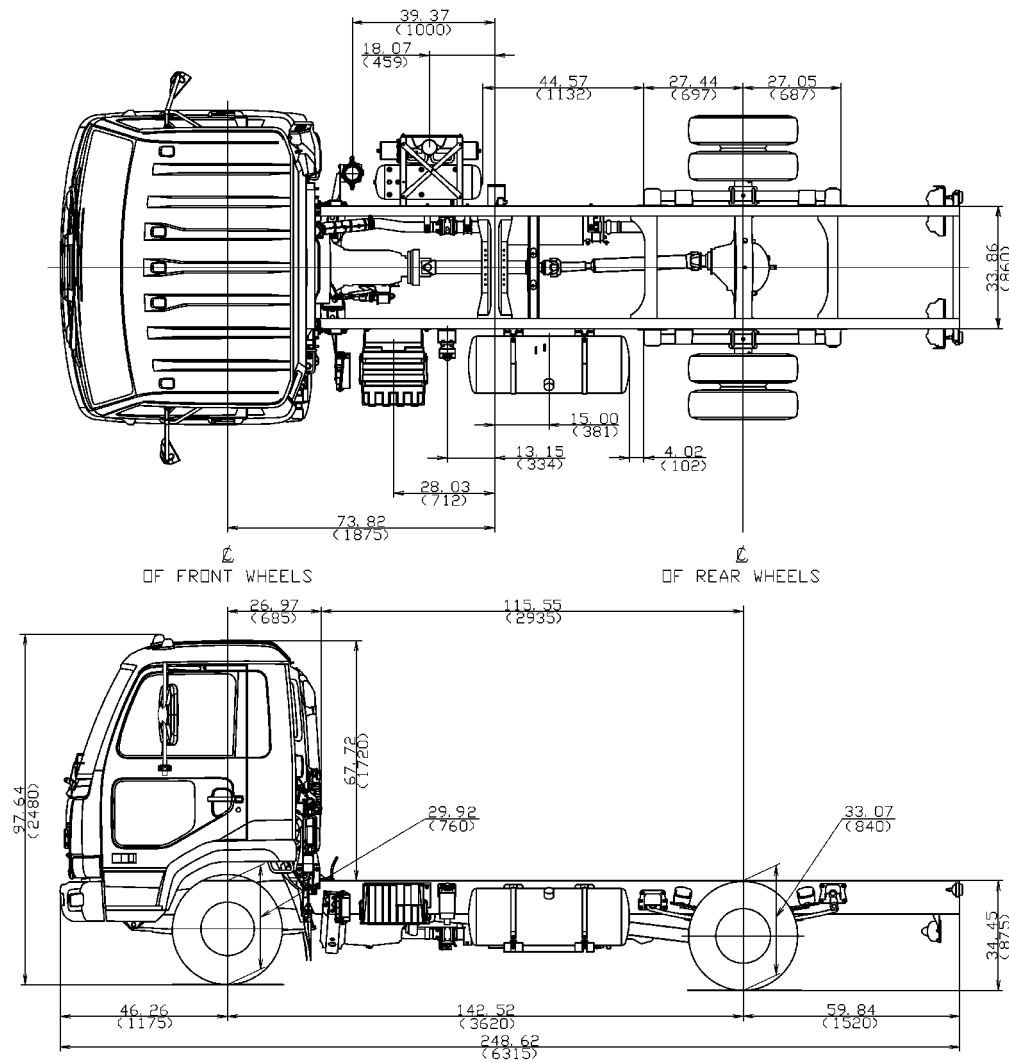


NOTE "OVERALL VEHICLE WIDTH" MEANS THE NOMINAL DESIGN DIMENSION OF THE WIDEST PART OF THE VEHICLE, EXCLUSIVE OF SIGNAL LIGHTS, FLEXIBLE FENDER EXTENSIONS AND MUD FLAPS. DETERMINED WITH DOORS AND WINDOWS CLOSED AND THE WHEELS IN THE STRAIGHT-AHEAD POSITION. REAR COMBINAITON LIGHTS IS INSTALLED ON THE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

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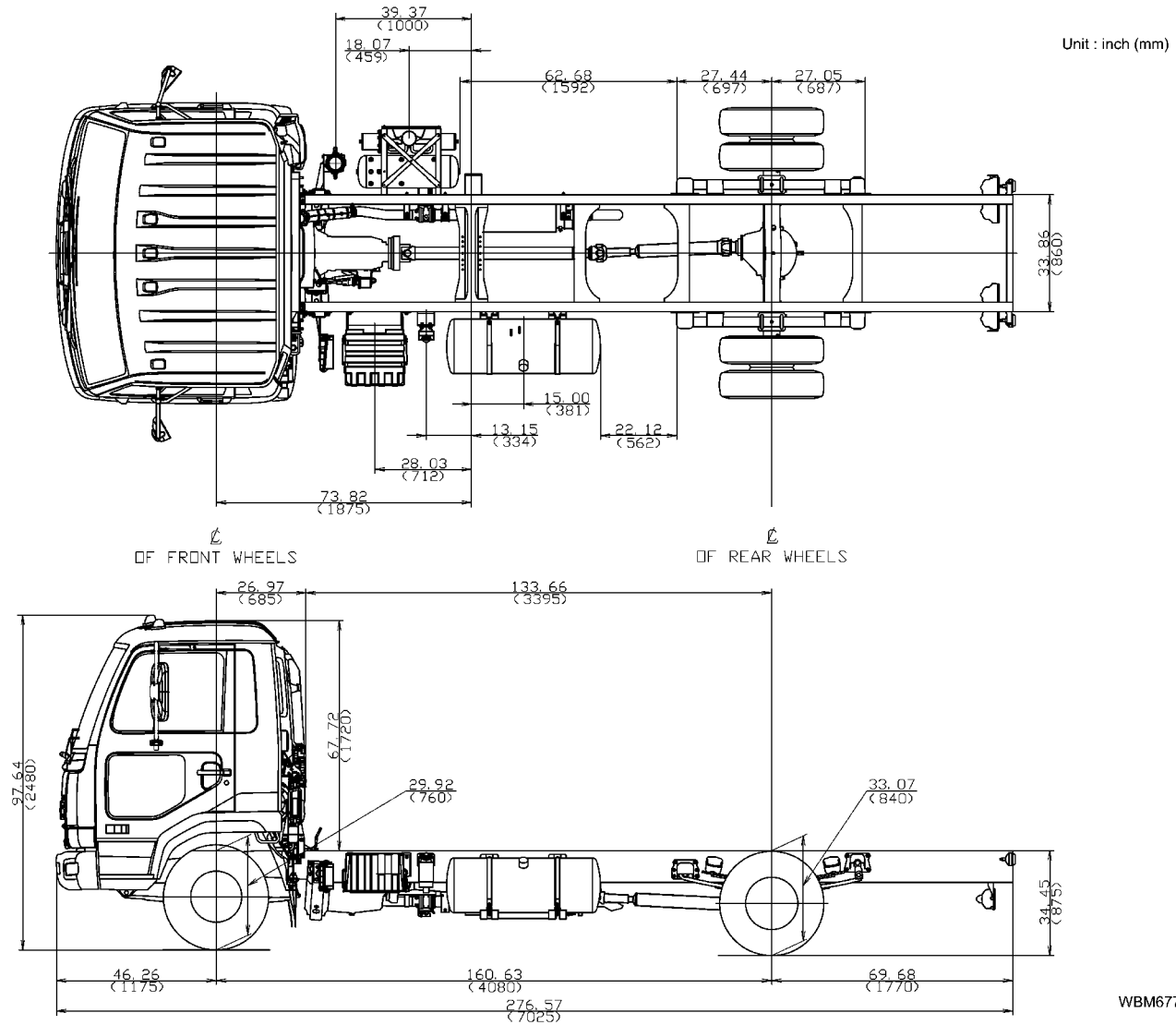
CHASSIS DIAGRAM PLAN AND SIDE VIEW UD1800D

Unit : inch (mm)



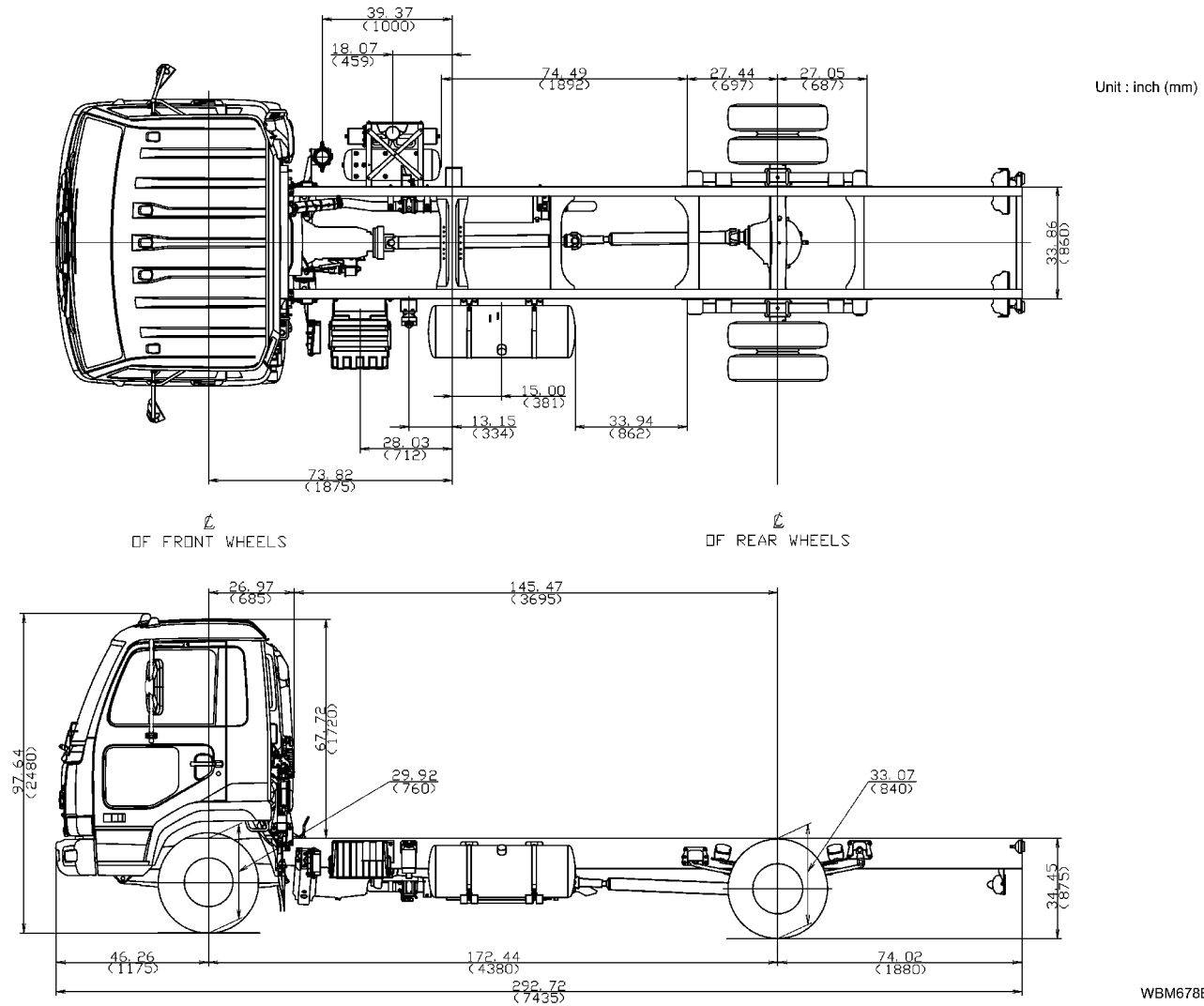
WBM676B

UD1800F

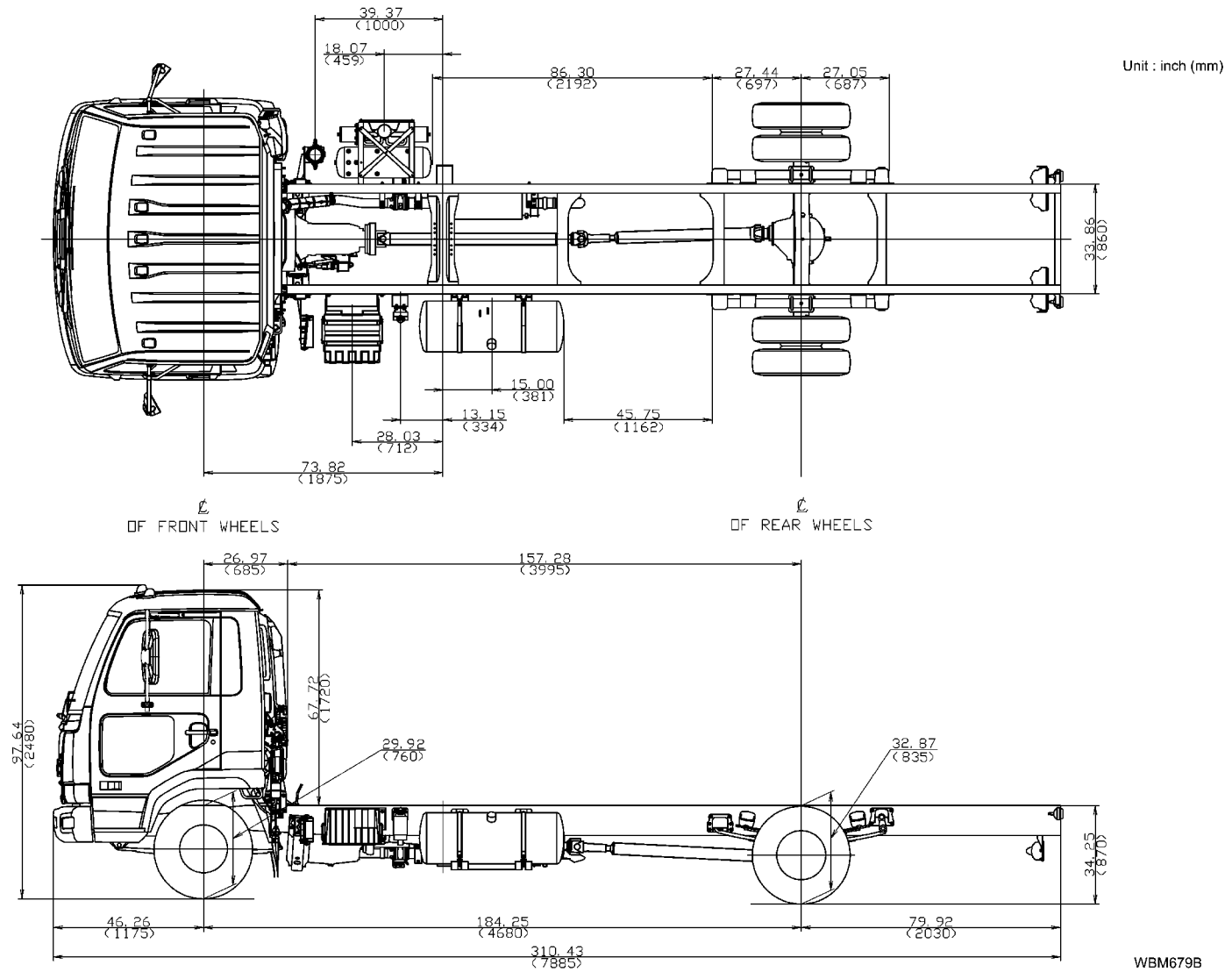


WBM677B

UD1800G

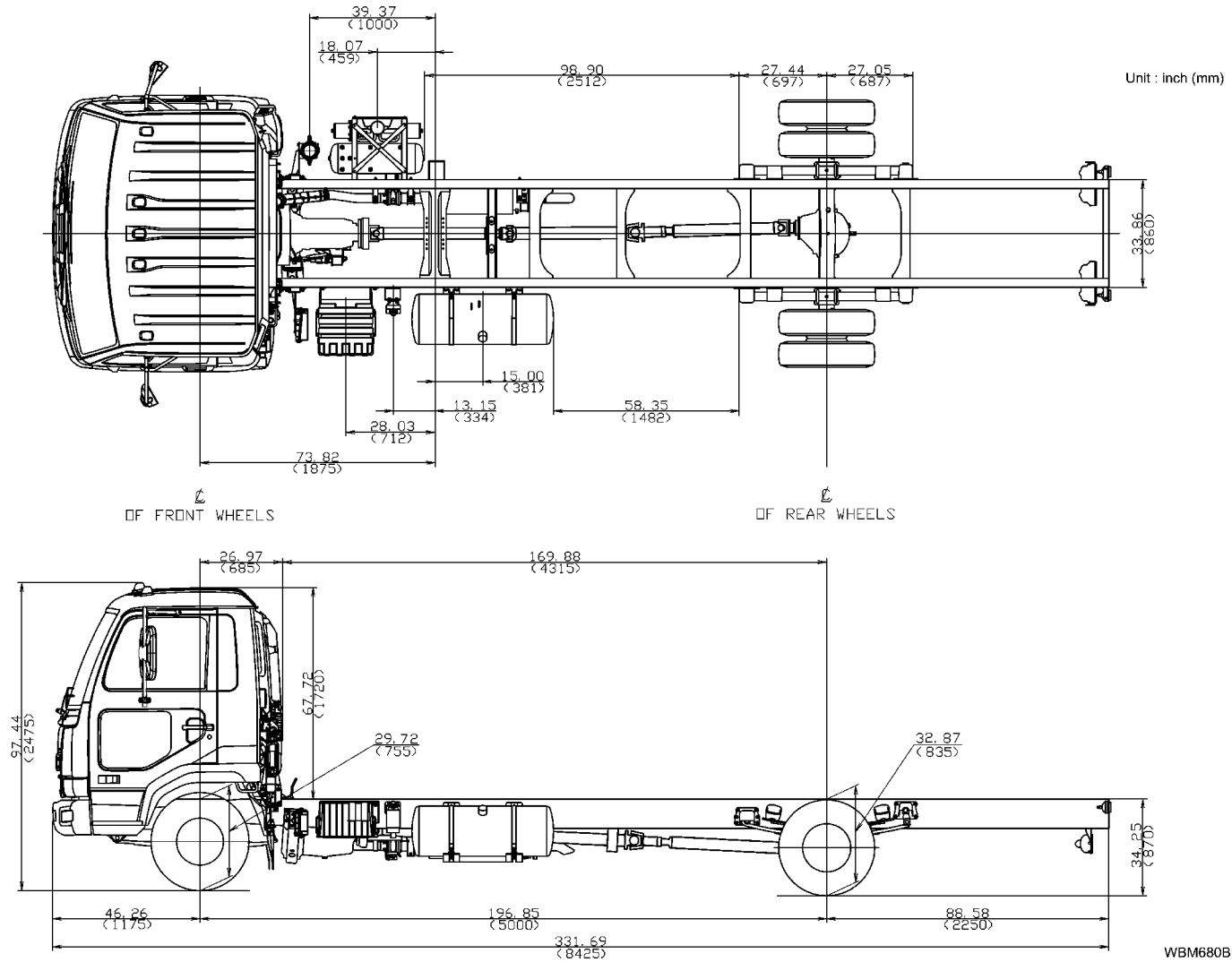


UD1800H



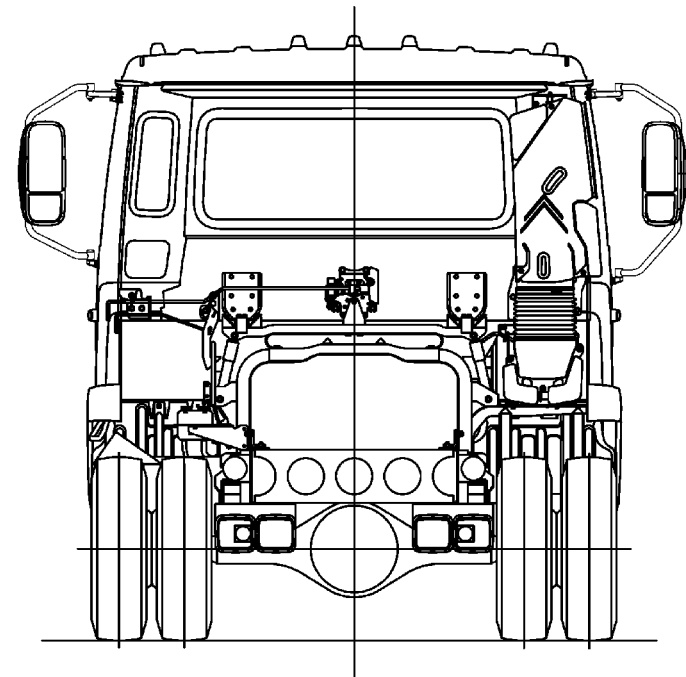
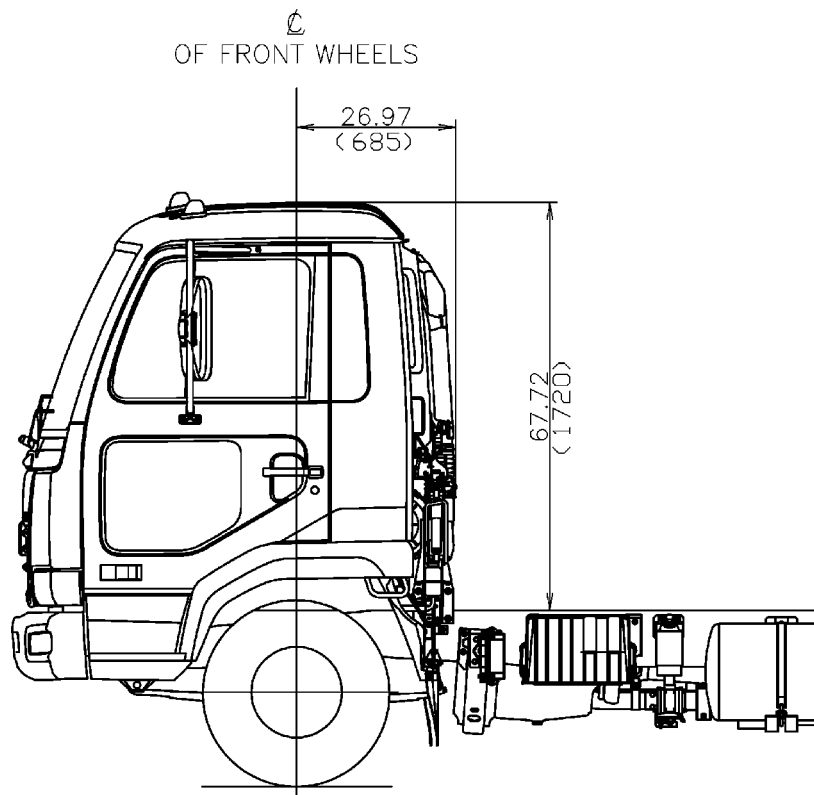
WBM679B

UD1800L



REAR-OF-CAB DATA

Unit : inch (mm)

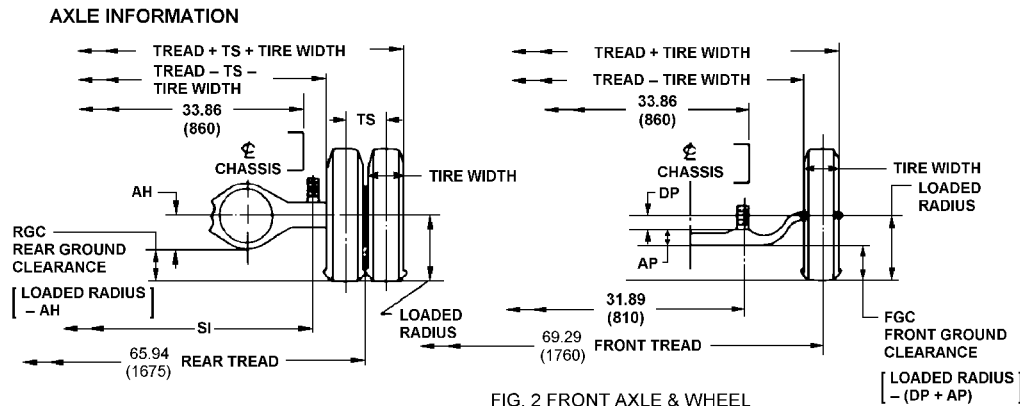


NOTE : REFER TO PAGE B11 FOR CAB SWING INFORMATION.

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AXLE AND WHEEL DATA

AXLE INFORMATION

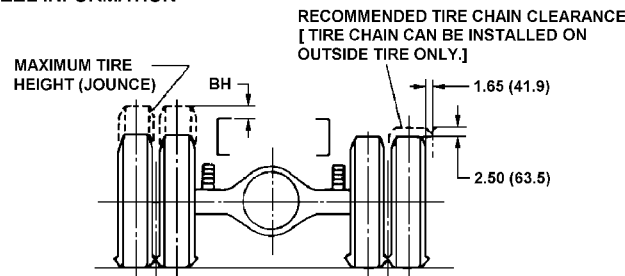


Unit : inch (mm)

AXLE INFORMATION CHART (SEE FIG. 1 & 2)

REAR AXLE		FRONT AXLE	
SI	AH	AP	DP
39.65 (1007)	7.87 (200)	3.80 (96.5)	3.15 (80)

WHEEL INFORMATION



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)	6.04 (153.5)

MODEL	TIRE	WHEEL - RIM
UD1800CS SERIES	215/70R17.5 (G)	17.5 X 6.00

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)

TIRE INFORMATION

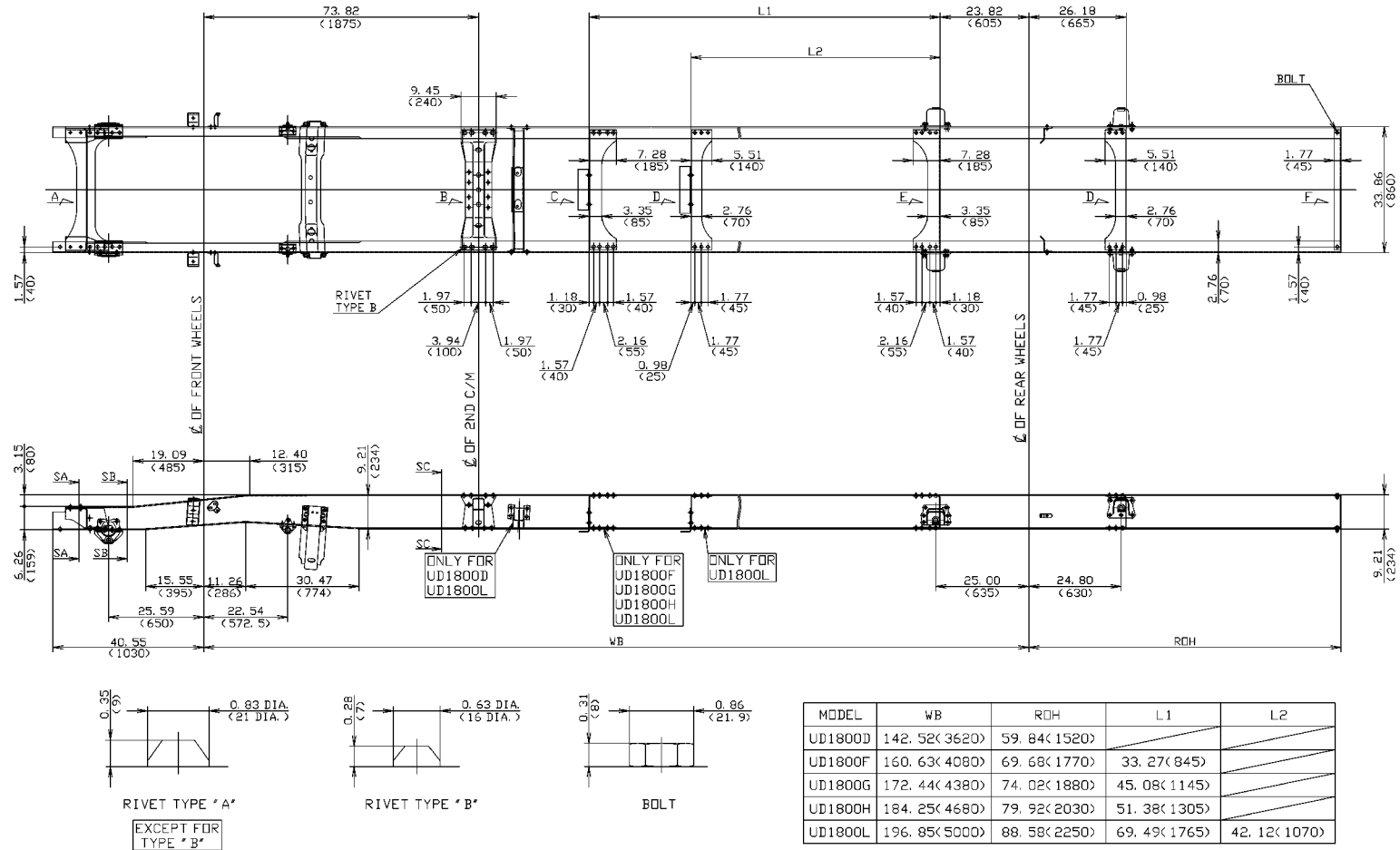
TIRE SIZE	RIM	★ TIRE WIDTH	★★ MAX. OVERALL DIA.	▢ LOADED RADIUS (SINGLE)		▢ LOADED RADIUS (DUAL)	
				STATIC	DYNAMIC	STATIC	DYNAMIC
215/75R17.5 (G)	17.5 X 6.00	8.74 (222)	30.67 (779)	13.98 (355)	14.65 (372)	14.02 (356)	14.69 (373)

WBM860A

FRAME DATA

UD1800D, UD1800F, UD1800G, UD1800H, UD1800L

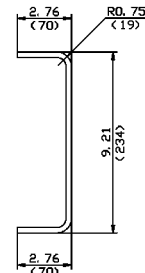
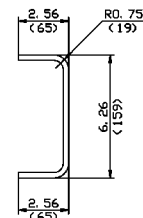
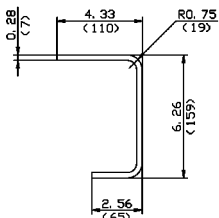
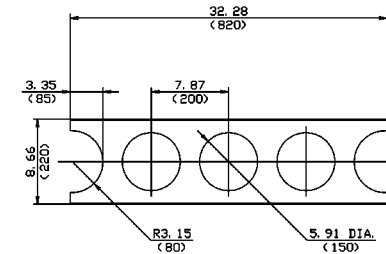
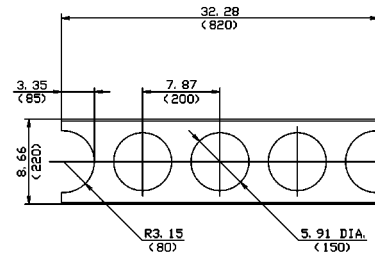
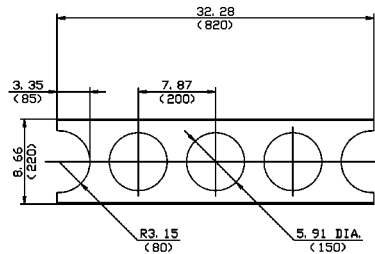
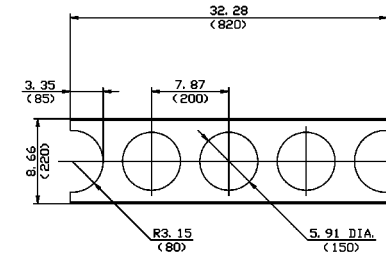
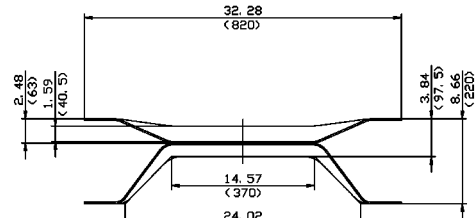
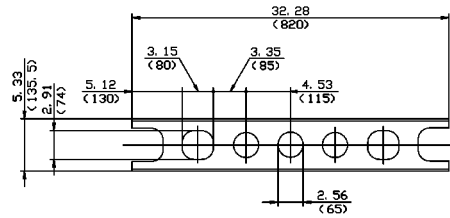
Unit : inch (mm)



WBM382B

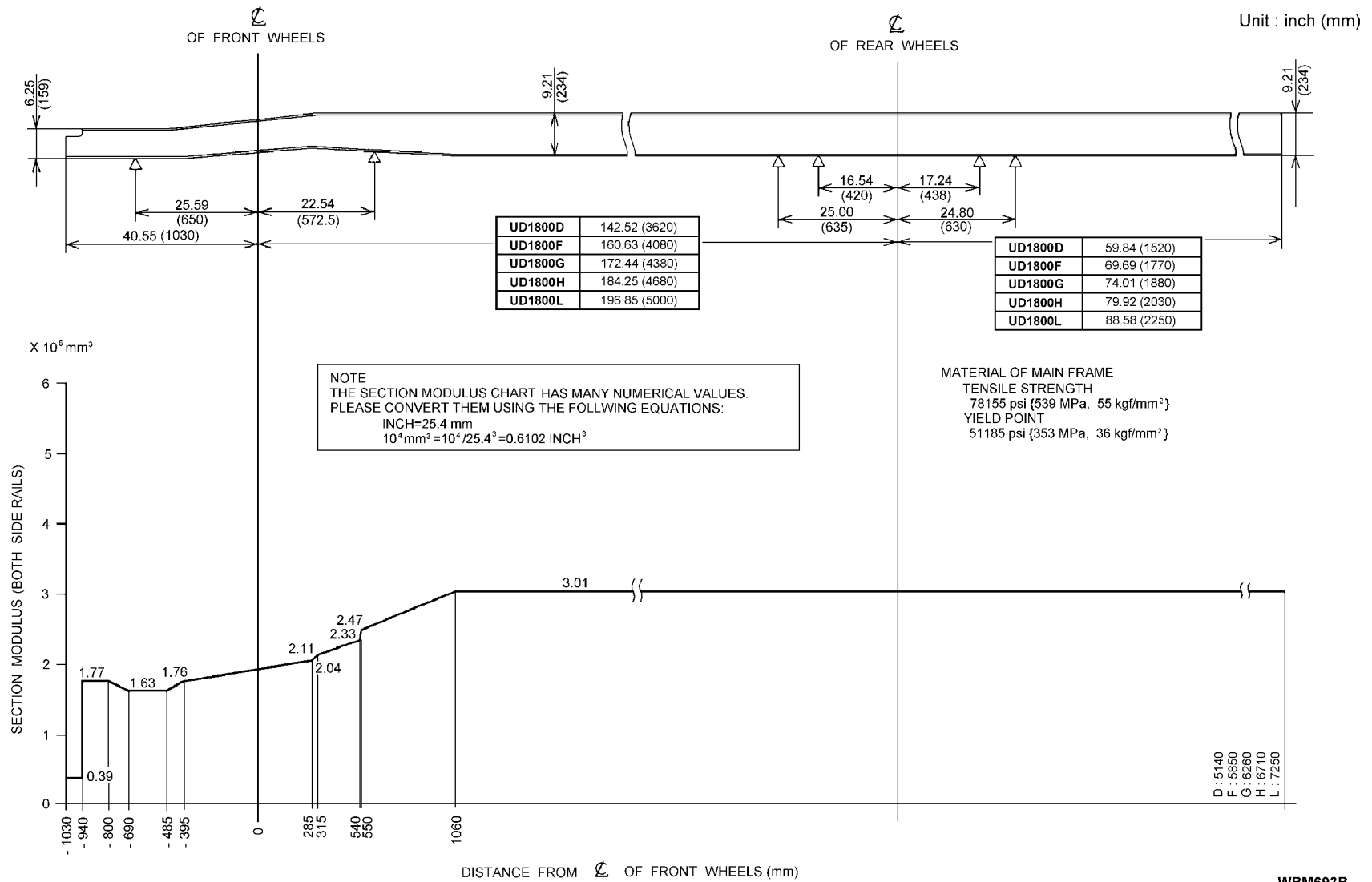
CROSSMEMBER AND FRAME SECTION DATA

Unit : inch (mm)



WBM868A

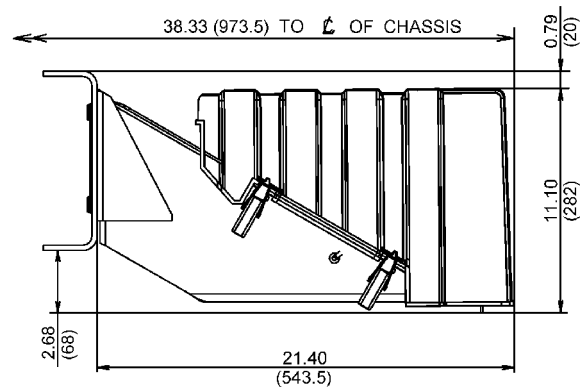
SIDE RAIL DATA



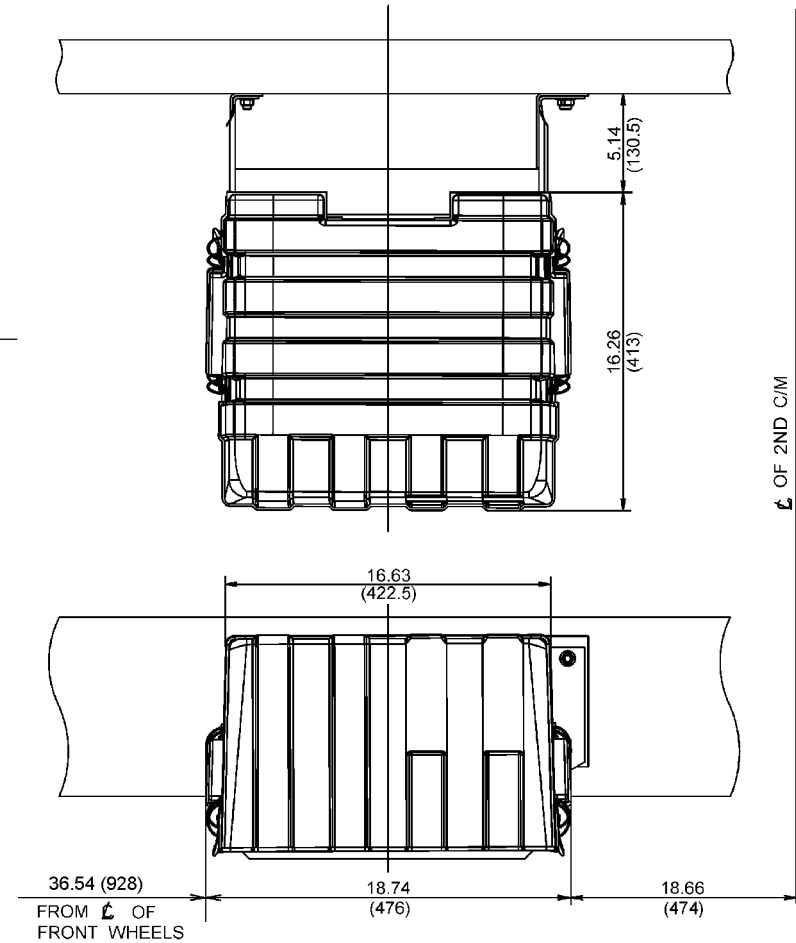
WBM693B

BATTERY BOX DATA

Unit : inch (mm)

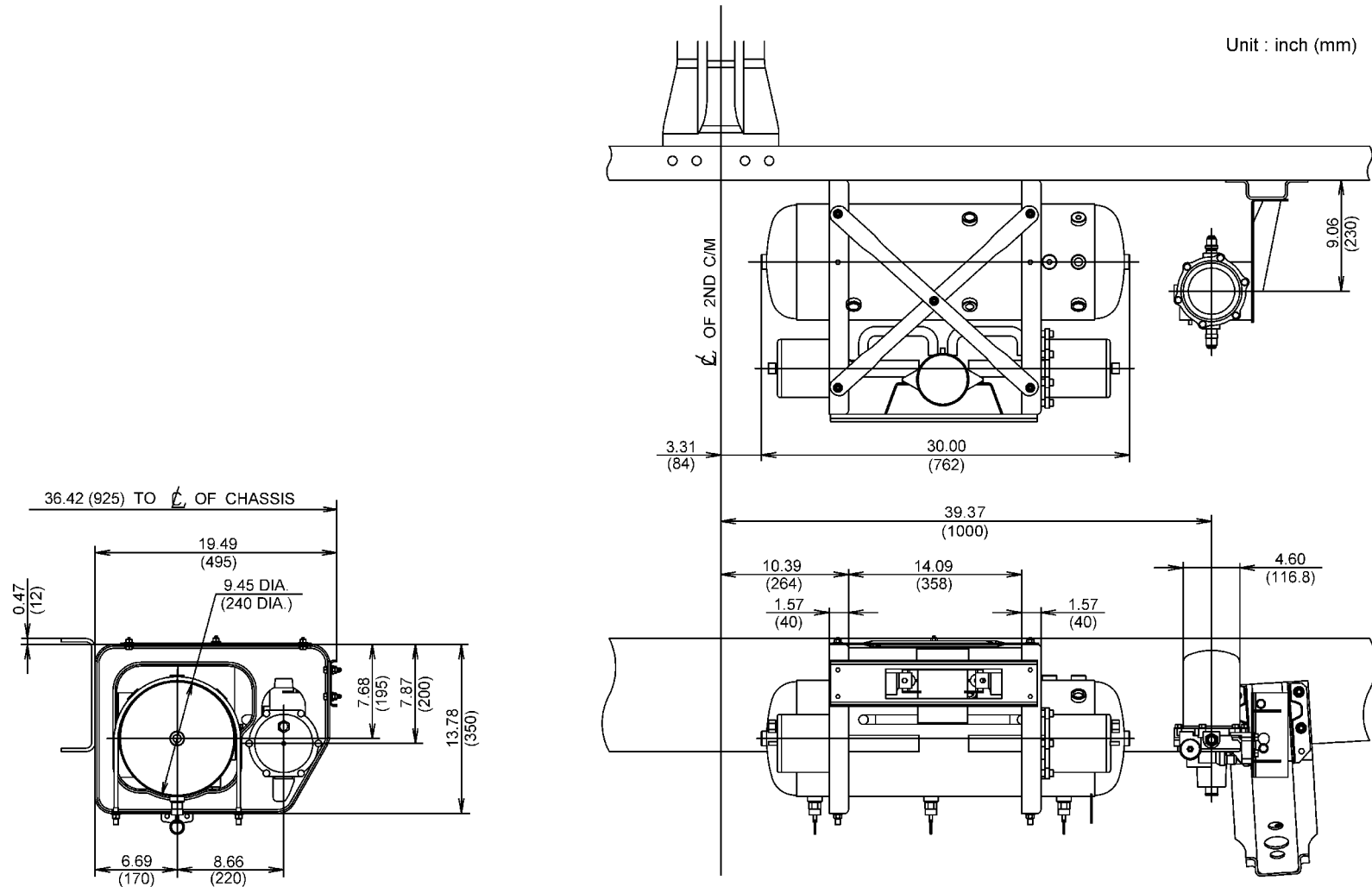


FRONT



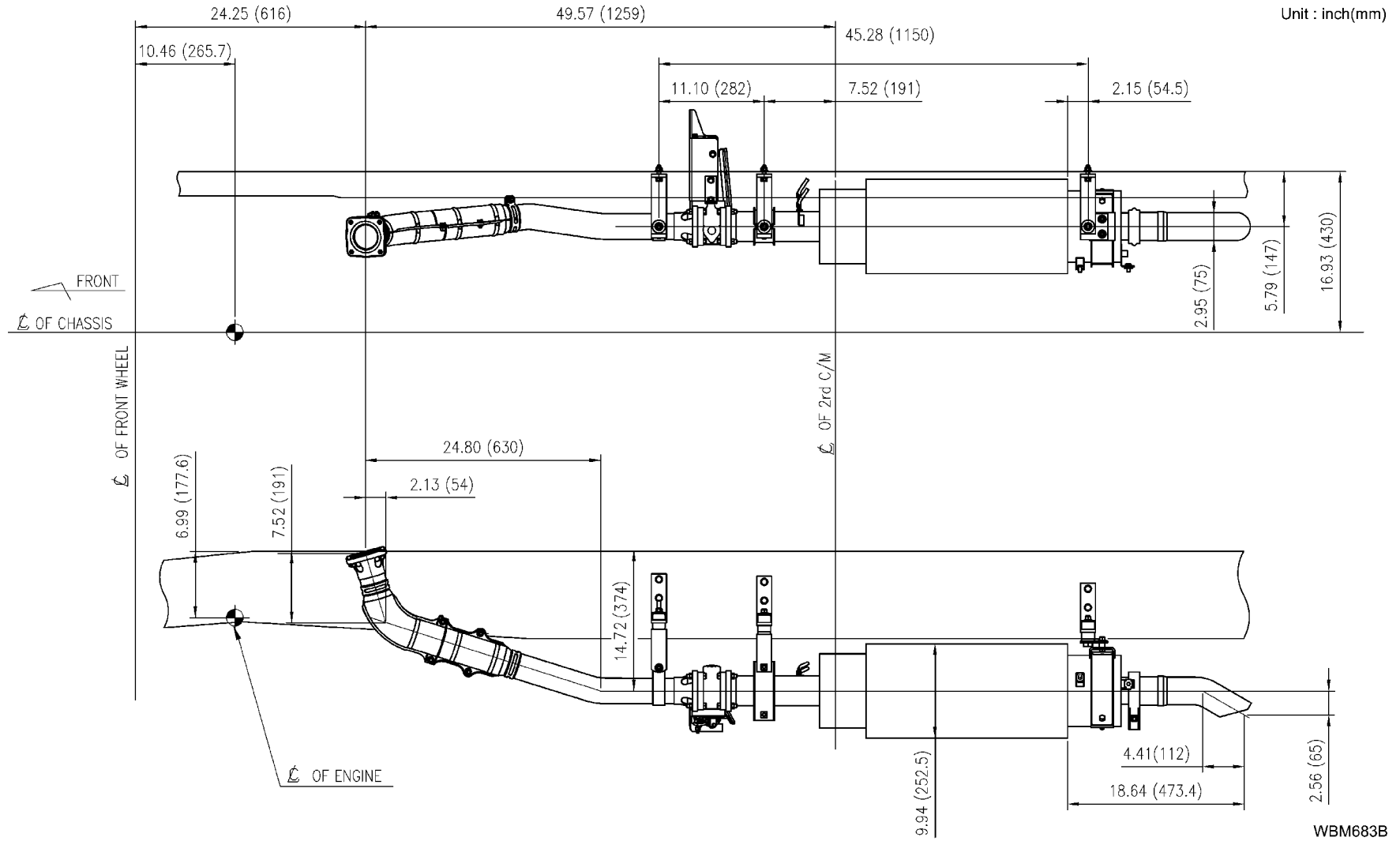
WBM942B

BRAKE POWER UNIT AND AIR RESERVOIR DATA



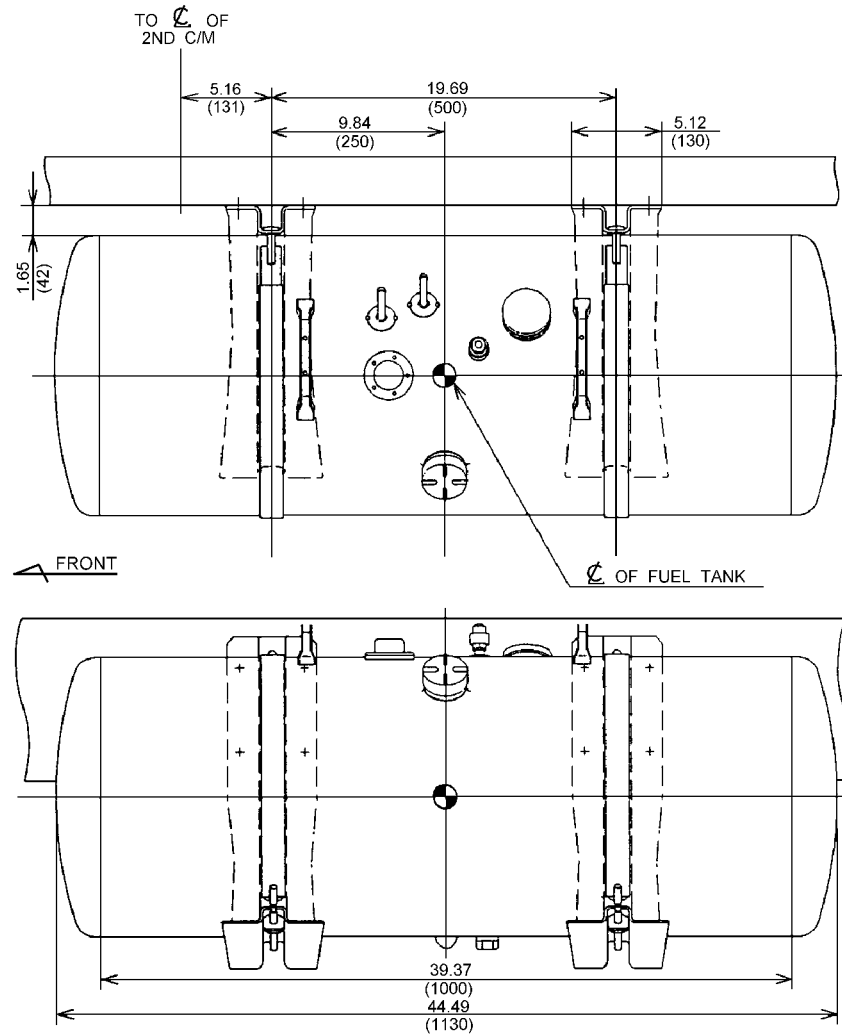
WBM872A

EXHAUST PIPE AND MUFFLER DATA



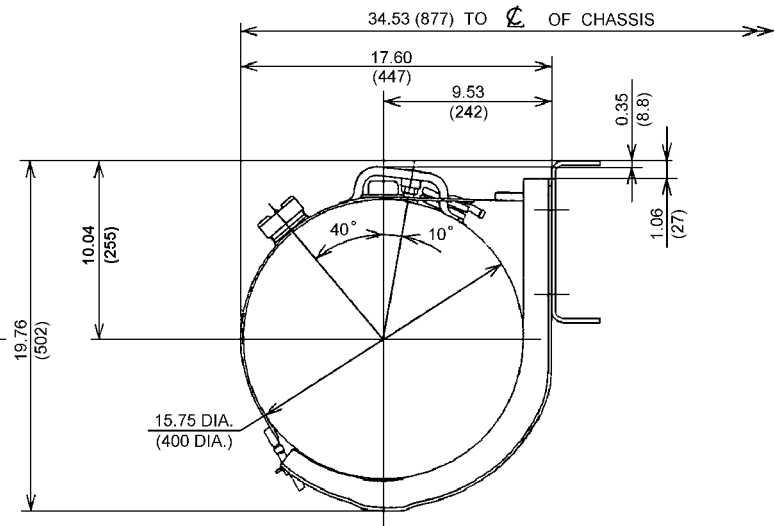
FUEL TANK DATA

FUEL TANK CAPACITY: 33.0 U.S. gal (124 liters)



Unit : inch (mm)

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

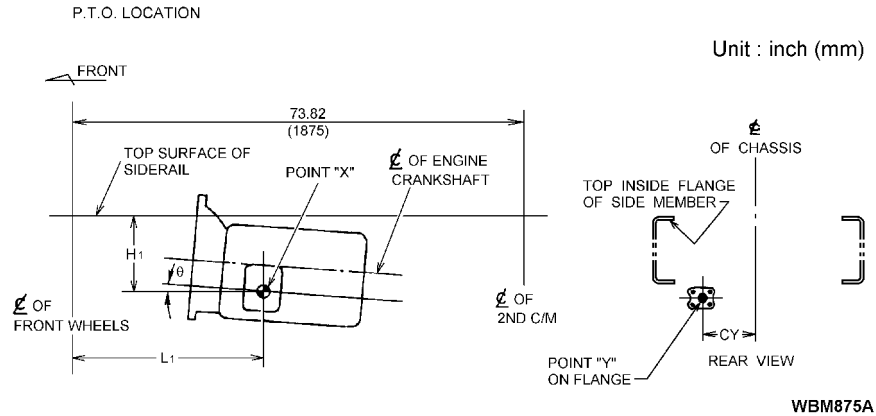


WBM874A

TRANSMISSION P.T.O. OPENING DATA

MANUAL TRANSMISSION MODEL : MHS62A

Unit : inch (mm)



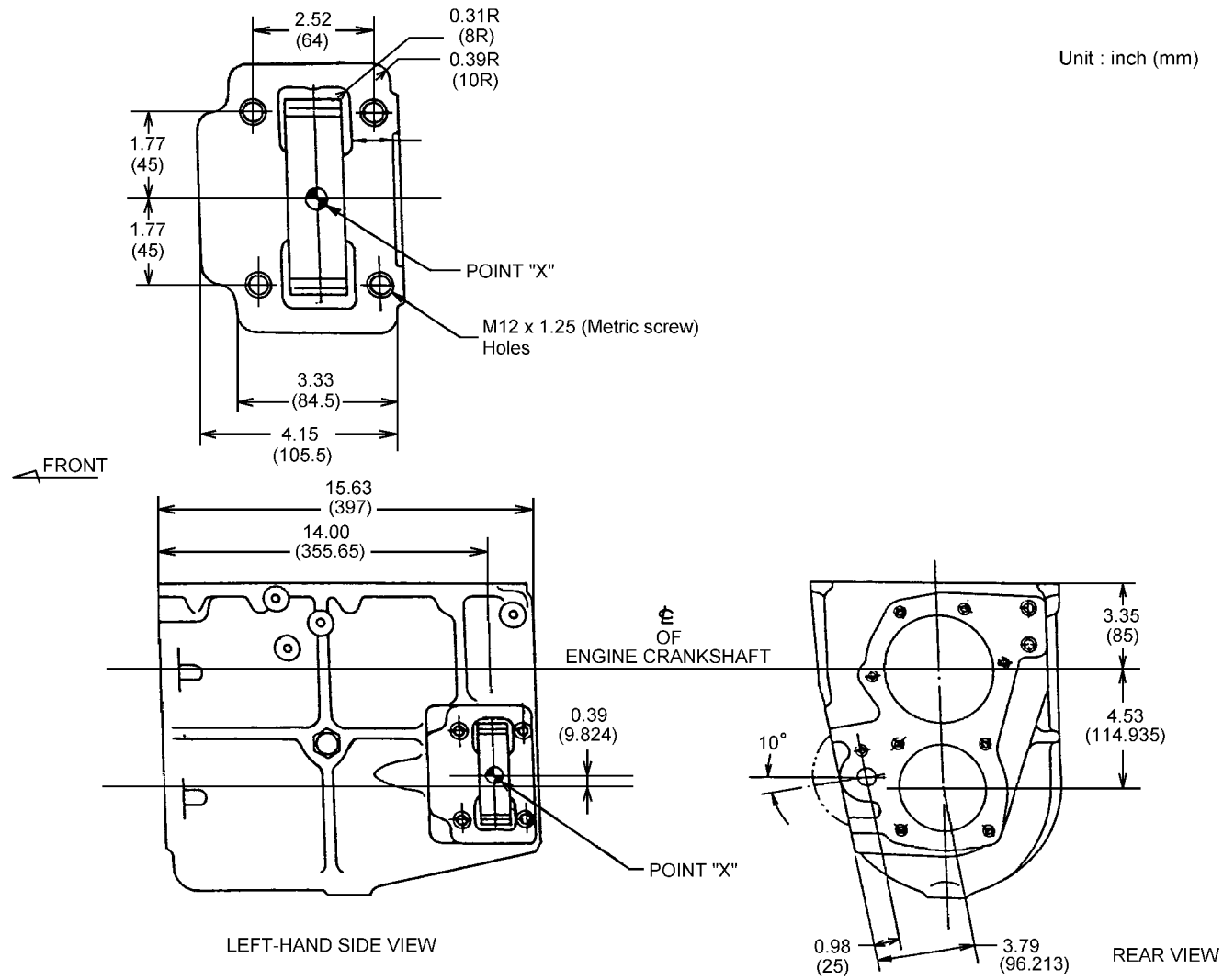
Unit : inch (mm)

L_1	H_1	θ	CY
45.85 (1164.6)	14.48 (367.8)	4.25 °	5.67 (144.1)

P.T.O. DRIVE GEAR DATA

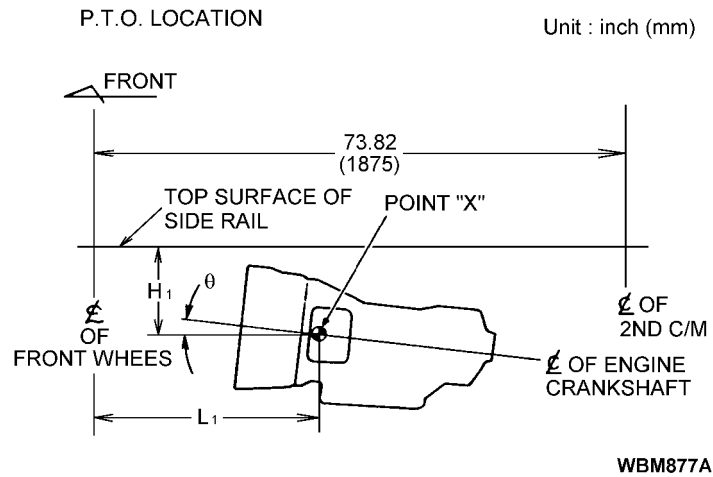
Teeth form	Involute
Number of teeth	23
Module	(4.0)
Helix angle (R.H.)	0 °
Pressure angle	20 °
Pitch circle diameter	3.62 (92.000)
Tooth base circle diameter	3.40 (86.4519)
Tooth outside circle diameter	4.10 (104.1)
Width of tooth	1.33 (33.9)
Amount of addendum modification	0.08 (2.080)
Ball size	0.3125 (7.937)
Over ball diameter	4.24 (107.576)

MANUAL TRANSMISSION MODEL : MHS62A



WBM876A

AUTOMATIC TRANSMISSION MODEL : 45043L



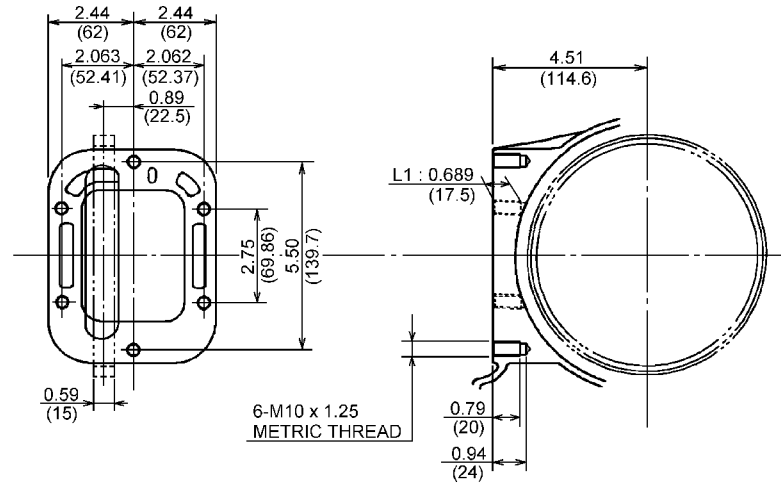
Unit : inch (mm)

L_1	H_1	θ
38.68 (982.4)	9.24 (234.7)	4.25 °

Unit : inch (mm)

P.T.O. DRIVE GEAR DATA	
Teeth form	Involute
Number of teeth	58
Module	(3.00)
Helix angle (R.H.)	0 °
Pressure angle	20 °
Pitch circle diameter	6.8504 (174.000)
Tooth base circle diameter	6.4373 (163.507)
Tooth outside circle diameter	7.0197 (178.3)
Width of tooth	0.5906 (15)
Amount of addendum modification	0.024 (0.6)
Ball size	0.2362 (6.0)
Over ball diameter	7.2027 ~ 7.212 (182.948 ~ 183.188)
Diameter pitch	0.3333 (8.467)

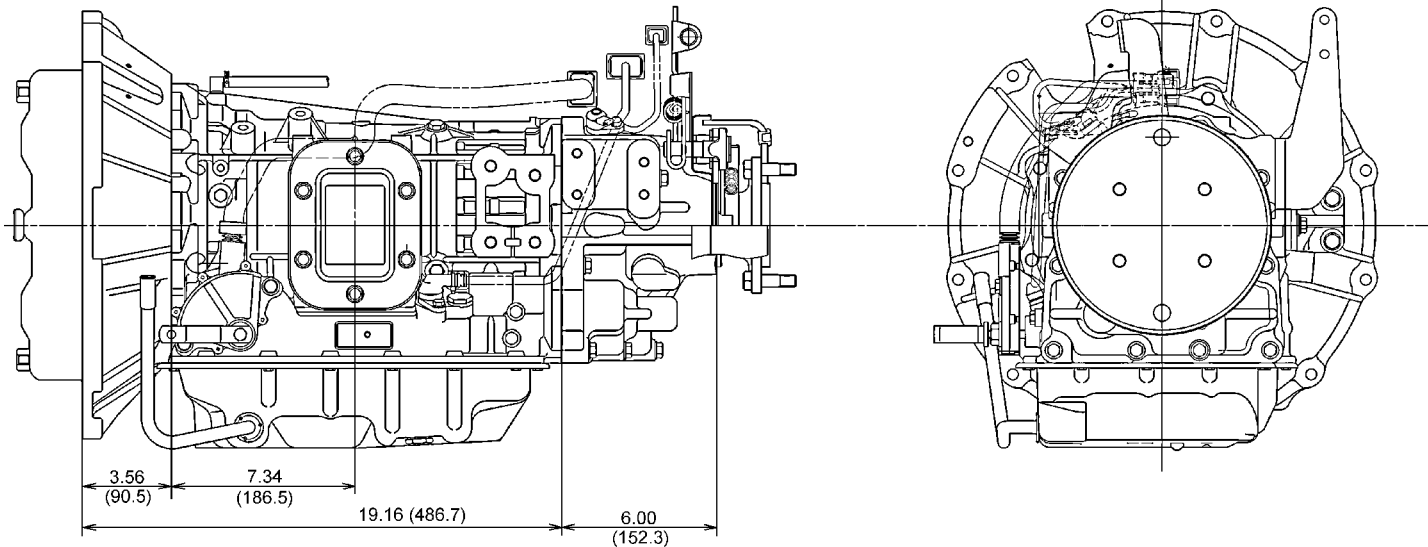
AUTOMATIC TRANSMISSION MODEL : 45043L



Unit : inch (mm)

NOTE :

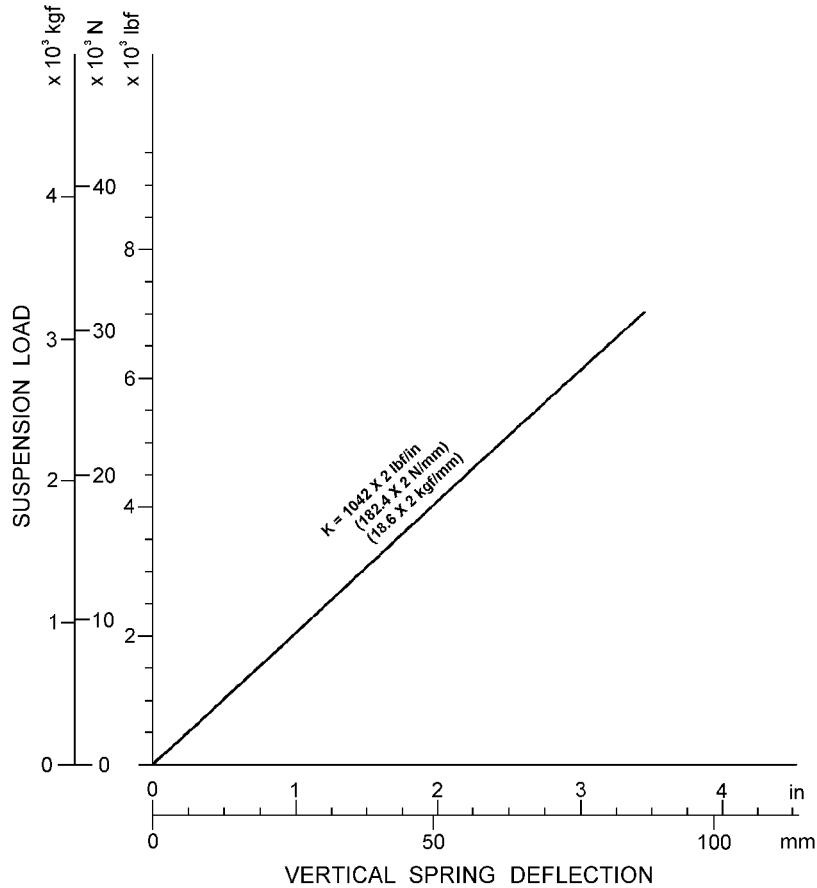
* PTO stud-bolts are supplied in PTO kits.
The "L1" length of stud-bolt must be less than 0.689 inch (17.5 mm).



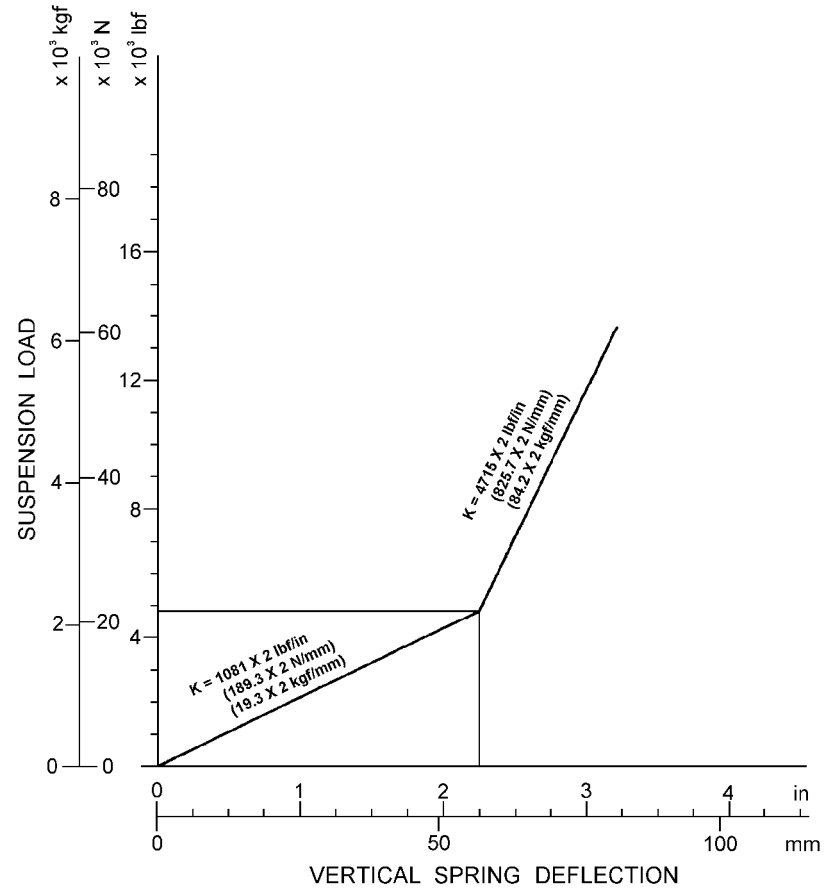
WBM878A

SPRING DATA

FRONT LEAF SPRING LOAD VS
DEFLECTION CURVE
(PER AXLE)



REAR LEAF SPRING LOAD VS
DEFLECTION CURVE
(PER AXLE)

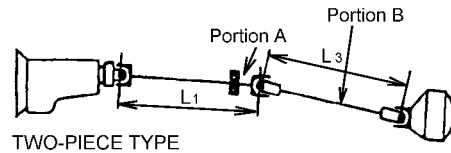


NOTE : SUSPENSION LOAD DOES NOT INCLUDE UNSPRUNG MASS
 (UNSPRUNG MASS : MASS WHICH IS NOT SUPPORTED BY SPRINGS).
 MAXIMUM LOADING OF SYSTEM MUST NOT EXCEED GAMR AND
 MAXIMUM CAPACITY OF OTHER COMPONENTS.

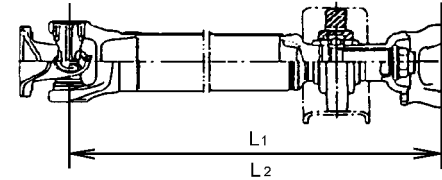
WBM223A

PROPELLER SHAFT DATA

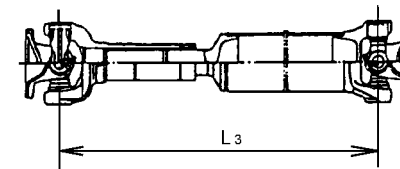
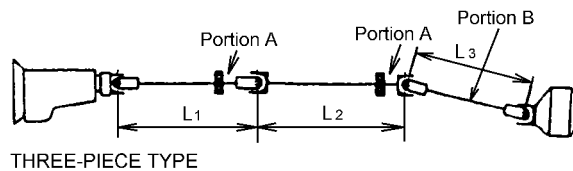
UD1800D, F, G, H



Unit : inch (mm)



UD1800L



WBM879A

Unit: inch (mm)

	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 ₃ MAX	L ₃ MIN
UD1800D	MTM	PS860	35.35 (898)	—	38.54 (979)	3.54 X 3.29 X 0.13 (90 X 83.6 X 3.2)	38.78 (985)	38.15 (969)
	ATM	PS860	32.994 (838)	—	38.50 (978)	↑	38.78 (985)	38.15 (969)
UD1800F	MTM	PS860	52.68 (1,338)	—	39.25 (997)	↑	39.57 (1,005)	38.82 (986)
	ATM	PS860	50.31 (1,278)	—	39.25 (997)	↑	39.57 (1,005)	38.82 (986)
UD1800G	MTM	PS860	52.68 (1,338)	—	51.06 (1,297)	↑	51.38 (1,305)	50.51 (1,283)
	ATM	PS860	50.31 (1,278)	—	51.02 (1,296)	↑	51.38 (1,305)	50.51 (1,283)
UD1800H	MTM	PS860	61.34 (1,558)	—	54.21 (1,377)	↑	54.49 (1,384)	53.70 (1,364)
	ATM	PS860	58.82 (1,494)	—	54.17 (1,376)	↑	54.49 (1,384)	53.70 (1,364)
UD1800L	MTM	PS860	42.44 (1,078)	37.72 (958)	47.95 (1,218)	↑	48.31 (1,227)	47.40 (1,204)
	ATM	PS860	40.08 (1,018)	37.72 (958)	47.91 (1,217)	↑	48.31 (1,227)	47.40 (1,204)

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 SHSFT SHOULD NOT BE LENGTHENED TO A LENGTH LONGER THAN THE LONGEST OFFERED BY NISSAN DIESEL MOTOR CO., LTD. IN THE SAME MODEL.

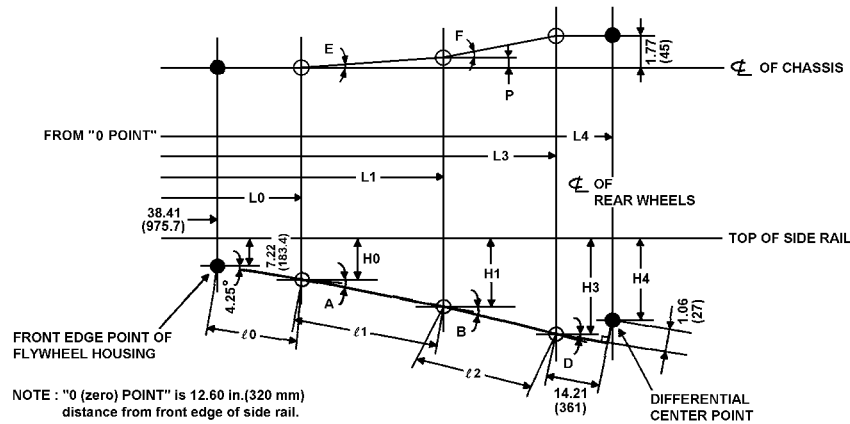
IN CASE OF PROPELLER SHAFT MODIFICATION, THE PROPELLER SHAFT LAYOUT SHOULD CORRESPOND WITH A WHEELBASE OFFERED BY NISSAN DIESEL MOTOR CO., LTD.

OD : Outside Diameter

ID : Inside Diameter

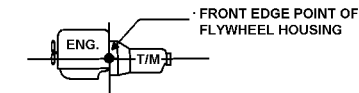
T : Thickness

UD1800D, UD1800F, UD1800G



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.

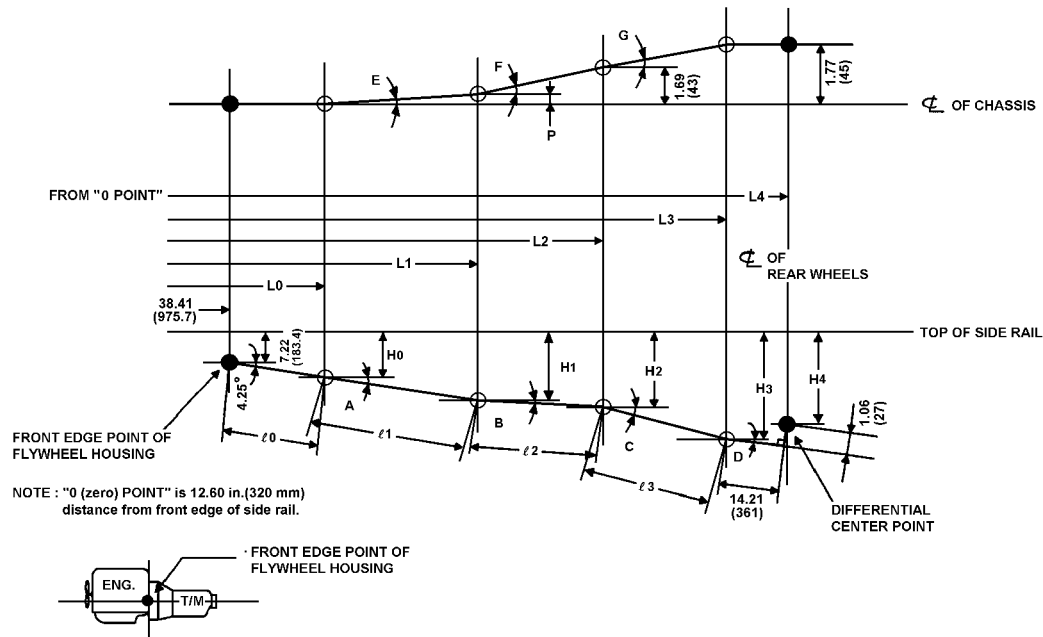


MODEL	TRANS-MISSION	L ₀	H ₀	ℓ ₀
UD1800D	MHS62A	82.64 (2099)	10.51 (267)	44.37 (1127)
UD1800F	45043L	85.04 (2160)	10.67 (271)	46.73 (1187)
UD1800G				

MODEL		TRANS- MISSION	L ₁	H ₁	L ₃	H ₃	L ₄	H ₄	ℓ ₁	ℓ ₂	A	B	D	E	G	P	
CHASSIS- CAB	UD1800D	MHS62A	117.87 (2994)	12.95 (329)	156.18 (3967)	17.01 (432)	170.43 (4329)	16.89 (429)	35.35 (898)	38.54 (979)	3.9°	6.0°	3.7°	1.5°	1.3°	0.91 (23)	
		45043L	117.91 (2995)	12.95 (329)	156.18 (3967)	17.01 (432)	170.43 (4329)	16.89 (429)	32.99 (838)	38.50 (978)	3.9°	6.0°	3.7°	1.5°	1.3°	0.91 (23)	
	UD1800F	MHS62A	135.20 (3434)	13.54 (344)	174.33 (4428)	17.01 (432)	188.54 (4789)	16.89 (429)	52.68 (1338)	39.25 (997)	3.3°	5.0°	3.7°	1.0°	1.3°	0.87 (22)	
		45043L	135.24 (3435)	13.54 (344)	174.33 (4428)	17.01 (432)	188.54 (4789)	16.89 (429)	50.31 (1278)	39.25 (997)	3.3°	5.0°	3.7°	1.0°	1.3°	0.87 (22)	
	UD1800G	MHS62A	135.20 (3434)	13.54 (344)	186.14 (4728)	17.01 (432)	200.35 (5089)	16.89 (429)	52.68 (1338)	51.06 (1297)	3.3°	3.9°	3.7°	1.0°	1.0°	0.87 (22)	
		45043L	135.24 (3435)	13.54 (344)	186.14 (4728)	17.01 (432)	200.35 (5089)	16.89 (429)	50.31 (1278)	51.02 (1296)	3.3°	3.9°	3.7°	1.0°	1.0°	0.87 (22)	
	LOADED (GVW)	UD1800D	MHS62A	117.87 (2994)	12.95 (329)	156.50 (3975)	15.47 (393)	170.75 (4337)	15.28 (388)	35.35 (898)	38.70 (983)	3.9°	3.7°	3.6°	1.5°	1.3°	0.91 (23)
			45043L	117.91 (2995)	12.95 (329)	156.50 (3975)	15.47 (393)	170.75 (4337)	15.28 (388)	32.99 (838)	38.66 (982)	3.9°	3.7°	3.6°	1.5°	1.3°	0.91 (23)
UD1800F		MHS62A	135.20 (3434)	13.54 (344)	174.61 (4435)	15.47 (393)	188.86 (4797)	15.28 (388)	52.68 (1338)	39.45 (1002)	3.3°	2.8°	3.6°	1.0°	1.3°	0.87 (22)	
		45043L	135.24 (3435)	13.54 (344)	174.61 (4435)	15.47 (393)	188.86 (4797)	15.28 (388)	50.31 (1278)	39.45 (1002)	3.3°	2.8°	3.6°	1.0°	1.3°	0.87 (22)	
UD1800G		MHS62A	135.20 (3434)	13.54 (344)	186.42 (4735)	15.47 (393)	200.67 (5097)	15.28 (388)	52.68 (1338)	51.26 (1302)	3.3°	2.2°	3.6°	1.0°	1.0°	0.87 (22)	
		45043L	135.24 (3435)	13.54 (344)	186.42 (4735)	15.47 (393)	200.67 (5097)	15.28 (388)	50.31 (1278)	51.26 (1302)	3.3°	2.2°	3.6°	1.0°	1.0°	0.87 (22)	

WBM943B

UD1800H, UD1800L

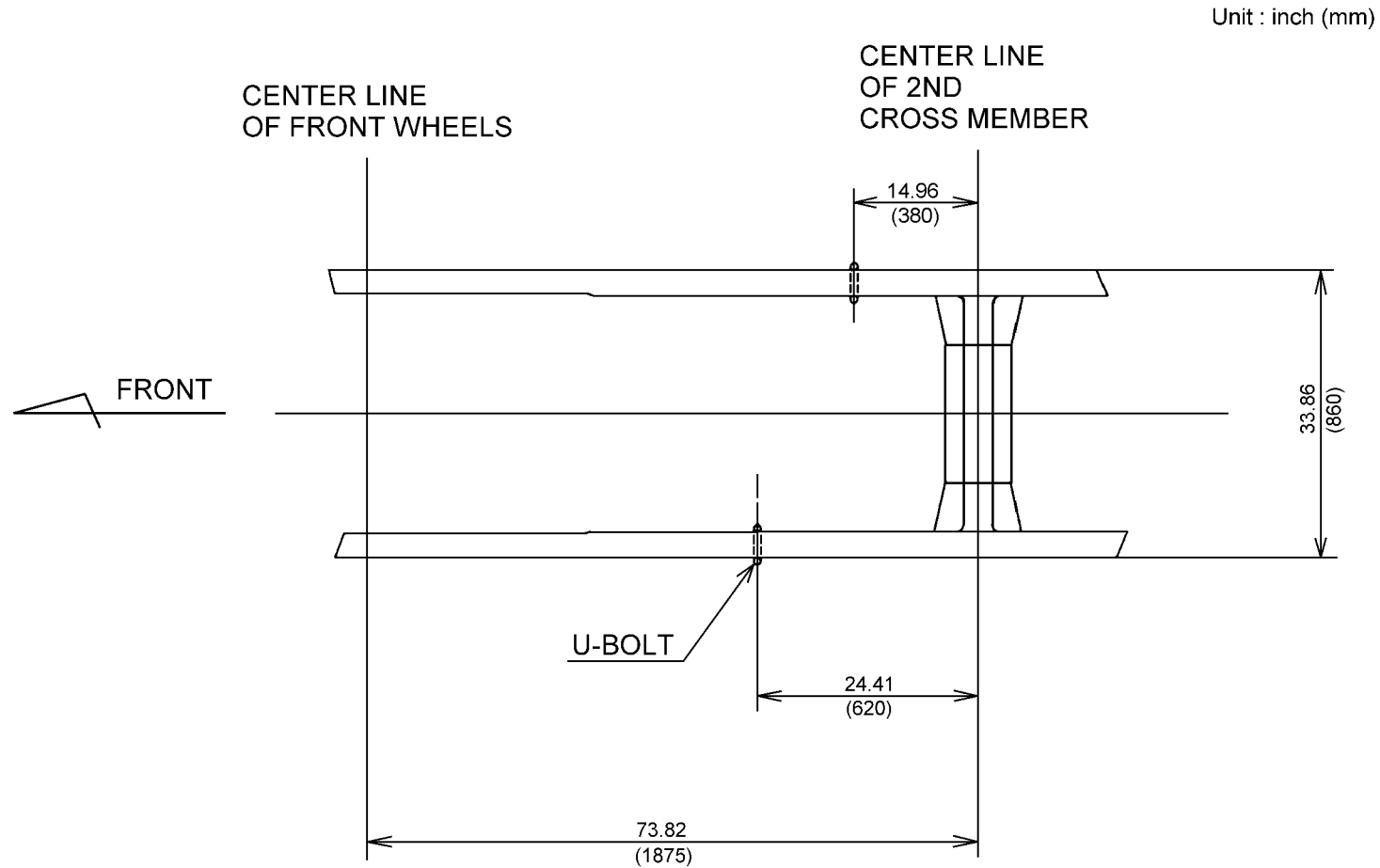


MODEL	TERANS-MISSION	L0	H0	l0
UD1800H UD1800L	MHS62A	82.64 (2099)	10.51 (267)	44.37 (1127)
	45043L	85.04 (2160)	10.67 (271)	46.73 (1187)

MODEL		TERANS-MISSION	L1	H1	L2	H2	L3	H3	L4	H4	l1	l2	l3	A	B	C	D	E	F	G	P
CHASSIS-CAB	UD1800H	MHS62A	120.31 (3056)	12.60 (320)	—	—	197.95 (5028)	17.01 (432)	212.17 (5389)	16.89 (429)	61.34 (1558)	54.21 (1377)	—	1.9°	4.7°	—	3.7°	0.4°	1.4°	—	0.43 (11)
		45043L	143.98 (3657)	12.60 (320)	—	—	197.95 (5028)	17.01 (432)	212.17 (5389)	16.89 (429)	58.98 (1498)	54.17 (1376)	—	1.9°	4.7°	—	3.7°	0.4°	1.4°	—	0.43 (11)
	UD1800L	MHS62A	125.0 (3157)	12.64 (321)	162.68 (4132)	13.94 (354)	210.55 (5348)	17.01 (432)	224.76 (5709)	16.89 (429)	42.44 (1078)	37.72 (958)	47.95 (1218)	2.8°	2.0°	3.7°	3.7°	1.2°	1.2°	0.1°	0.87 (22)
		45043L	125.04 (3176)	12.64 (321)	162.72 (4133)	13.94 (354)	210.55 (5348)	17.01 (432)	224.76 (5709)	16.89 (429)	40.08 (1018)	37.72 (958)	47.91 (1217)	2.8°	2.0°	3.7°	3.7°	1.2°	1.2°	0.1°	0.87 (22)
LOADED (GVW)	UD1800H	MHS62A	120.31 (3056)	12.60 (320)	—	—	198.23 (5035)	15.47 (393)	212.48 (5397)	15.28 (388)	61.34 (1558)	54.41 (1382)	—	1.9°	3.0°	—	3.6°	0.4°	1.4°	—	0.43 (11)
		45043L	143.98 (3657)	12.60 (320)	—	—	198.23 (5035)	15.47 (393)	212.48 (5397)	15.28 (388)	58.98 (1498)	54.37 (1381)	—	1.9°	3.0°	—	3.6°	0.4°	1.4°	—	0.43 (11)
	UD1800L	MHS62A	125.0 (3157)	12.64 (321)	162.68 (4132)	13.94 (354)	21083 (5355)	15.47 (393)	225.04 (5716)	15.28 (388)	42.44 (1078)	37.72 (958)	48.15 (1223)	2.8°	2.0°	1.8°	3.6°	1.2°	1.2°	0.1°	0.87 (22)
		45043L	125.04 (3176)	12.64 (321)	162.72 (4133)	13.94 (354)	21083 (5355)	15.47 (393)	225.04 (5716)	15.28 (388)	40.08 (1018)	37.72 (958)	48.15 (1223)	2.8°	2.0°	1.8°	3.6°	1.2°	1.2°	0.1°	0.87 (22)

WB944B

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



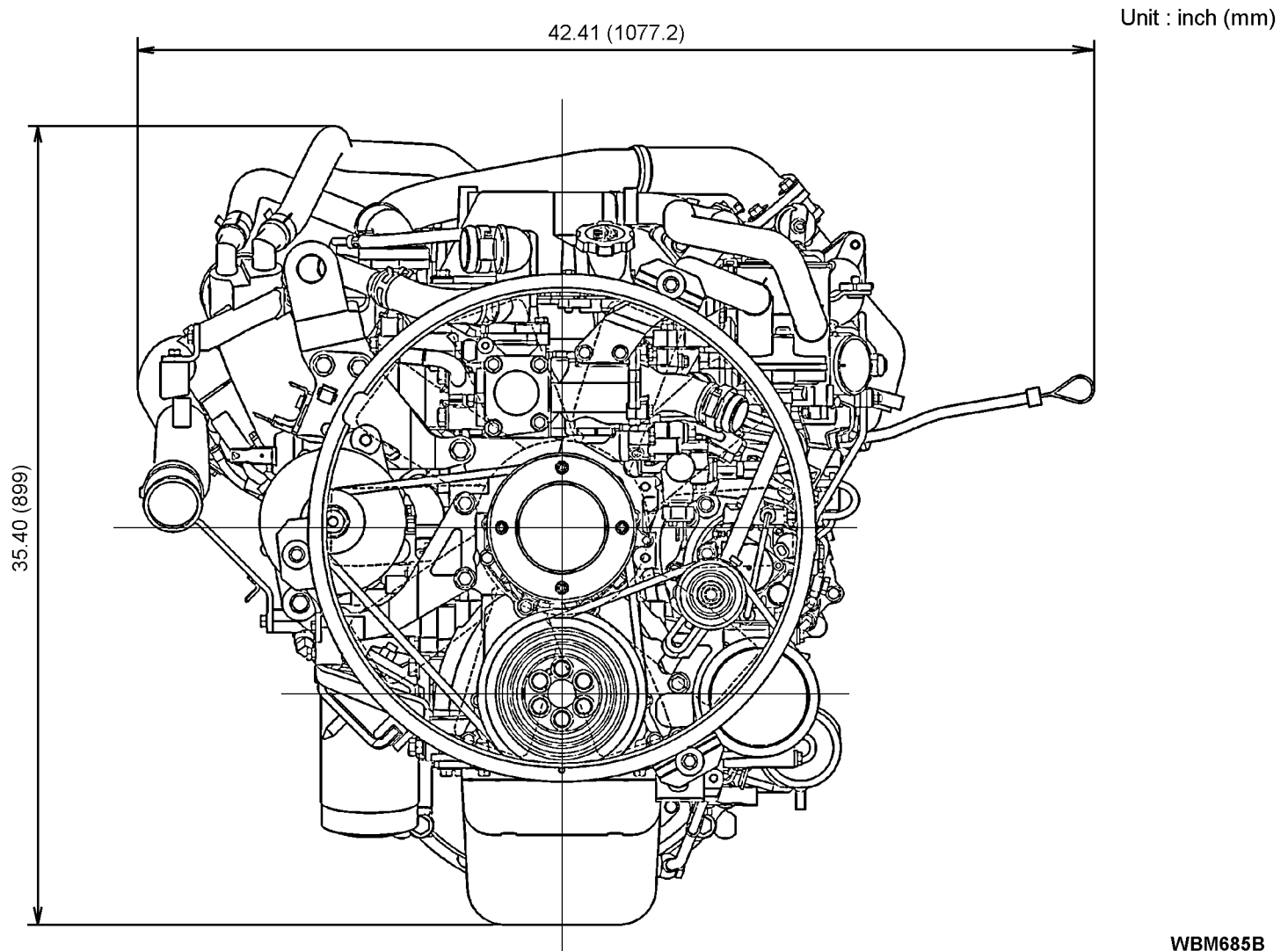
WBM918B

C : BODY INSTALLATION INFORMATION

INFORMATION CHART

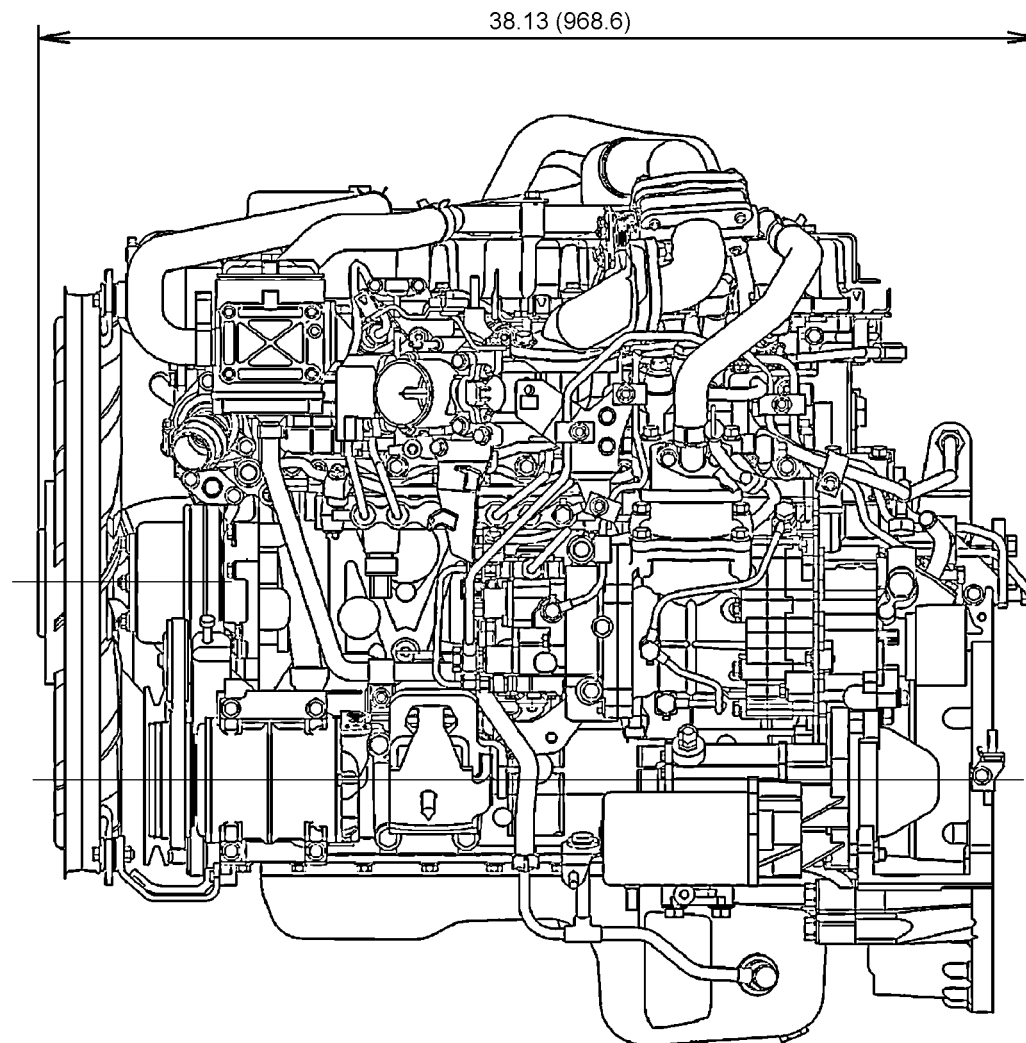
INFORMATION	PAGE NO.
ENGINE EXTERNAL VIEW	C2 ~ C4
BRAKE SYSTEM DIAGRAM	C5
FRAME HEIGHT CALCULATION	C6
FRAME AND BODY INSTALLATION	
GENERAL PRECAUTIONS	C7 ~ C8
CHASSIS FRAME MODIFICATIONS	C8 ~ C12
ADDING SUB-FRAMES	C13 ~ C16
ELECTRIC WIRING INFORMATION	C17 ~ C21
ENGINE CONTROL	C22 ~ C25
REMODELING THE EXHAUST EMISSION SYSTEM	C26
PROCEDURE FOR RELOCATING THE OUTSIDE MIRRORS	C27 ~ C29
WIRING DIAGRAM INFORMATION	
HOW TO READ WIRING DIAGRAM	C29
CIRCUIT PROTECTOR	
WIRING DIAGRAM	C31
SIMPLIFIED LAYOUT OF HARNESS	
SCHEMATIC DIAGRAM	C32
CAB HARNESS	C33
MAIN HARNESS	C34 ~ C35
CHASSIS AND TAIL HARNESS	C36 ~ C37
HARNESS CONNECTOR INFORMATION	C38
CIRCUIT DIAGRAM	C39 ~ C53

ENGINE EXTERNAL VIEW FRONT VIEW



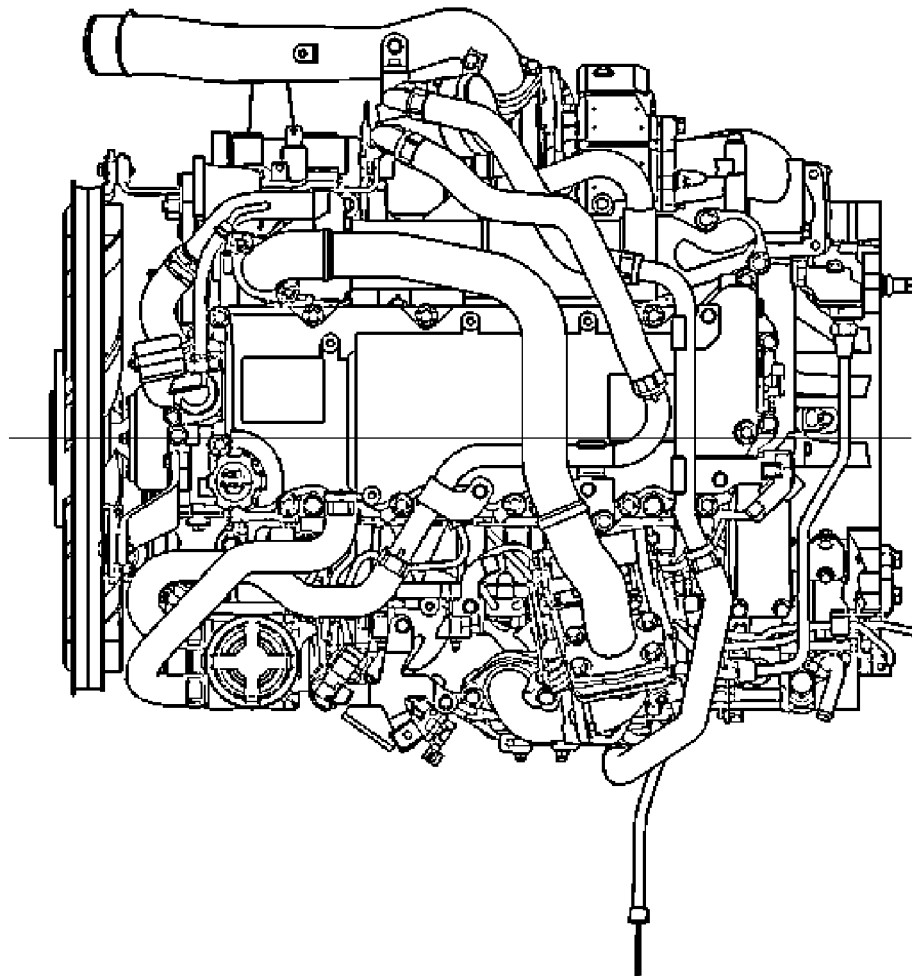
LEFT-HAND SIDE VIEW

Unit : inch (mm)



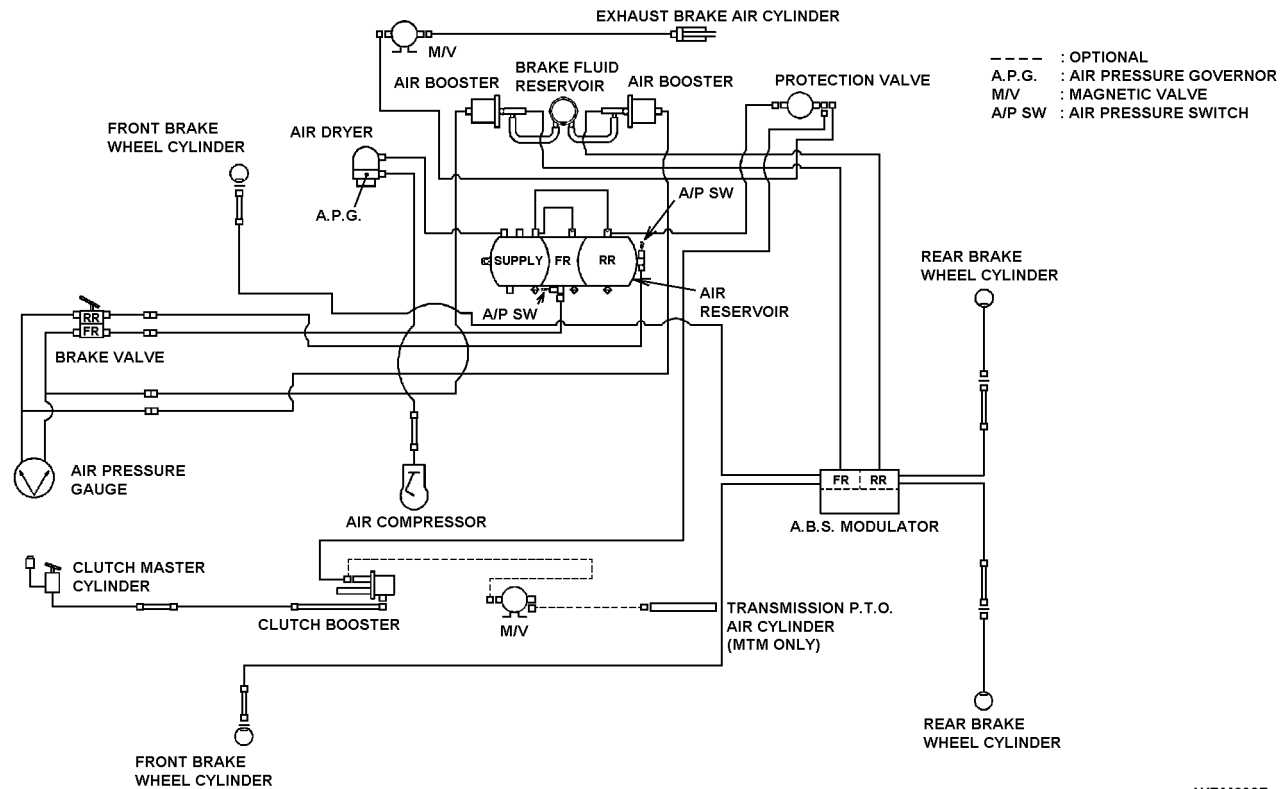
WBM686B

PLAN VIEW



WBM687B

BRAKE SYSTEM DIAGRAM

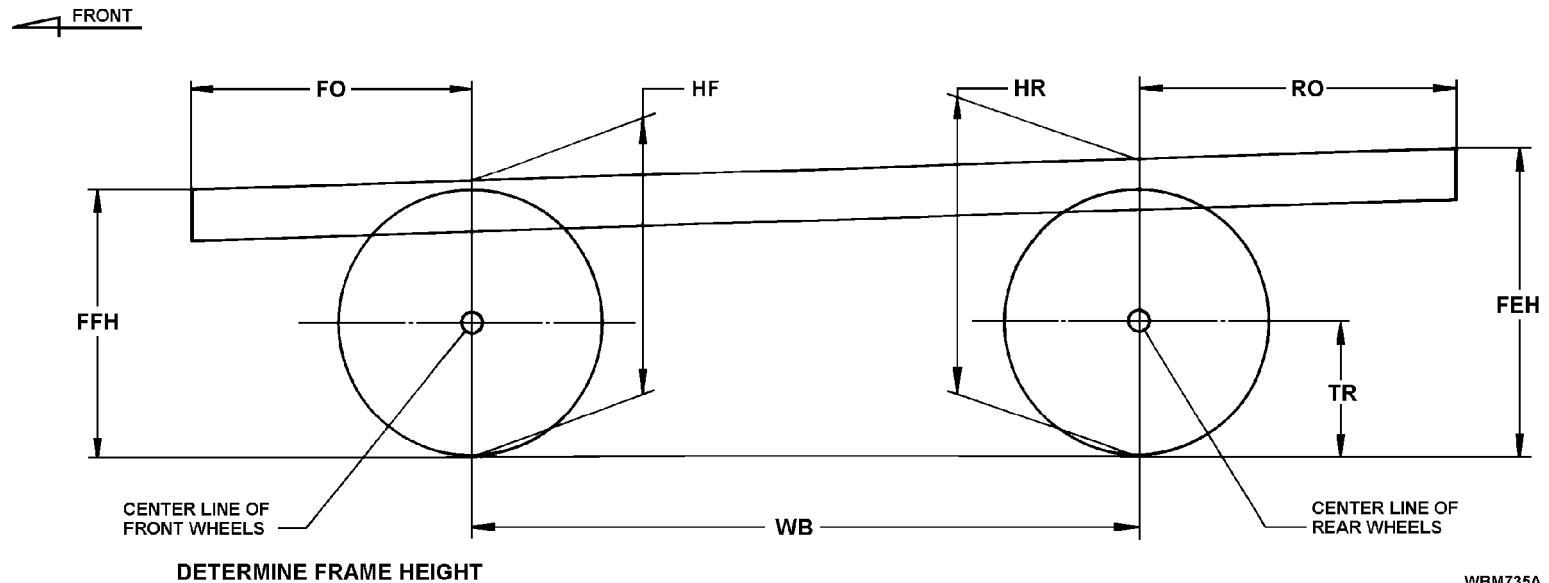


WBM692B

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 TO THE BRAKE LINE.
 THIS CAN REDUCE THE EFFECTIVENESS OF THE BRAKE SYSTEM.
 DO NOT ADD ADDITIONAL AXLES.

FRAME HEIGHT CALCULATION



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

FRAME AND BODY INSTALLATION GENERAL PRECAUTIONS

For standard vehicles, a variety of confirmation tests are performed to ensure vehicle quality. When special or additional equipment is installed or modifications are performed, carefully determine the effects of these modifications and proceed with caution.

1. PROHIBITIONS

Because modifications which are affected by laws or regulation require proof of compliance may be difficult to gather, such modifications should be avoided.

1) DO NOT CHANGE OR MODIFY PARTS RELATED TO THE NOISE CONTROL.

- a Engine model name
- b Engine output
- c Engine intake system
- d Engine soundproofing material
- e Engine cooling fan
- f Exhaust system
- g T/M gear ratio
- h Differential gear ratio
- i Cab floor shape (engine compartment shape)

2) DO NOT MAKE MODIFICATIONS TO ANY CRITICAL SAFETY PART OR COMPONENT.

- a Steering system
- b Brake parts
- c Front/rear axles
- d Rim and Wheel
- e Propeller shaft
- f Suspension
- g Rear cab mount and tilt linkage

3) DO NOT MAKE MODIFICATIONS THAT WOULD CAUSE THE VEHICLE TO EXCEED THE ALLOWABLE MASS.

- a Modifications that would cause mass limit to be exceeded on front or rear axle or both
- b Modifications in which, even with the designated tires, the tire load factor exceeds 100%

2. PRECAUTIONS WHEN MAKING MODIFICATIONS

- a When modifying components on standard vehicles, refer to the Service Manual, etc. and proceed with caution.
- b When modifying components on standard vehicles, investigate carefully and proceed only when it is certain that safety and performance will not be risked.
- c When replacing parts, etc., make an effort to use parts of the same material and specification.
- d When making modifications limited by legal regulations, do not push the limits. Make sure modifications meet the strictest interpretation of the law.
- e Make sure that additional equipment does not interfere with the inspection and maintenance of standard vehicle parts.
- f Make sure that modifications do not hinder the installation of optional parts designated for standard vehicles. Check the Service Manual, etc. to verify locations where optional parts may be installed in the future.
- g Distribute load so it is not concentrated at certain points on the chassis frame. Also, balance the load on the left and right sides.

3. PRECAUTIONS FOR PERFORMING WORK OPERATIONS

- a When removing or replacing parts on standard vehicles, follow the procedures described in the Service manual.
- b When mounting additional equipment or welding, be very careful to avoid damage to nearby parts.
- c When mounting additional equipment, make sure that all wheels are on level surface so the chassis frame does not warp.

4. POINTS TO CHECK AFTER MODIFICATIONS HAVE BEEN COMPLETED

- a Make sure that inspection, maintenance and adjustment operations for standard vehicle parts will not be hindered. When modifications create changes in work procedures write an explanation and include it with the vehicle.
- b Write an explanation for operation and inspection/repair procedures for any additional equipment and include it with the vehicle.
- c Remember to be responsible for the after-sales service of additional equipment.

CHASSIS FRAME MODIFICATIONS

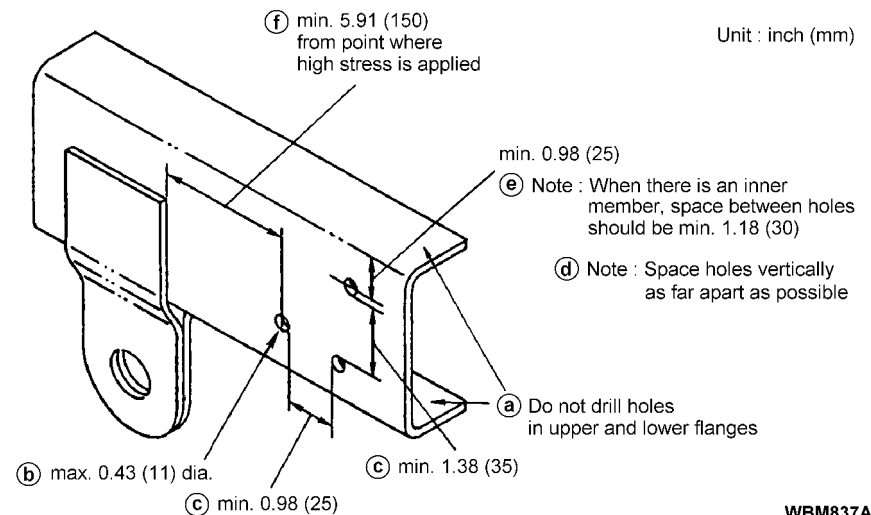
The chassis frame has been carefully designed to be well-balanced. The installation of additional equipment may have a great effect upon the frame. Drilling holes or welding may also adversely affect the balance. Careless alterations may even damage the frame beyond repair. When making such alterations, proceed with extreme caution. When installing additional equipment, use existing holes and brackets whenever possible. When drilling or welding is unavoidable, the following precautions should be observed.

1. DRILLING HOLES IN THE CHASSIS FRAME

- a Always use a drill to drill holes. Do not use gas torches or other heat devices (gas, etc.) to create the holes.
- b Smooth and finish holes after drilling.

1) DRILLING HOLES IN THE CHASSIS FRAME SIDE RAIL

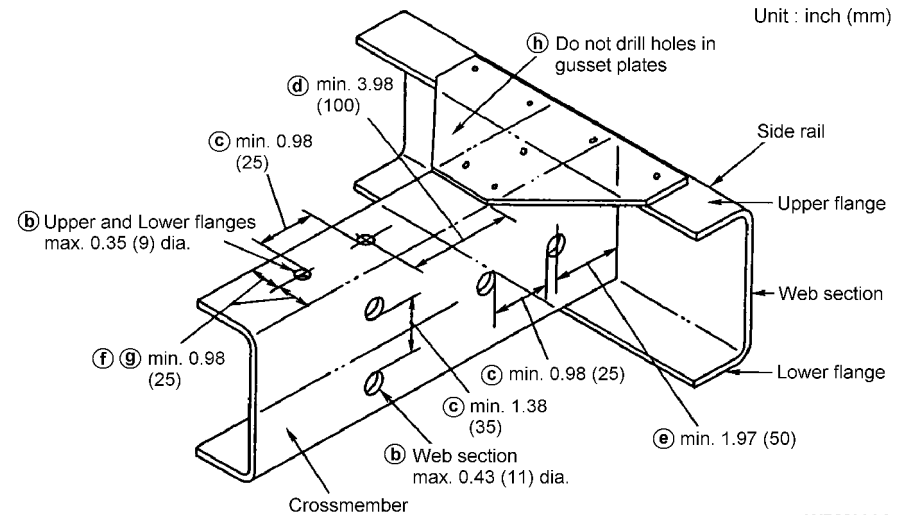
- a Do not drill holes or create notches in the upper and lower flanges.
- b Holes should be no more than 0.43 in (11 mm) in diameter.
- c There should be at least 0.98 in (25 mm) of horizontal distance between holes and at least 1.38 in (35 mm) vertical distance.
- d Whenever possible, avoid drilling holes spaced vertically, as this greatly affects frame strength.
- e When drilling holes in]-shaped parts, the distance from the upper or lower flange to the center of the hole should be at least 0.98 in (25 mm). For parts that have an inner member, this distance should be at least 1.18 in (30 mm).
- f Holes should be at least 5.91 in (150 mm) from spring bracket and other parts of great stress.



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2) DRILLING HOLES IN THE CHASSIS FRAME CROSSMEMBER

- a Do not drill holes or create notches in the alligator type (third crossmember).
- b When drilling holes in J-shaped parts, holes in the upper or lower flange should be no more than 0.35 in (9 mm) in diameter, but no more than 0.43 in (11 mm) dia, when drilling holes in vertical (web) section.
- c There should be at least 0.98 in (25 mm) of horizontal distance between holes. Vertical distance should be at least 1.38 in (35 mm).
- d When drilling holes in the upper or lower flange, the distance from the edge of the side rail flange or the gusset plate to the center of the hole should be at least 3.94 in (100 mm).
- e When drilling holes in the web section of the crossmember, there should be at least 1.97 in (50 mm) from the side rail web section to the center of the hole.
- f There should be at least 0.98 in (25 mm) from the edge of the cross rail to the center of the hole.
- g There should be at least 0.98 in (25 mm) from the corner of the crossmember to the center of the hole.
- h Do not drill holes in gusset plates or other parts when such parts are attached to side rail joints.



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2. WELDING FRAME

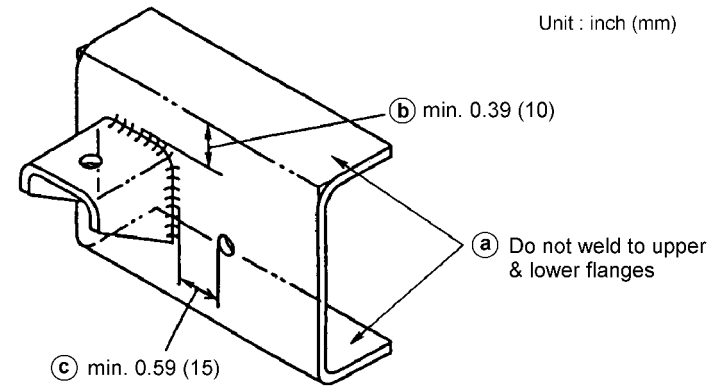
Welding parts onto the chassis frame requires the utmost caution. Additional equipment will not only affect the mass of the vehicle but also the strength of the frame, and the heat of welding will affect frame strength as well. Whenever possible, bolts and rivets should be used to fasten additional equipment to the frame. When welding is unavoidable, the following precautions should be observed.

1) GENERAL PRECAUTIONS

- a When performing electric welding, remove the battery ground terminal. Failure to do so may damage electrical components.
- b Before doing any electric welding, first remove the plug of the control units from the outlet and disconnect the circuit.
- c When performing electric welding, ground the side rail nearest the location being welded. DO NOT ground the engine, transmission, propeller shaft, front/rear axles or suspension system. Grounding these areas and the frame.
- d Cover hoses, piping, wiring and other chassis parts near the area being welded to protect them from weld splatter.
- e As much as possible, avoid welding too much in one area or adjoining areas.
- f Make the length of the weld as short as possible.
- g Be careful to avoid such defects as poor welding quality, undercutting, slag inclusion, blowholes and cracks.

2) WELDING PARTS ON SIDE RAILS

- a Do not weld to the upper and lower flanges (including the flange edges).
- b Welding to web sections should be done no closer than 0.39 in (10 mm) to the upper and lower flanges.
- c Make sure the welding bead does not come near a hole. Weld no closer than 0.59 in (15 mm) from the edge of a hole.
- d Do not weld to gusset plates or other parts when such parts are attached to side member joints.



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3. REINFORCING SIDE RAILS

Reinforcing side rails requires special care, as stress easily accumulates near the borders between reinforced and unreinforced locations. It is best to avoid reinforcing the frame in order to preserve a suitable distribution of mass for the chassis frame. However, when reinforcement is unavoidable, the following precautions should be observed.

1) REINFORCEMENT MATERIALS

- a Reinforcement material that come into contact with the outer edge of side rails must be of the same material as the side rail.
Side rails material, 44000 psi {303 MPa, 31 kgf/mm²} yield (Hot-rolled steel sheets and plates for automobile construction) Thickness : 0.177 in (4.5 mm)
- b For inner reinforcement materials, 36000 psi {248 MPa, 25 kgf/mm²} yield hot-rolled steel for general construction is suitable.
Maximum thickness : 0.177 in (4.5 mm)
- c When reinforcement materials are made into J-shaped parts, it is difficult to match them with the shape of the side rails. Therefore the use of L-shaped parts is recommended.

2) SHAPE OF REINFORCEMENT MATERIALS AND MOUNTING PRECAUTIONS

- a Do not make the edges of reinforcement parts the same as those of other reinforcement parts and crossmembers, spring brackets and other locations where great stress is generated or where mass is centralized.
- b Do not cut the edges of reinforcement parts at right angles to the surface. Cut them at 45° angles or less to avoid sudden changes in side rail strength.
- c Use plug welds or rivets on webbed portions to join reinforcement parts to side rails.
- d Fasten L-shaped reinforcement parts so the flange is on the side to which side rail tensile stress is applied.
- e Rivets and plug welds used to fasten reinforcement parts should be around 2.76 to 5.91 in (70 to 150 mm) in pitch distance.

3) RIVETING

- a As a rule, do not re-rivet to the same hole using a rivet of the same diameter. In such cases, use a larger size rivet.
- b When additional rivets are required due to addition of reinforcement materials, a larger size rivet must be used.
- c The edges of rivet holes should be at least 0.98 in (25 mm) from upper and lower flanges. However, when there are inner reinforcement materials, this distance should be at least 1.18 in (30 mm).

4) PLUG WELDS

- a When making plug welds, be sure that there are at least 2.76 in (70 mm) from rivets, bolts and the like in order to avoid being damaged by heat.
- b Welding holes should be approximately 0.59 to 0.79 in (15 to 20 mm) in diameter.
- c Weld no closer than 0.98 in (25 mm) from the reinforcement material to the edge of the welding hole.

4. WHEELBASE MODIFICATION

When it is necessary to modify a wheelbase it is important to understand that this modification will greatly change the mass with respect to the side rails. Caution should be used when modifying the side rails as this will greatly affect their designed strength. This strength must be considered from several different aspects. This type of modification should be avoided, whenever possible. When modification to the side rails is unavoidable, the following recommendations should be followed.

1) GENERAL CAUTIONS

- a When modifying the wheelbase, do not extend or shorten the wheelbase beyond the maximum or minimum specifications in the wheelbase range set by Nissan Diesel Motor Co., Ltd.
- b Side rails (including the detachment and addition of crossmembers), propeller shaft, service brake lines, electrical lines must be modified when modifying the wheelbase. All modifications must correspond to the wheelbase configuration as listed in this Book.

2) CUTTING POINT

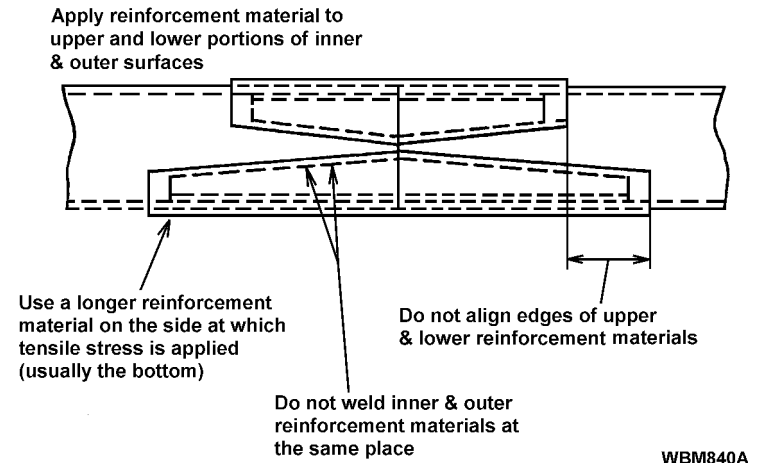
Cut the side rails where it is straight (not curved) and a low stress point.

3) MATERIAL

- a Use the same material for extending as the side rail.
Material See Section 3. 1) ; thickness should be 0.177 in (4.5 mm)
- b When extending the frame, use a material with the same thickness and shape as the location to be extended.
- c Perform continuous welding so the part to be extended and the side rail are completely connected, then, using a grinder, smooth and finish the surface. Then fill with reinforcement material.

4) REINFORCEMENT MATERIALS FOR EXTENDED PARTS

The following diagram shows the shape of the reinforcement parts:



When welding to side rails, observe the precautions for side rail reinforcement [section 3.].

ADDING SUB-FRAMES

On vehicles with heavy additional equipment or which will be carrying heavy loads, a sub-frame should be added to avoid applying concentrated mass to the frame.

See SECTION MODULUS in SIDE RAIL DATA (page B14) regarding tests for frame strength when a sub-frame is added.

1. PRECAUTIONS WHEN INSTALLING SUB-FRAME

1) ALLOWABLE STRESS

The following table shows the maximum allowable stress for Gross Vehicle Mass of 385.83 in/s² (9.8 m/s², 1G).

a Driven mainly on good quality roads

Allowable Stress 8.532 psi {59MPa, 6.0 kgf/mm²} or less

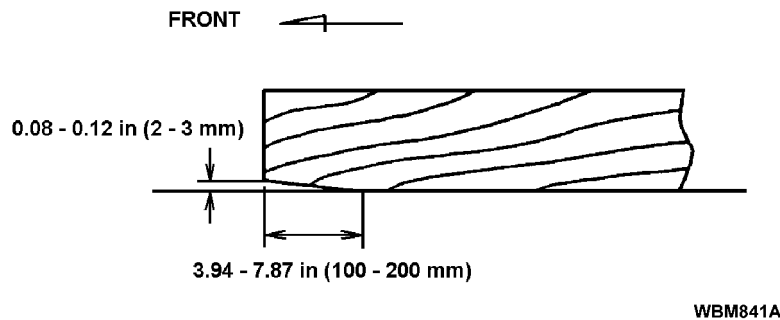
b Driven mainly on poor quality roads

Allowable Stress 5.688 psi {39 MPa, 4.0 kgf/mm²} or less

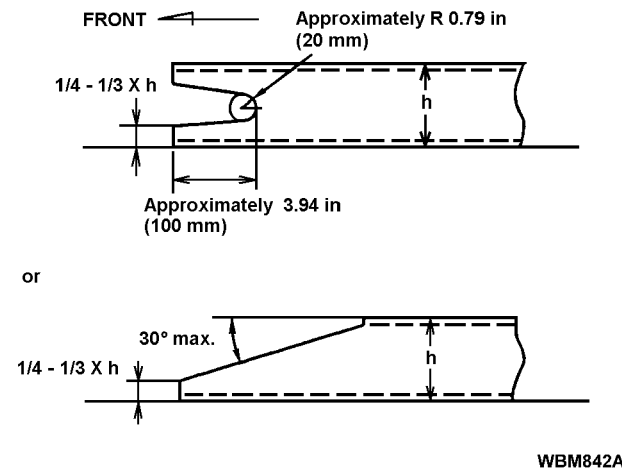
2) DETERMINING THE SUB-FRAME SHAPE

a The front of the sub-frame should be recessed to avoid concentrated stress.

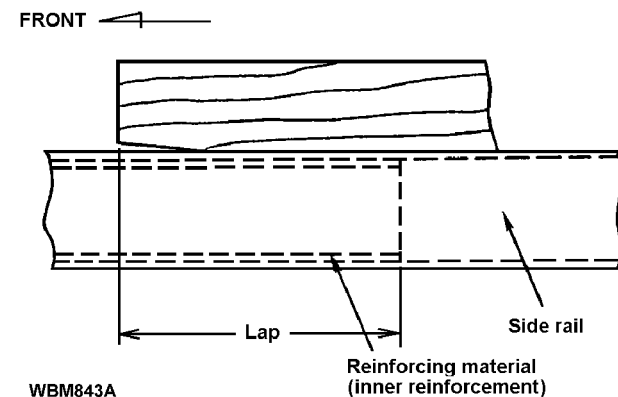
• Wooden sub-frame



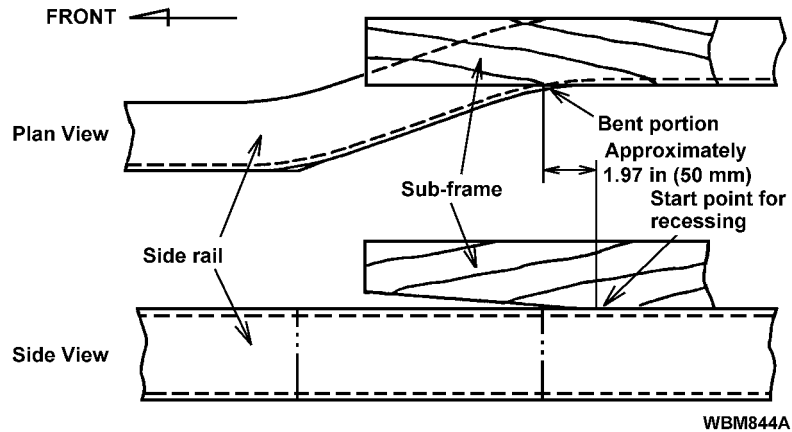
• Bracket-shaped steel sub-frame



- b The front end of the sub-frame should be placed as close as possible to the rear of the cab. Be careful not to apply concentrated stress to the frame directly behind the rear of the cab.
- c When there is reinforcement material inside the side rail, make the lap with the sub-frame as great as possible.

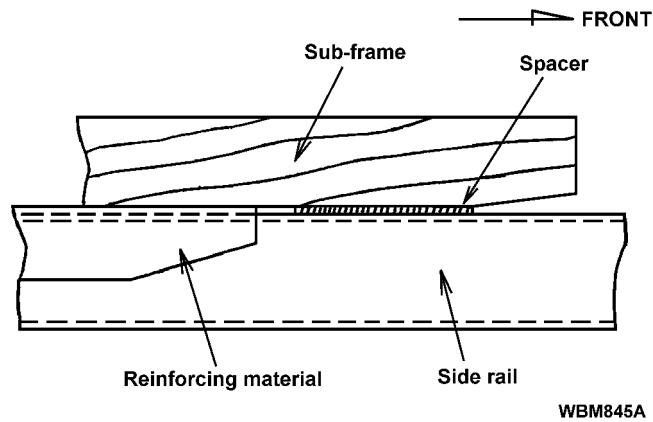


- d If the frame is bent when viewed horizontally, or when it is difficult to match the shape of the side rail with a wooden sub-frame, recess around 1.97 in (50 mm) in front of the bent portion (the end of the corner).

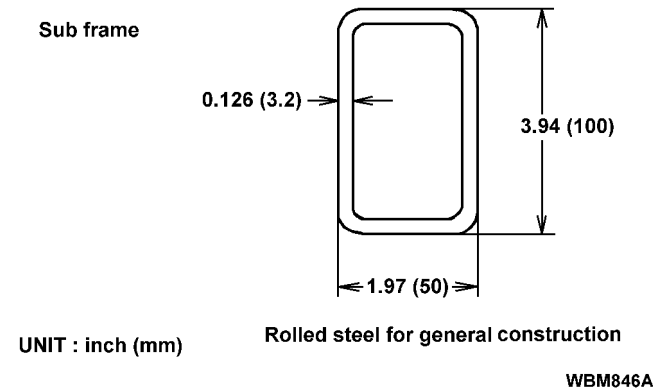


3) OTHER PRECAUTIONS

- a When the surface on which the sub-frame is to be mounted is not level, add spacers or the like to create a properly level surface.



- b When using a bracket or other lightweight steel object as the sub-frame, leave the ends open-do not weld a closing plate.
- c For the vertical sub-frame of vehicles with long baggage carriers, use steel sub-frames to avoid obstructing side gate opening, closing and restrict frame flexing.



2. FASTENING THE SUBFRAME TO THE CHASSIS FRAME

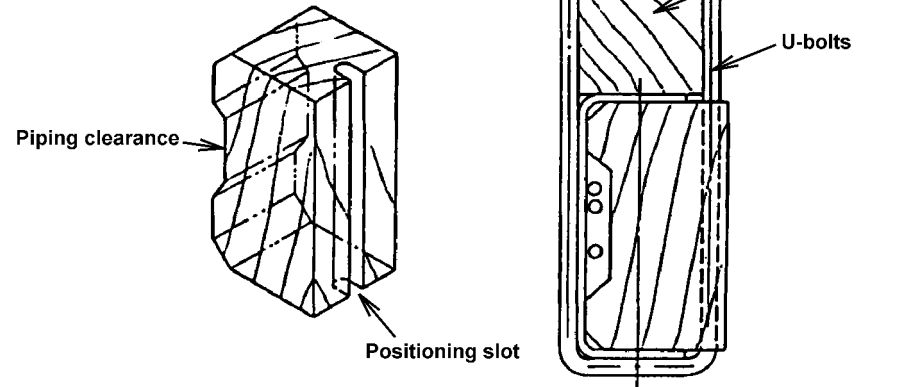
1) MOUNTING

- a Use U-bolts to fasten the sub-frame to the chassis frame. Do not fasten the bolts to the flanges of the chassis frame or weld the sub-frame to the chassis frame.
- b When there is little space between the U-bolts, use flat U-bolts (U-plates).

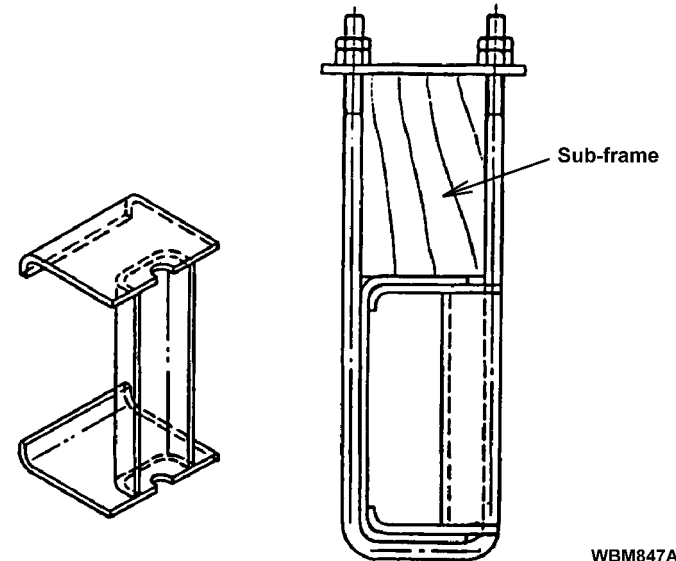
2) SPACERS

- a Spacers should be added to the places where U-bolts are used in order to avoid warping the flange.
- b In most cases, wooden spacers may be used. Near mufflers or in other locations where there is a danger of wood catching fire, steel spacers should be used.
- c Use wood for spacers that is not easily warped by heat, etc. Shrinkage may cause the U-bolts to come loose.
- d The spacers should be designed to clear the brake pipes, fuel pipes and the like.

* Wooden spacer



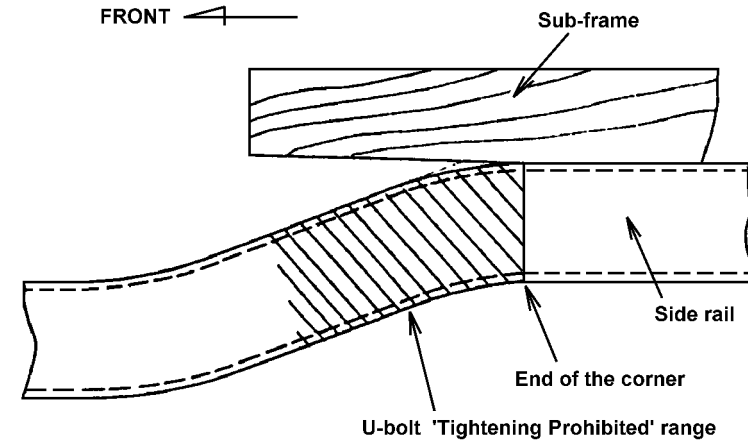
* Steel spacer



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3) U-BOLT "TIGHTENING PROHIBITED" RANGE

- a Separate until the U-bolt does not contact the end of the corner where the height of the chassis frame changes.



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- b Do not tighten through the use of U-bolts where clearance from the side rail has been created by the end of the sub-frame or the like.

4) TIGHTENING WITH MOUNTING BRACKETS

Where U-bolts cannot be used, such as when adding tanks, use mounting brackets for mounting.

- a As a rule, use bolts when mounting the mounting brackets to side rail. When drilling holes, the precautions for drilling holes must be observed.
- b Do not install mounting brackets to side rails in the following areas:
- No more than 7.87 in (200 mm) from the edge of the crossmember
 - No more than 1.97 in (50 mm) from the corner of the side rail
 - No more than 7.87 in (200 mm) from the edge of the reinforcement materials.

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 Incomplete 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 from 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 connectors when adding new wiring to existing wiring.

- When adding wiring in the cab, always secure it with existing lights. If necessary, add 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

- 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.

TABLE II

Description	*No. of	Color	Remarks
Headlights	2	White	Temporarily installed to rear frame
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	---	
• 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	Vehicle whose overall length is over 30 ft. only	Total 95W (12V at 7.9A)
Rear clearance light	2	Red		
Rear identification light	3	Red		
Rear side marker light	2	Red		
Intermediate side reflex reflector	2	Amber		
Intermediate side marker light	2	Amber		
Room light (Rear body)	-	White		Total 48 W (12 V at 4 A)

*No. of : The number of lights or reflectors

(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 side rail. The maximum power supplied from this outlet is 95 watts (12 volts at 7.9 amp.).

Follow the instructions provided in paragraph 5 if the total power requirement exceeds 95 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 mm²). 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

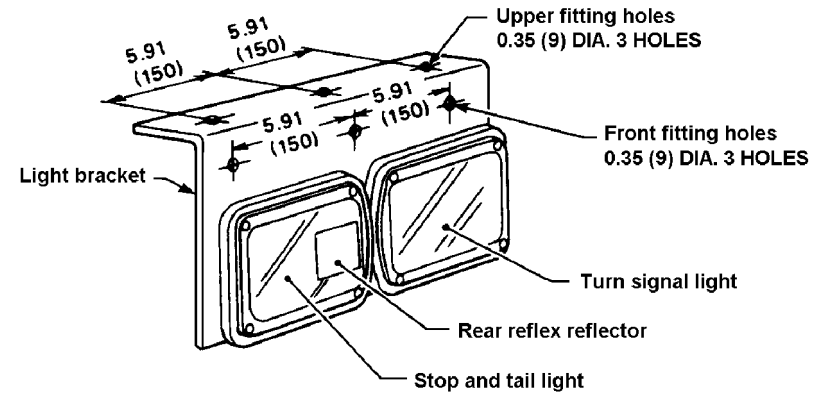
In general vehicles, the tail, license, clearance, identification, and side marker lights should illuminate when the headlight switch is set to the first position.

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.

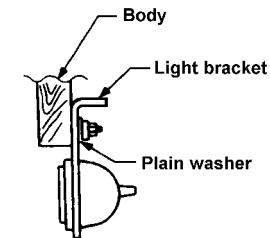
Unit : inch (mm)



Rear combination light (for left-hand side)

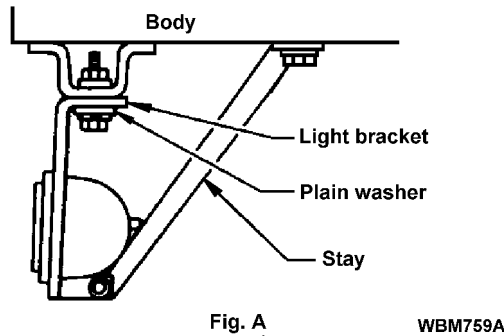
WBM757A

- 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.



- (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 95 watts, 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-volt)
- The fuse box located inside the cab has a spare 15 A 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 AWG 16, (1.25 mm²). 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.

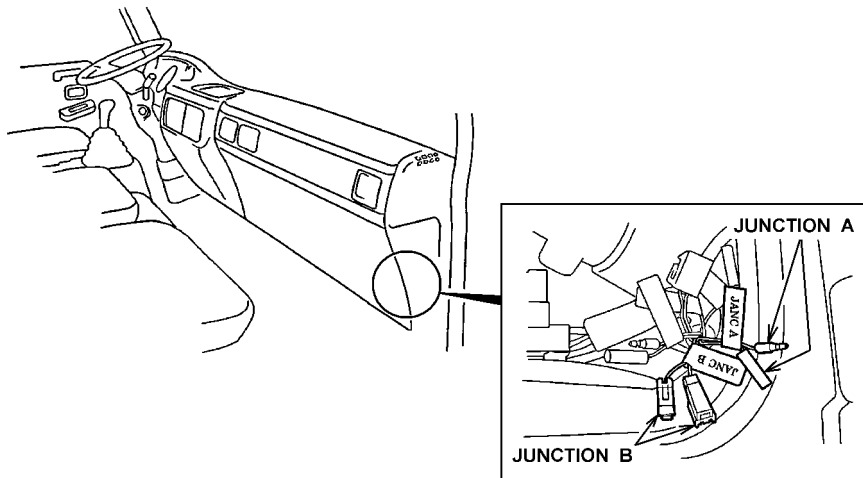
(2) Switch for added device

- 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 through the switch. The load current for the added light must not be 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

ENGINE WITH AN ELECTRONIC GOVERNOR

- The engine with an electronic governor has no control lever on the injection pump.
- For controlling the engine with an electronic governor from body side, the external engine control lever unit is needed separately. For some applications, an engine control lever unit is included as standard or installed to the vehicle with shipment.
- An engine control lever is available as an option.
- Firstly, install the external engine control lever unit to the body. Connect its harness connector to the connector of the chassis harness on the inner left side of the cab mounting bracket.
- If necessary, use an extension harness between the connectors of the chassis harness and the external engine control lever unit so that the control lever can be installed to any desired position.
- The characteristics of the governor can be switched by connecting or disconnecting the two harness connectors (called junction A and junction B respectively, which are located in the lower inner section of the instrument panel in front of the front passenger seat.
- See the figure next for the positions of the junctions.



WBM887A

1. About the applications of the engine control

Application		Cargo truck	Dump truck	Custom-made chassis
Transmission PTO		Not provided	Provided	Provided
Transmission PTO switch		Not provided	Provided	Provided
Junction A		Disconnected	Connected	Connected
Governor characteristics during operation	PTO switch OFF	Driving mode	Driving mode	Driving mode
	PTO switch ON		All speeds mode	All speeds mode
DPF control (Note 1)	PTO switch OFF	Operated	Operated	Operated
	PTO switch ON		Not operated	Not operated
Long-time idle control (Note 2)		Automatically operated whether the PTO switch is turned ON or OFF		
Junction B		Disconnected	Disconnected	Disconnected
External engine control lever		Not required	Not required	Required
Throttle opening (Engine speed control)		Accelerator pedal	Accelerator pedal	Refer to the Note 3.

- NOTE 1: It is the control to recover the DPF function by automatically or forcibly burning the soot deposit in DPF. (The idle-up and exhaust brake is operated during DPF control when the vehicle is stopped.)
- 2: When the idle status continues for a set time, it is automatically operated whether the PTO switch is turned ON or OFF. (The idle-up and exhaust brake is operated when the idle control is turned on.)
- 3: The engine speed can be controlled by either the accelerator pedal or the external engine control lever, whichever can achieve a higher speed.

2. Functions of junctions A and B

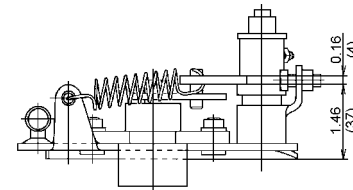
- 1) If junction A is connected
 - The characteristic can be switched to All speeds by turning on the PTO switch.
 - The engine speed can be controlled by either the accelerator pedal or the external engine control lever, whichever can achieve a higher speed.
 - The DPF recovery control is not operated when the PTO switch is turned on.
- 2) If junction B is connected
 - For vehicles without PTO switch the engine speed can be controlled with the external engine control lever.
- 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:

- Do not 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 it is very dangerous.

- The adjusting bolt of the external engine control lever is already set before shipping. Do not adjust it.

3. Engine control lever

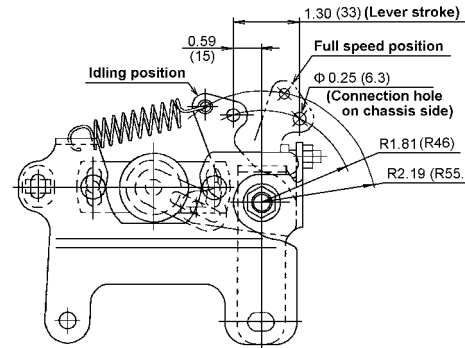


Unit : inch (mm)

<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)



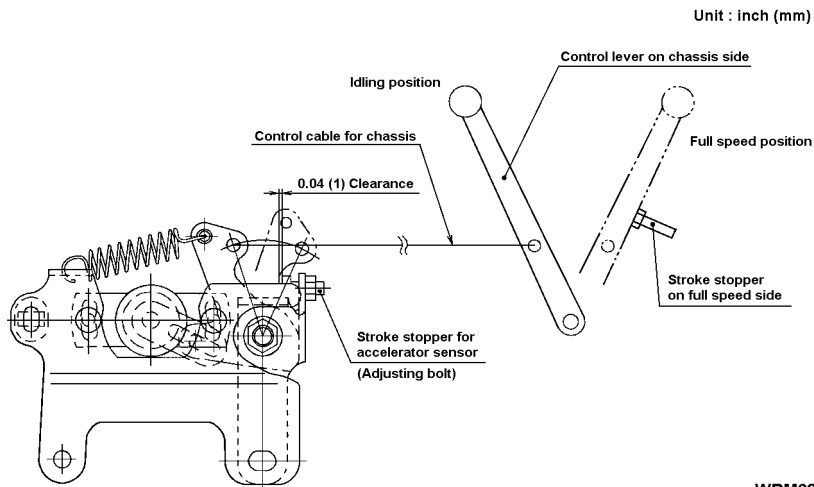
WBM888A

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.

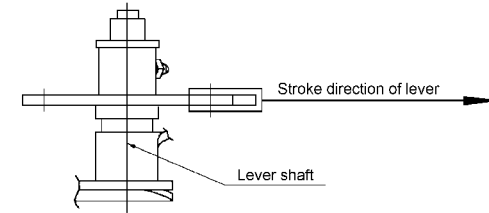
NOTE :

- 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).

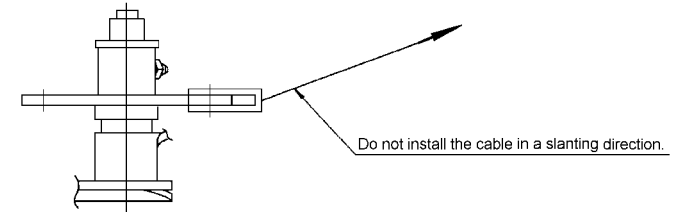


WBM688B

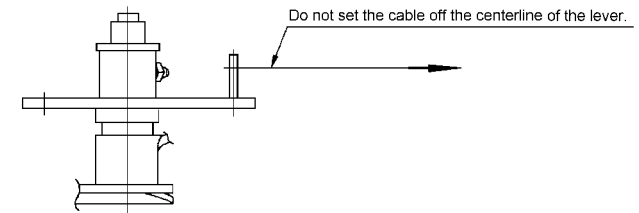
- 2) When connecting a cable to the engine control lever, install it in parallel with the stroke direction of the lever so that it will not strain the lever shaft



Good example



Bad example

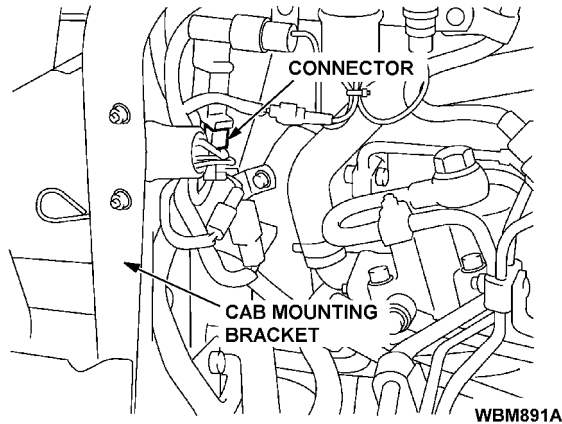


Bad example

WBM890A

- 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)

- Use the sub-harness connector 6188 0541 (male : chassis harness side) and 6189 0841 (female : engine control lever side), manufactured by Sumitomo.



- 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.

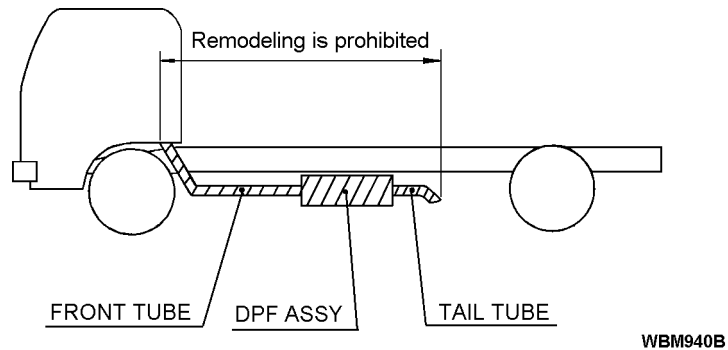
5) Cautions about attachment

- 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)]

REMODELING THE EXHAUST EMISSION SYSTEM

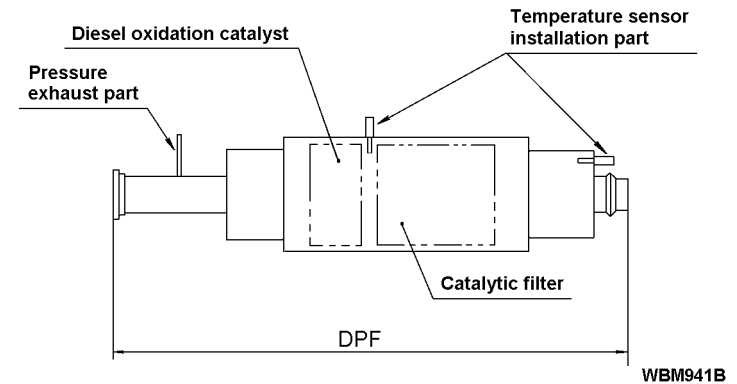
CAUTION

- The DPF (muffler) and exhaust tubes have the exhaust emission control function. Remodeling of the exhaust emission system is prohibited.
- Remodeling of the exhaust emission system may not only affect the exhaust emission control function but also cause a trouble of the devices. Do not remodel the exhaust emission system.



HANDLING OF DPF

- The DPF is equipped with the exhaust pressure pipes and exhaust gas temperature sensor.
- Harness are connected to the sensor. When installing or arranging the attachments on the body installation, exercise due care to the harness.
- Damage to those components may result in a failure of the exhaust emission control devices.

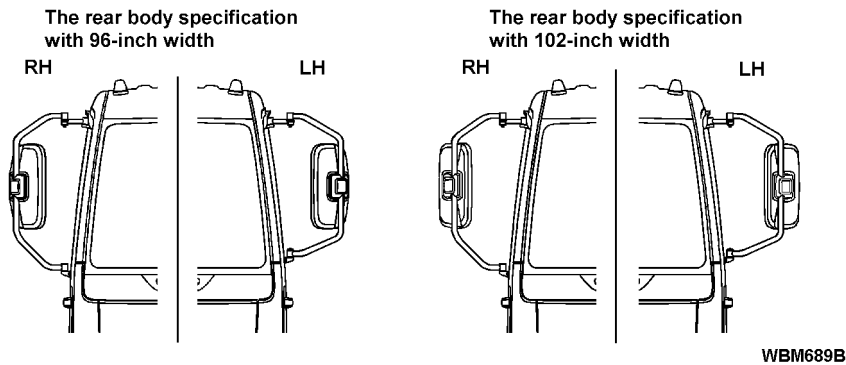


PRECAUTION WHEN PAINTING AROUND DPF

- The DPF unit, exhaust pipes, sensors connected to the DPF (including the pressure sensor installed inside the frame), sensor harness or tubes shall not be painted. Before painting, apply masking to those parts to prevent paint from adhering to them.
- If paint adheres to the DPF unit or exhaust pipes, burning of paint may be caused by heat, leading to emission of smoke or abnormal smell. As a result, the performance of the system may be seriously damaged. Also, if paint gets into the sensor or other parts, a trouble may occur. Carefully apply masking to the connector portions, especially.

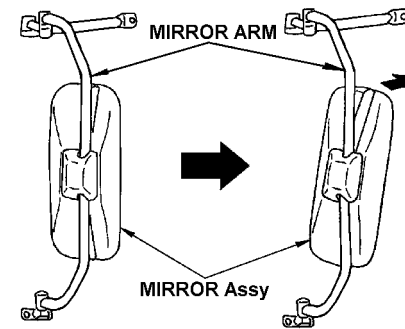
PROCEDURE FOR RELOCATING THE OUTSIDE MIRRORS

- When installing a body with a 102-inch width, it is necessary to relocate the outside mirrors. The mirrors on all UD Trucks, are installed for a 96-inch width body during vehicle assembly. When installing a rear body with a 102-inch width, perform the relocation operation for both the right and the left mirrors.
- Schematic drawings for the installation of the mirrors for each body specification are shown below:

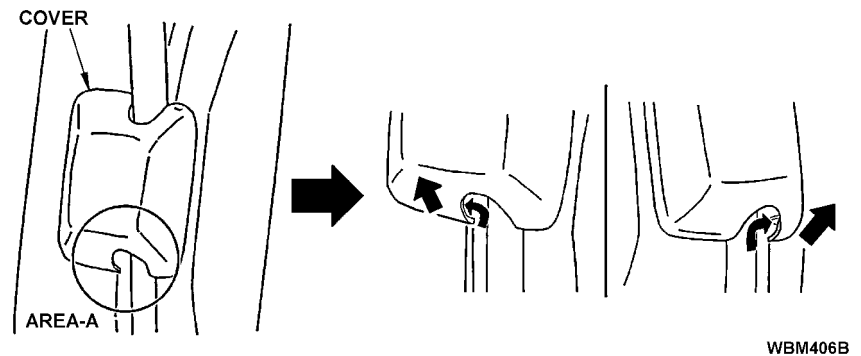


PROCEDURE FOR RELOCATING

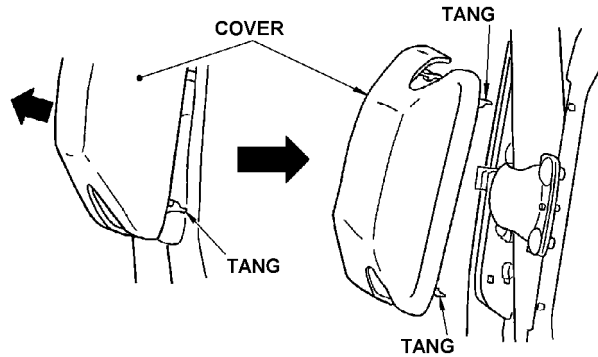
- The procedure is the same for both the right and the left mirrors assembly.
- 1) Tilt the top of the mirror assembly out.



- 2) There is clearance (area A) at the notch of the cover, and using this clearance, pull the cover toward the direction of the arrow, and then pry out the tang of the cover (2 areas at the bottom side).

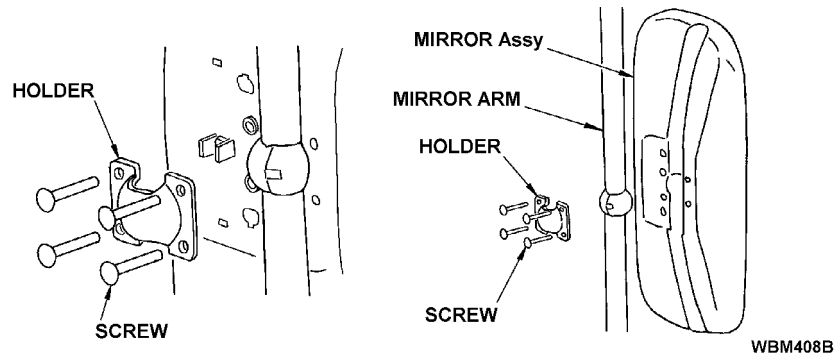


- 3) When the tangs on the bottom side are pried open, then pull the cover and remove it.



WBM407B

- 4) Loosen the (4) screws on the holder, and remove the holder as well as the mirror assembly.



WBM408B

- 5) Remove the mirror assembly on the opposite side using the same procedure as in step 4).
6) Install the mirror assembly from the right to the left side, and the mirror assembly from the left to the right side.

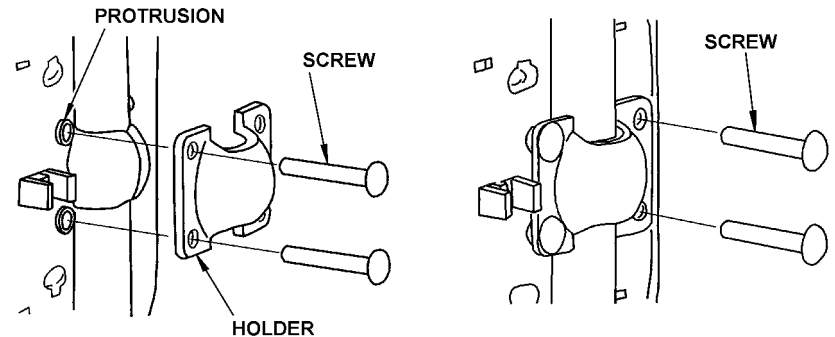
- 7) Attach the mirror assembly to the mirror arm and the ball joint using the (4) screws.

Tighten the protruding side of the mirror assembly first and then tighten the screws on the opposite side.

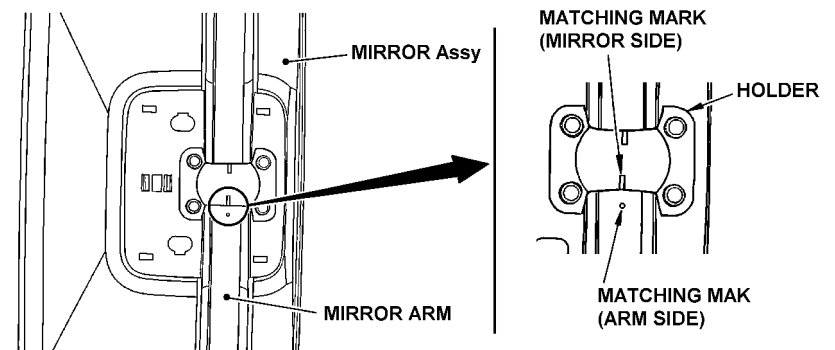
Caution:

- Align the matching marks on the mirror holder(s) and the mirror arm(s).

Screw tightening torque : 2.2-3.7 ft•lbf {3-5 N•m, 0.3-0.5 kgf•m}

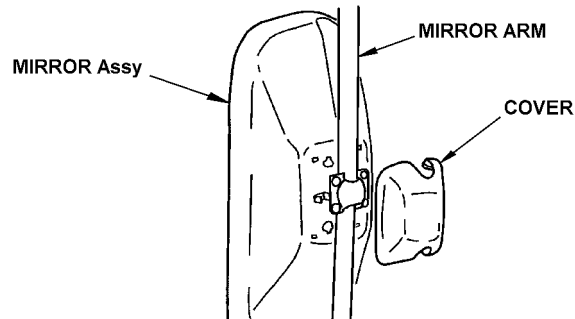


WBM409B



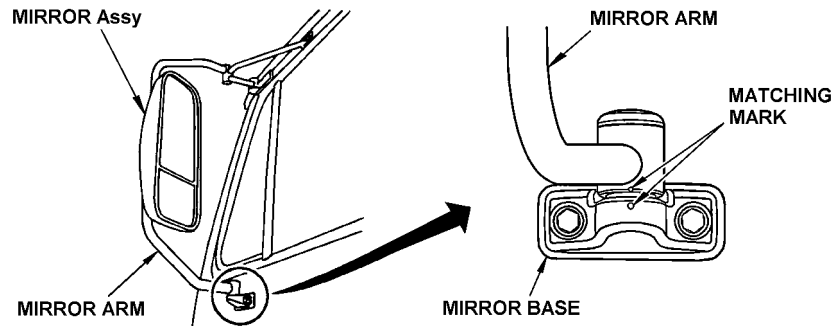
WBM410B

8) Install the cover by snapping it into place.



WBM411B

9) After the mirror relocation, adjust the mirrors and confirm the rear view by aligning the matching marks at the mirror arm and mirror base.



WBM691B

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 MOTOR 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 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

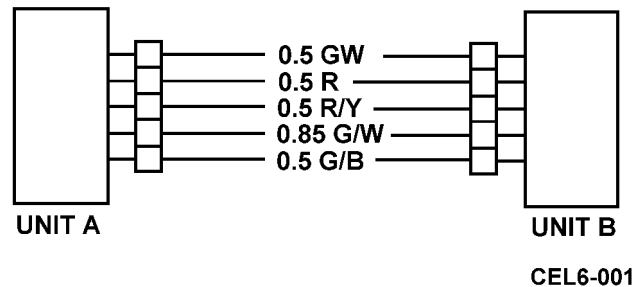
ABBREVIATION	MEANINGS
EXH	Exhaust
IGN	Ignition
M/G VALVE	Magnetic valve
WAT	Water
SW	Switch
BATT	Battery
SMJ	Super multiple junction

Circuit Connection

A circuit connection is indicated by lines showing the electric wires connecting the electrical devices.

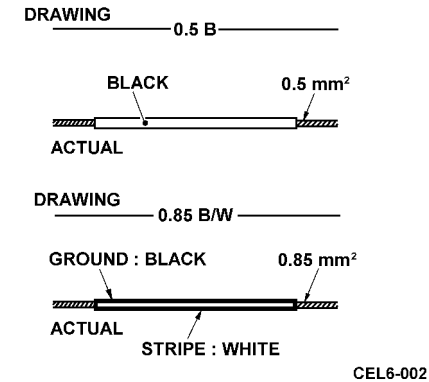
Wire Size and Color code

The number indicates the size of the wire (nominal sectional area of the conductor, mm²), and the letter at the end of each number indicates the color of the covering.



Wire color code and Symbol

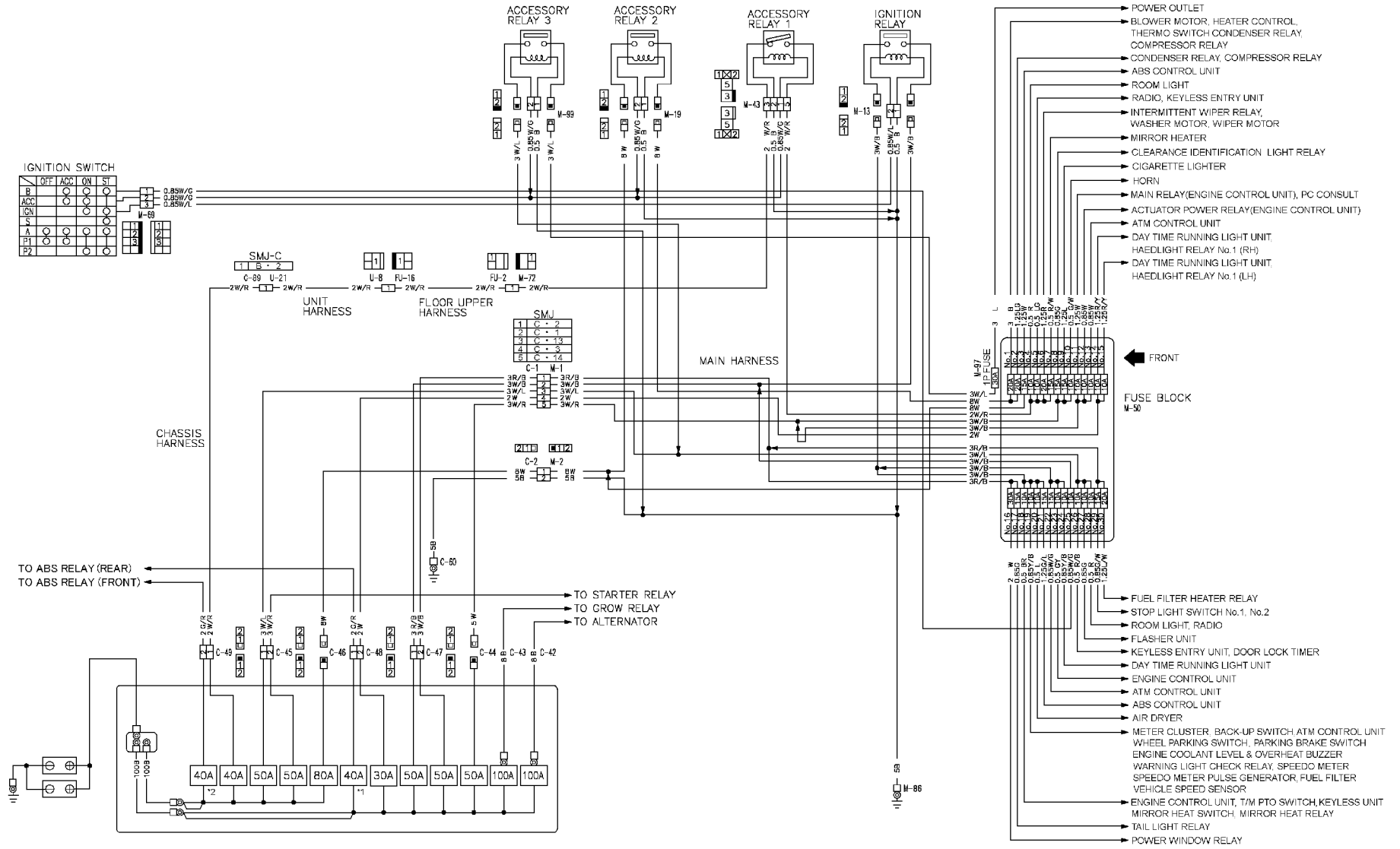
The color of a wire covering is indicated by an alphabetic symbol. If there are two symbols, the first symbol indicates the ground color of the covering and the second one the color of the marking (stripe).



The alphabetical symbols are as follows.

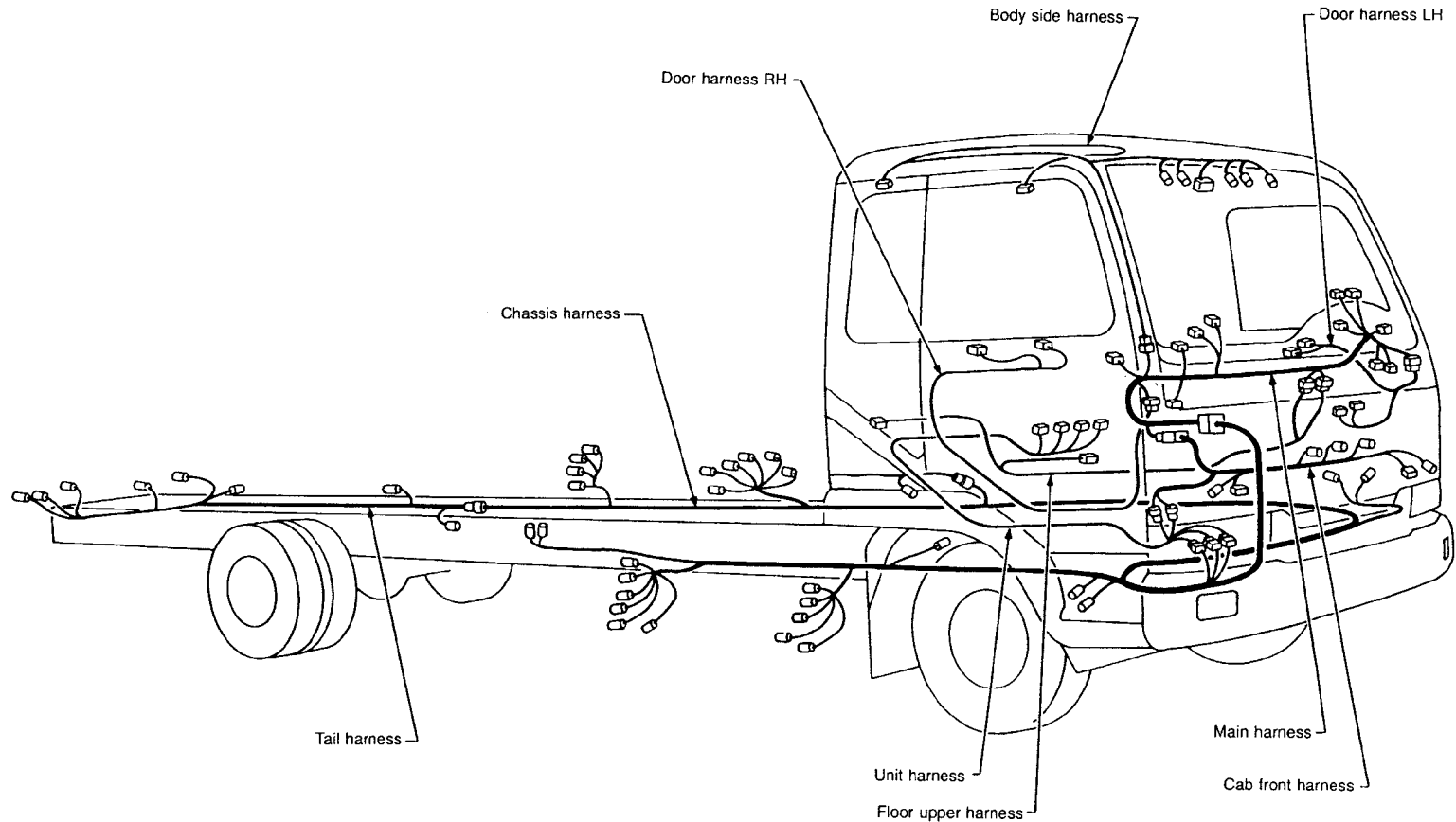
Alphabetical symbol	Color	Mainly-used-location (Circuit name)
W	White	Power supply
B	Black	Grounding (earth)
R	Red	Lighting
Y	Yellow	Meter
G	Green	Signal
L	Blue	Window wiper
BR	Brown	
LG	Light green	
OR	Orange	
P	Pink	
PU	Purple	
GY	Gray	
SB	Sky blue	
DG	Dark green	
CH	Charcoal	

CIRCUIT PROTECTOR WIRING 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.



WEL489B

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 motor
DL-7	Door lock timer (Key-less entry)
DL-8	Mirror heater (LH)

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
DR-7	Mirror heater (RH)

CAB FRONT HARNESS

CF-1	Clearance light (RH)
CF-2	Headlight (RH)
CF-4	Unit harness (U-12) *2
CF-6	Main harness (M-12) *2
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

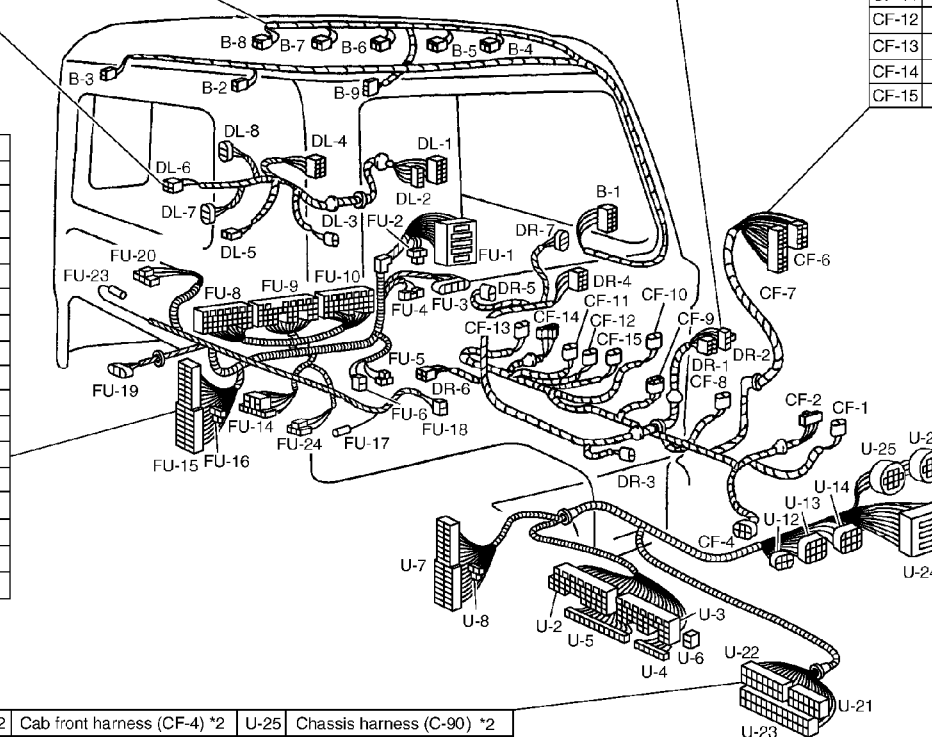
FLOOR UPPER HARNESS

FU-1	Main harness (M-71)
FU-2	Main harness (M-72)
FU-3	Accelerator sensor
FU-4	Accelerator switch
FU-5	Shift tower illumination light *2
FU-6	Over-drive off switch *2
FU-8	Engine control unit
FU-9	Engine control unit
FU-10	Engine control unit
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 switch
FU-23	Door switch (LH)
FU-24	Relay sub harness

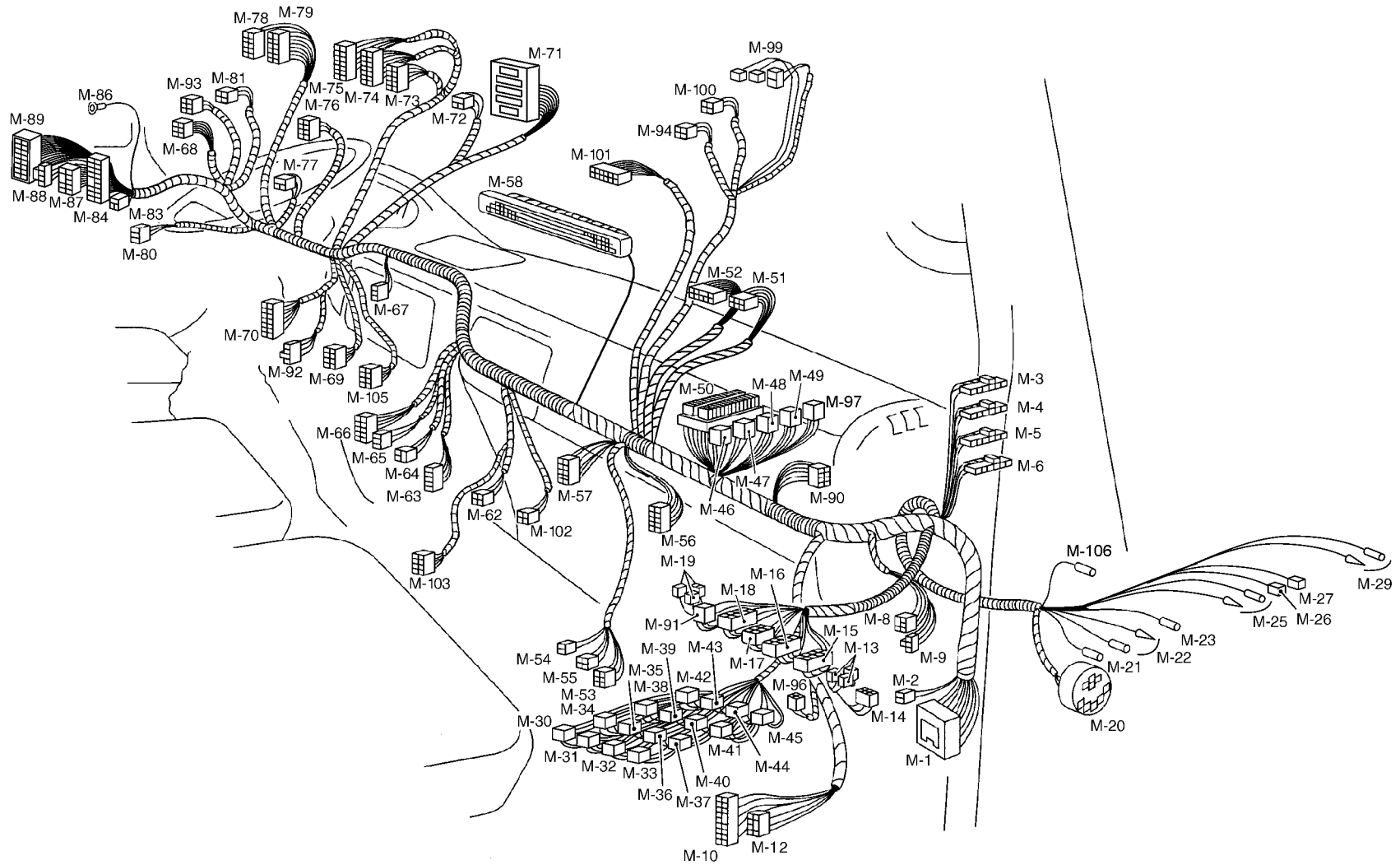
UNIT HARNESS

U-2	Engine control unit	U-12	Cab front harness (CF-4) *2	U-25	Chassis harness (C-90) *2
U-3	Engine control unit	U-13	Chassis harness (C-7) *2	U-26	Chassis harness (C-91) *3
U-4	Diode	U-14	Chassis harness (C-6) *2		
U-5	Can junction	U-21	ATM control unit *2		
U-6	Can resistor	U-22	ATM control unit *2		
U-7	Floor upper harness (FU-15)	U-23	ATM control unit *2		
U-8	Floor upper harness (FU-16)	U-24	Chassis harness (C-89)		

*2: ATM only
*3: MTM only



MAIN HARNESS



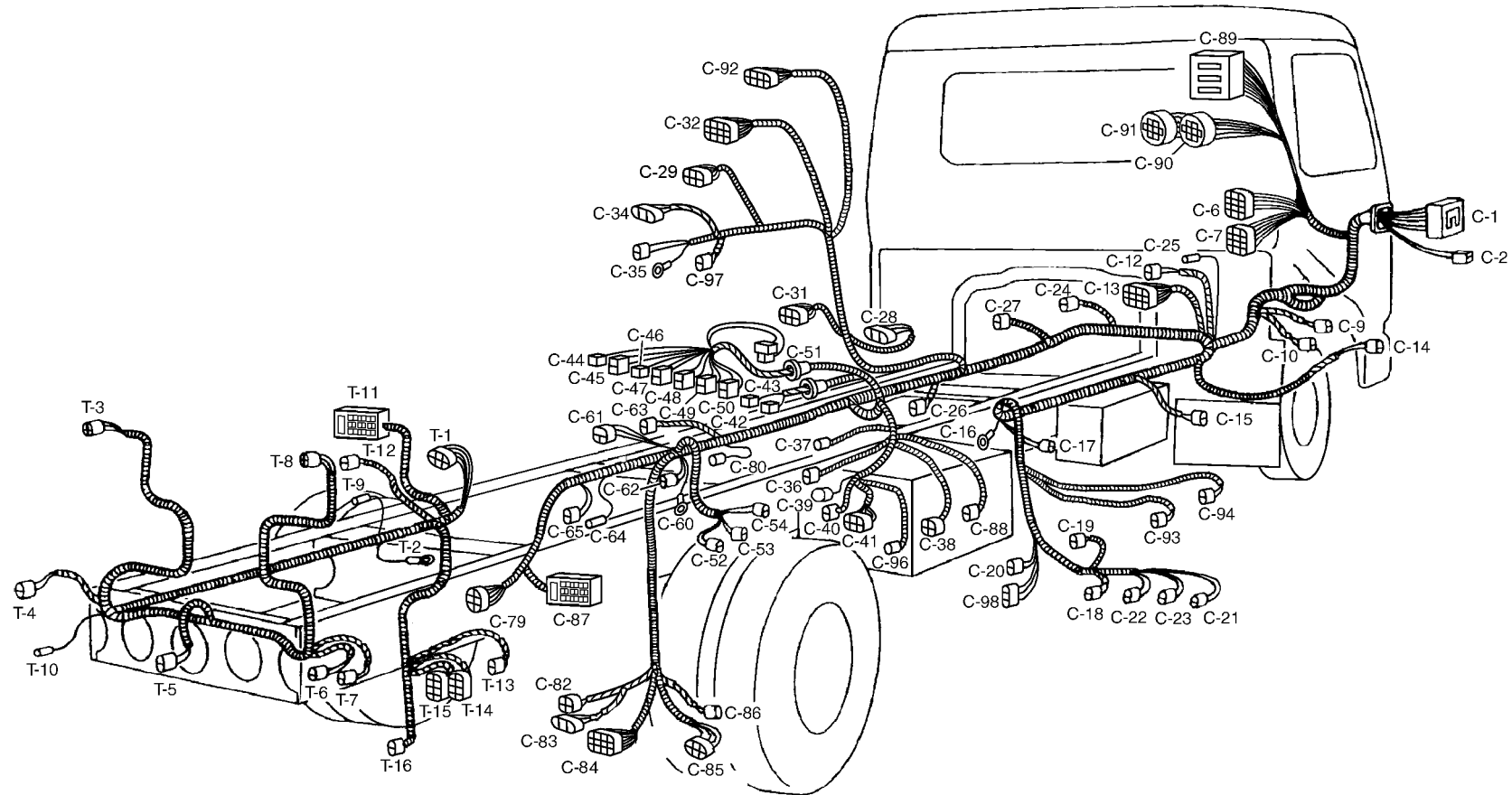
MAIN HARNESS

M-1	Chassis harness (C-1)	M-38	Exhaust brake cut relay	M-75	Meter cluster C
M-2	Chassis harness (C-2)	M-39	Exhaust brake relay	M-76	Speedometer illumination light
M-3	Diode (ABS/ATM)	M-40	DRL relay	M-77	Exhaust brake clutch switch
M-4	Diode	M-41	Fuel filter relay	M-78	Meter cluster D
M-5	Diode	M-42	Transmission PTO relay 2	M-79	Meter cluster E
M-6	Diode	M-43	Accessory relay 1	M-80	PTO clutch switch
M-8	Door harness (DR-1)	M-44	Headlight relay No.3 (LH)	M-81	PTO switch
M-9	Door harness (DR-2)	M-45	Power window relay	M-83	Warning buzzer
M-10	Cab front harness (CF-7)	M-46	Headlight relay No.1 (RH)	M-84	Key-less unit
M-12	Cab front harness (CF-6) *2	M-47	Headlight relay No.2 (RH)	M-86	Cab earth
M-13	Ignition relay	M-48	Headlight relay No.1 (LH)	M-87	Door harness (DL-1)
M-14	Engine coolant level and overheat warning buzzer	M-49	Headlight relay No.2 (LH)	M-88	Door harness (DL-2)
M-15	Flasher unit	M-50	Fuse block	M-89	PC consult
M-16	DRL unit	M-51	Door lock timer	M-90	Body side harness (B-1)
M-17	DRL unit	M-52	Back buzzer	M-91	Oil pressure warning relay
M-18	Intermittent wiper relay	M-53	Fan resistor	M-92	Cruise control switch (Combination switch)
M-19	Accessory relay	M-54	Blower motor	M-93	Cruise control main switch
M-20	ATM diagnosis *2	M-55	Thermostat switch	M-94	Blower motor relay
M-21	Engine diagnosis switch	M-56	Diode	M-96	Horn relay
M-22	Diagnosis switch	M-57	Diode	M-97	Power outlet
M-23	Diagnosis switch (For ABS)	M-58	ABS control unit	M-99	Accessory relay 3
M-25	Junction connector A	M-62	Cigarette lighter	M-100	Mirror heater relay
M-26	Junction connector B	M-63	Heater controller	M-101	DPF indicator unit
M-27	Junction connector B	M-64	Heater controller illumination	M-102	Power outlet
M-29	Junction connector PTO	M-65	Air conditioner switch	M-103	Mirror heater switch
M-30	Compressor relay	M-66	Radio	M-105	Manual forced regeneration switch
M-31	Condenser relay	M-67	Idle adjust knob	M-106	DPF reset
M-32	Clearance identification relay	M-68	Power mode switch		
M-33	Starter sub relay *3	M-69	Ignition switch		
M-34	Transmission PTO relay 1	M-70	Combination switch		
M-35	Warning light check relay	M-71	Floor upper harness (FU-1)		
M-36	Air booster hold relay	M-72	Floor upper harness (FU-2)		
M-37	Tail light relay	M-73	Meter cluster A		
		M-74	Meter cluster B		

*2 : ATM only

*3 : MTM only

CHASSIS AND TAIL HARNESS



WEL152C

CHASSIS AND TAIL HARNESS

C-1	Main harness (M-1)	C-37	Starter relay	C-86	Fluid thermostat switch *2
C-2	Main harness (M-2)	C-38	Accelerator sensor for work	C-87	RR holder (T-11)
C-6	Unit harness (U-14) *2	C-39	Glow relay	C-88	Diode
C-7	Unit harness (U-13) *2	C-40	Glow relay	C-89	Unit harness (U-24)
C-9	Cooler condenser motor	C-41	Air flow sub harness	C-90	Unit harness (U-25) *2
C-10	Cooler pressure switch	C-42	Fusible link (100A)	C-91	Unit harness (U-26) *3
C-12	Engine harness (VNT valve/Engine coolant temperature sensor)	C-43	Fusible link (100A)	C-92	Junction connector
C-13	Engine harness	C-44	Fusible link (50A)	C-93	Exhaust gas temperature sensor 1
C-14	Front turn signal light (RH)	C-45	Fusible link (50A)	C-94	Exhaust gas temperature sensor 2
C-15	Speed sensor FR, RH	C-46	Fusible link (80A)	C-95	Exhaust gas pressure sensor
C-16	Frame earth	C-47	Fusible link (50A)	C-96	Glow relay
C-17	Air dryer	C-48	Fusible link (30A)	C-97	Glow plugs
C-18	Air pressure switch (FR)	C-49	Fusible link (40A)	C-98	Difference pressure sensor
C-19	Exhaust brake magnetic valve	C-50	3P fuse		
C-20	Air pressure switch (RR)	C-51	3P fuse	T-1	Chassis harness (C-79)
C-21	Brake fluid level switch	C-52	Revolution sensor *3	T-2	Frame earth
C-22	Air booster stroke switch No.1	C-53	Transmission neutral switch *3	T-3	Rear combination light (LH)
C-23	Air booster stroke switch No.2	C-54	Back-up light switch *3	T-4	Back-up light (LH)
C-24	Front turn signal light (LH)	C-60	Frame earth	T-5	License plate light
C-25	Horn	C-61	Fuel filter	T-6	Back buzzer
C-26	Speed sensor FR, LH	C-62	Fuel heater	T-7	Back-up light (RH)
C-27	Engine coolant level switch	C-63	Transmission PTO magnetic valve	T-8	Rear combination light (RH)
C-28	Boost pressure sensor	C-64	Marker light	T-9	Marker light
C-29	EGR valve	C-65	Fuel tank unit	T-10	Room light
C-31	Engine sub harness	C-79	Tail harness (T-1)	T-11	RR holder (C-87)
C-32	Centralized injector connector	C-80	Starter (C)	T-12	Speed sensor RR, LH
C-34	G sensor	C-82	Speed sensor *2	T-13	ABS relay
C-35	NE sensor	C-83	Vehicle speed sensor *2	T-14	ABS relay
C-36	Starter relay	C-84	Neutral starting switch *2	T-15	ABS modulator
		C-85	Solenoid & fluid thermostat switch *2	T-16	Speed sensor RR, RH

*2 : ATM only

*3 : MTM only

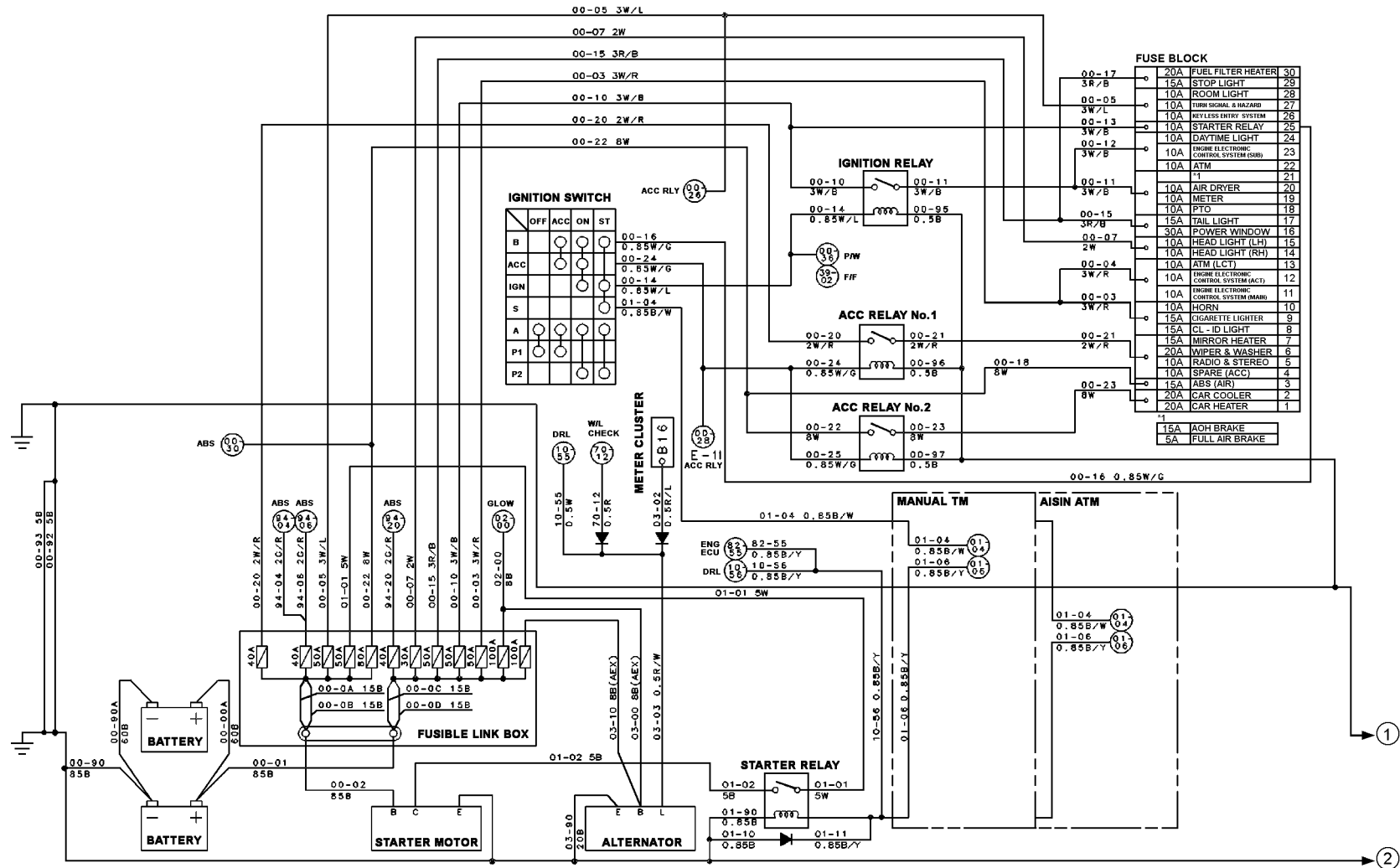
HARNESS CONNECTOR INFORMATION

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.

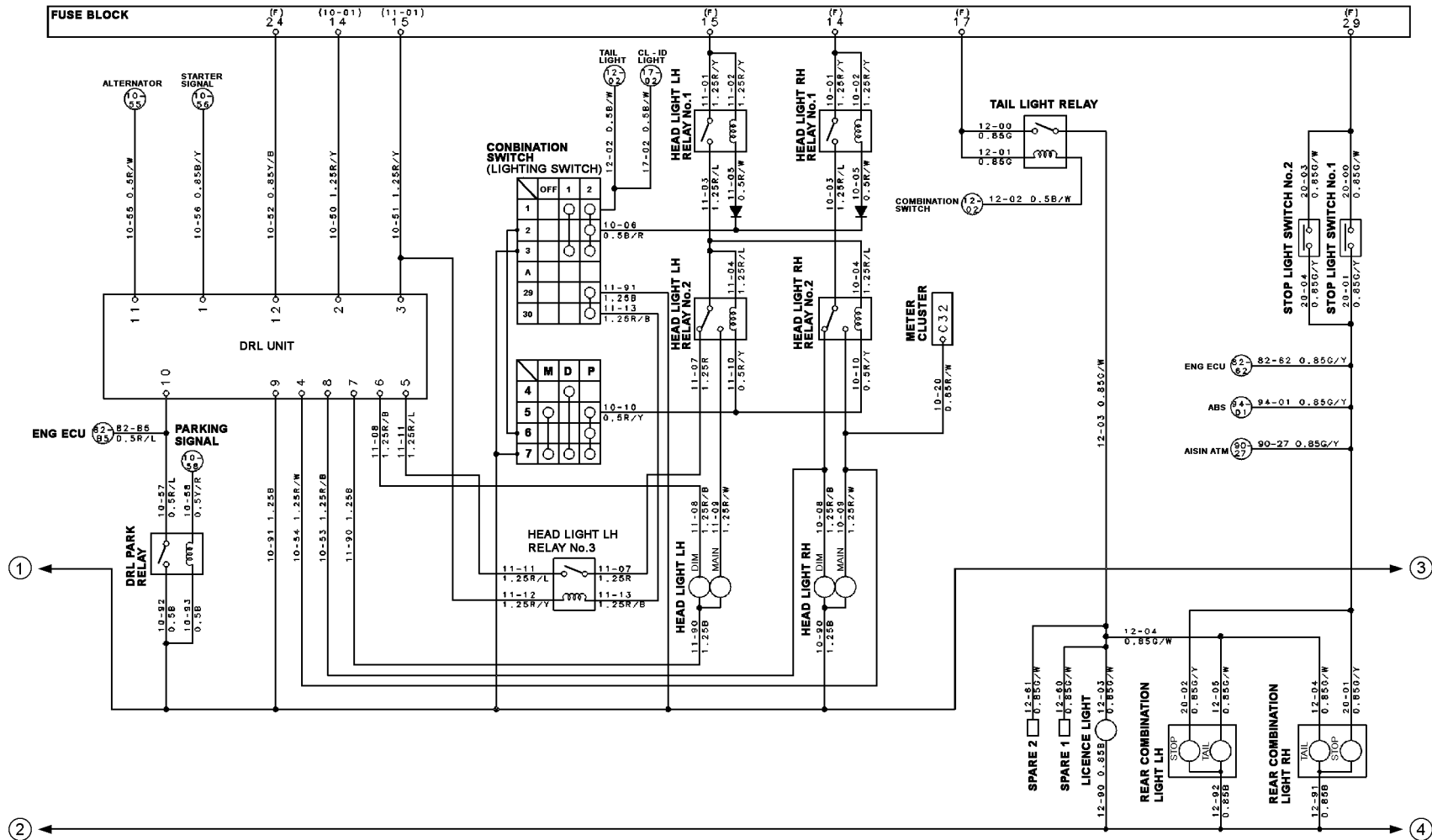
Classification Type		Drawing examples		Actual		Classification Type		Drawing examples		Actual	
		Male	Female	Male	Female			Male	Female	Male	Female
C type	2-pole (W)					W type	4-pole (W)				
	3-pole (W)						2-pole (GY)				
	4-pole (W)					Z type	3-pole (GY)				
	4-pole (BR)						4-pole (GY)				
	8-pole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

CEL6016B

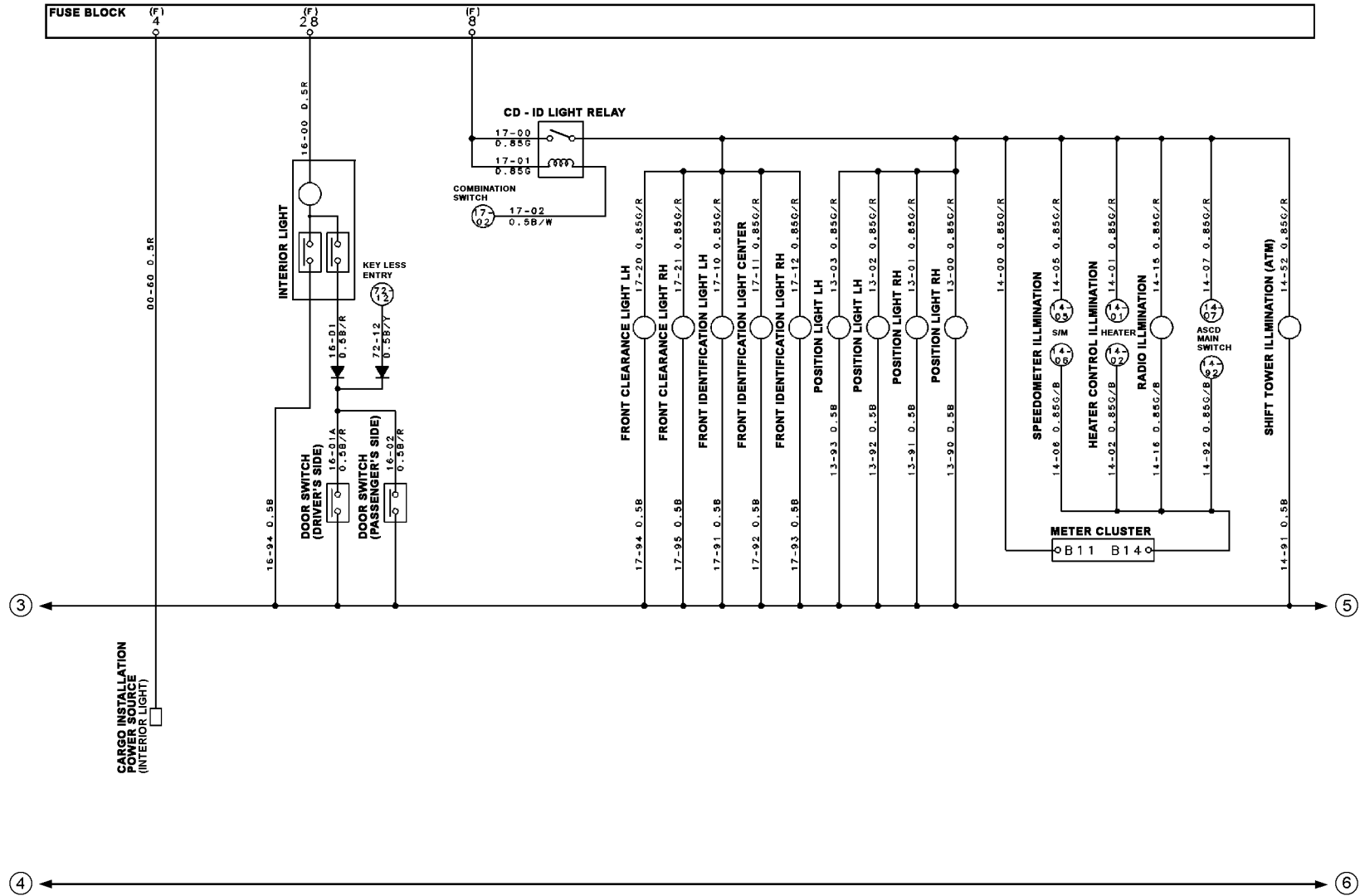
CIRCUIT DIAGRAM



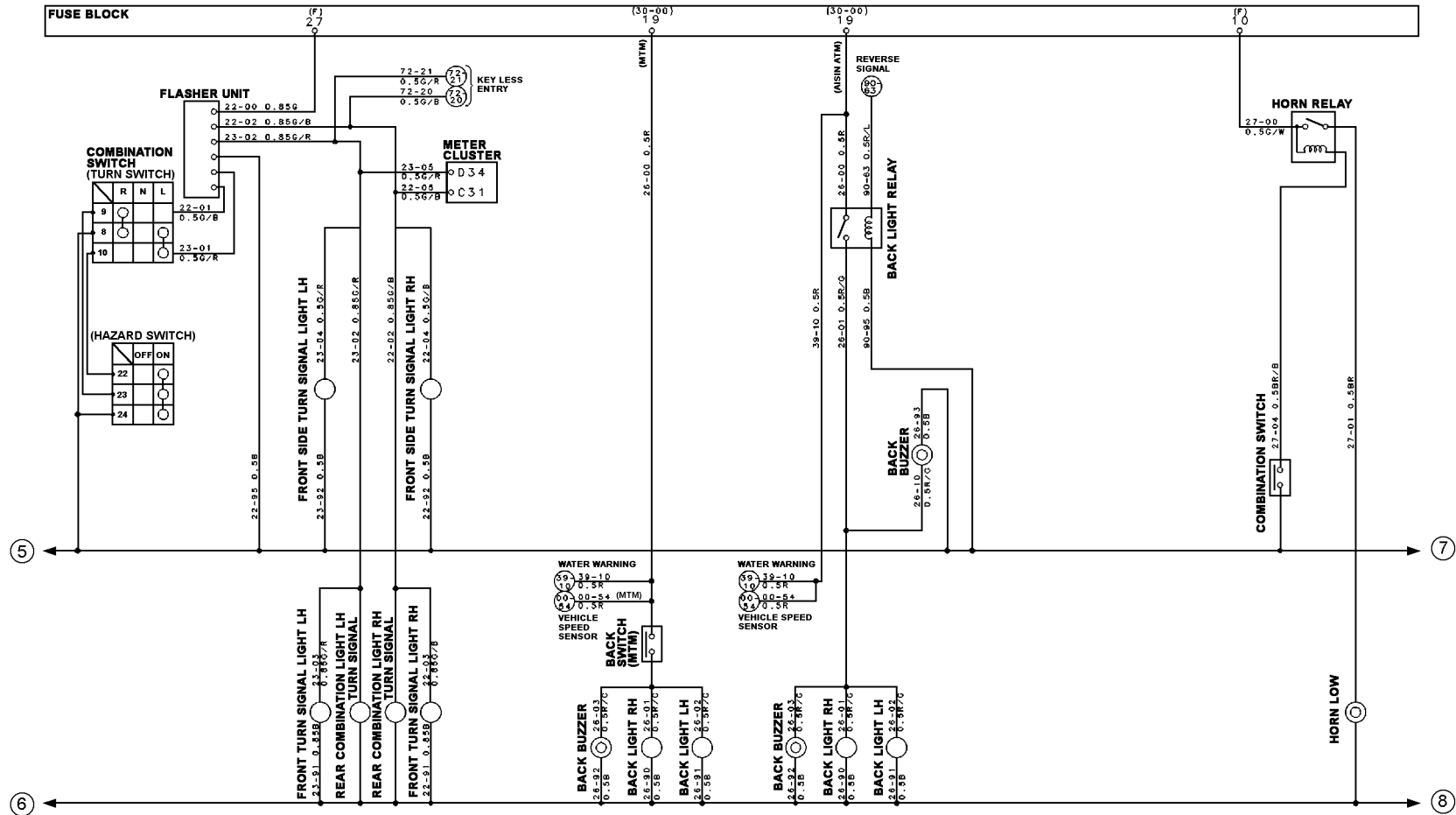
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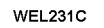


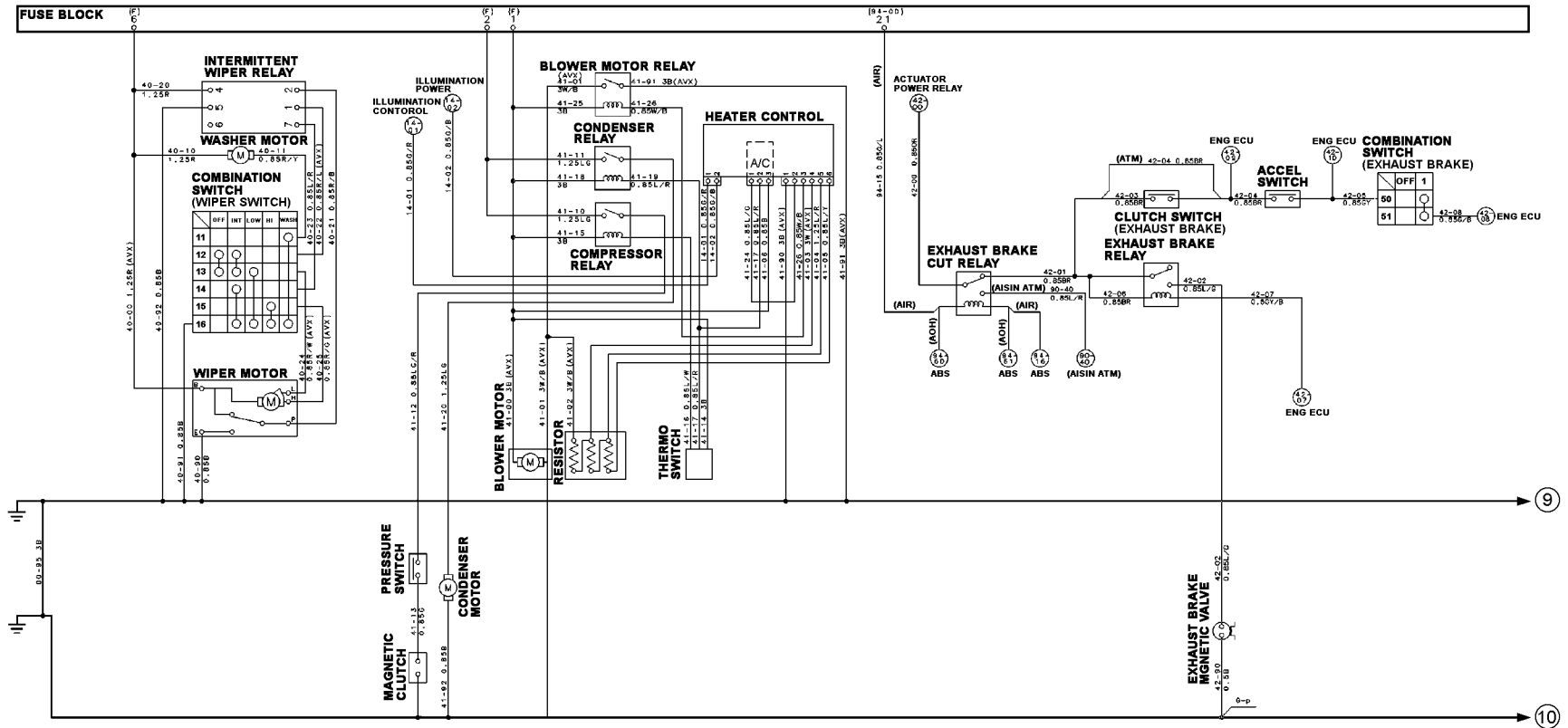
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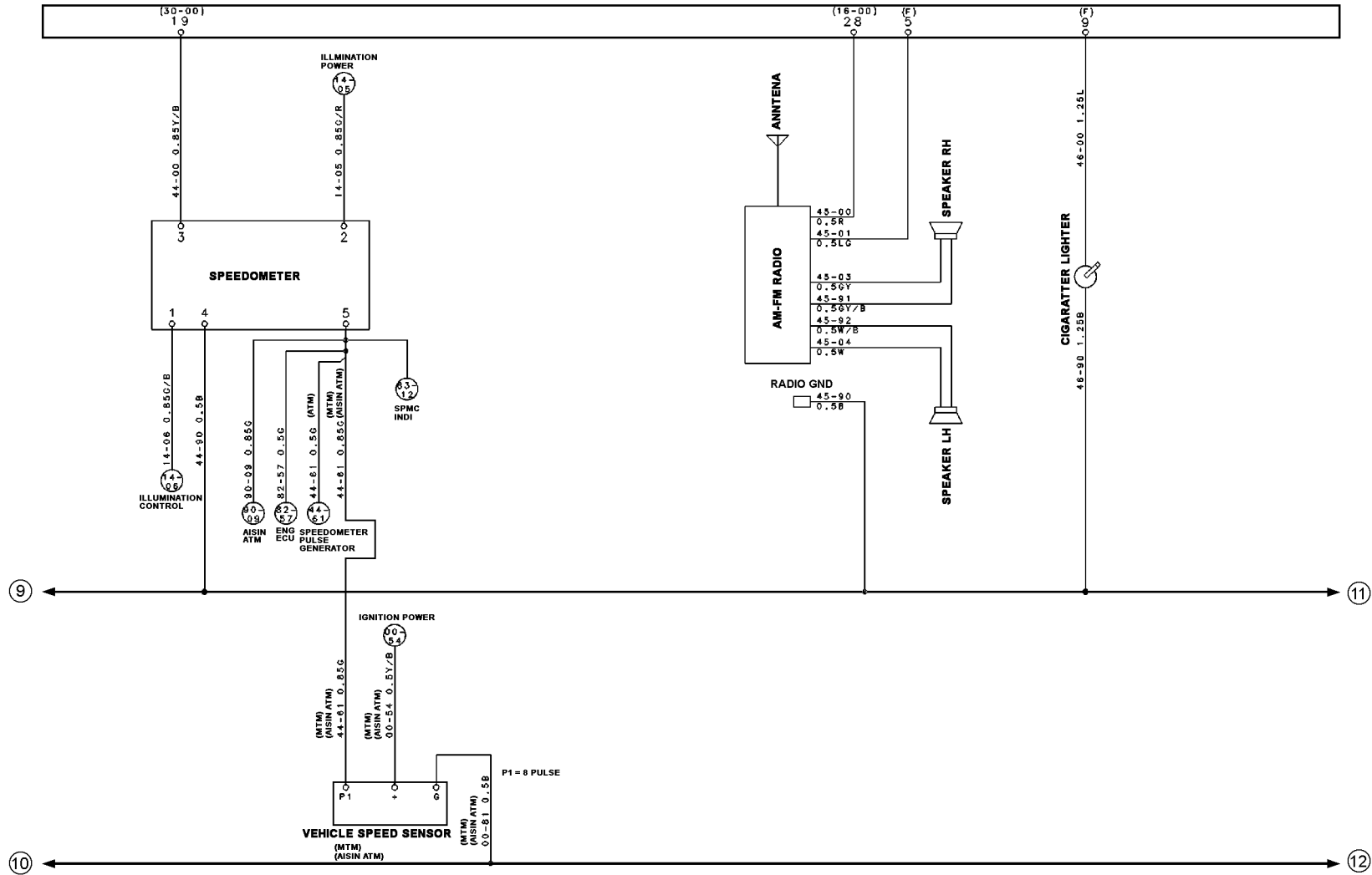


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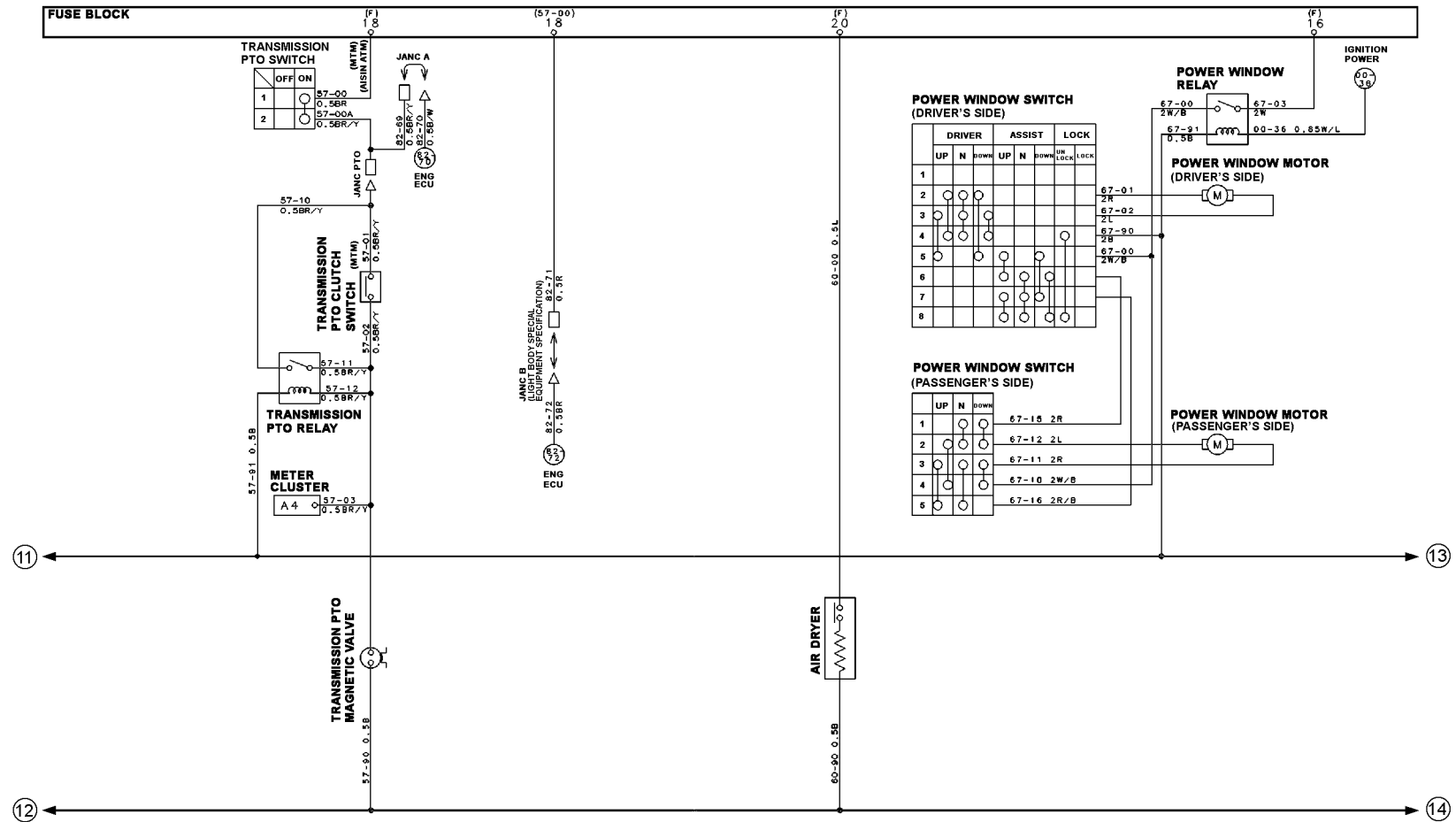


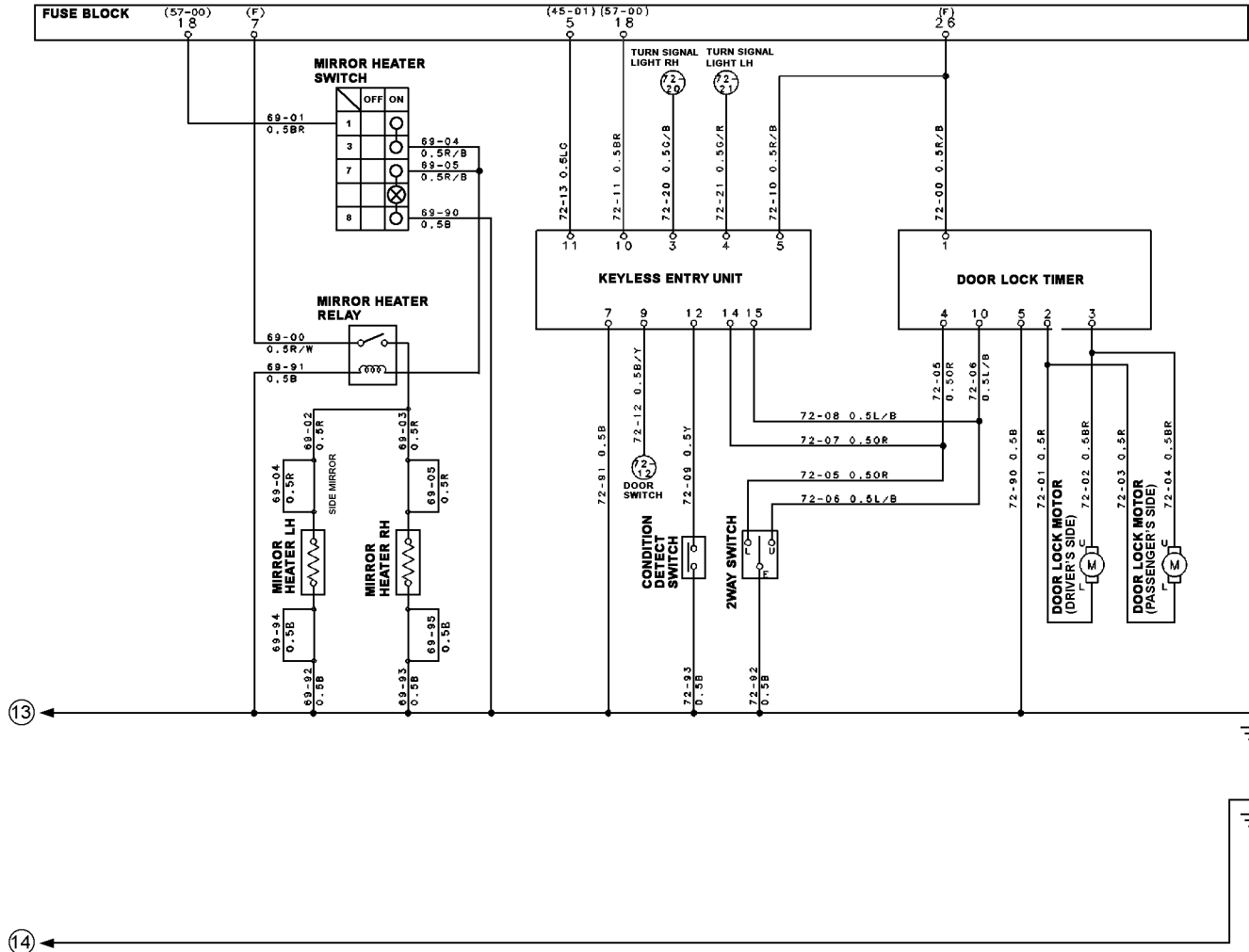


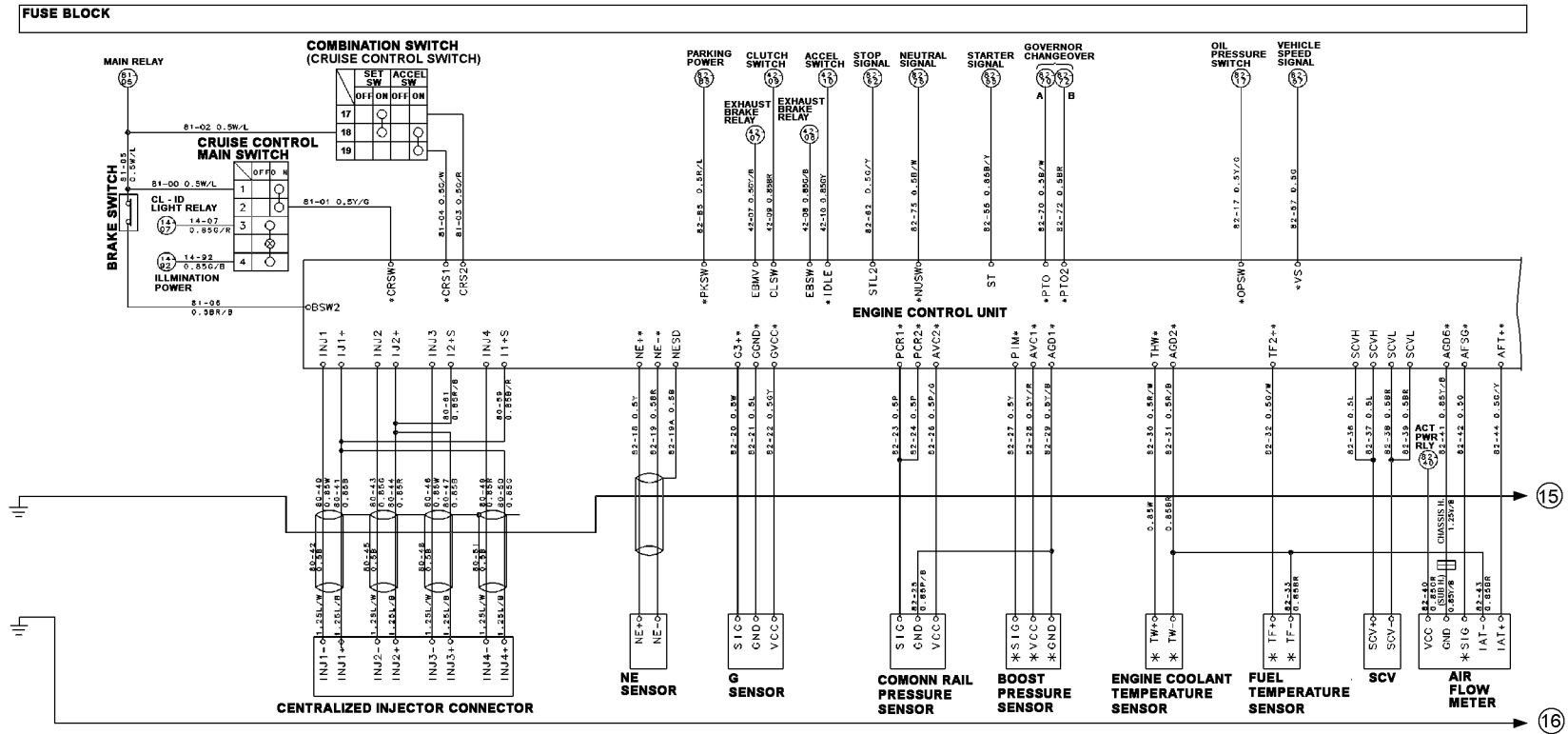


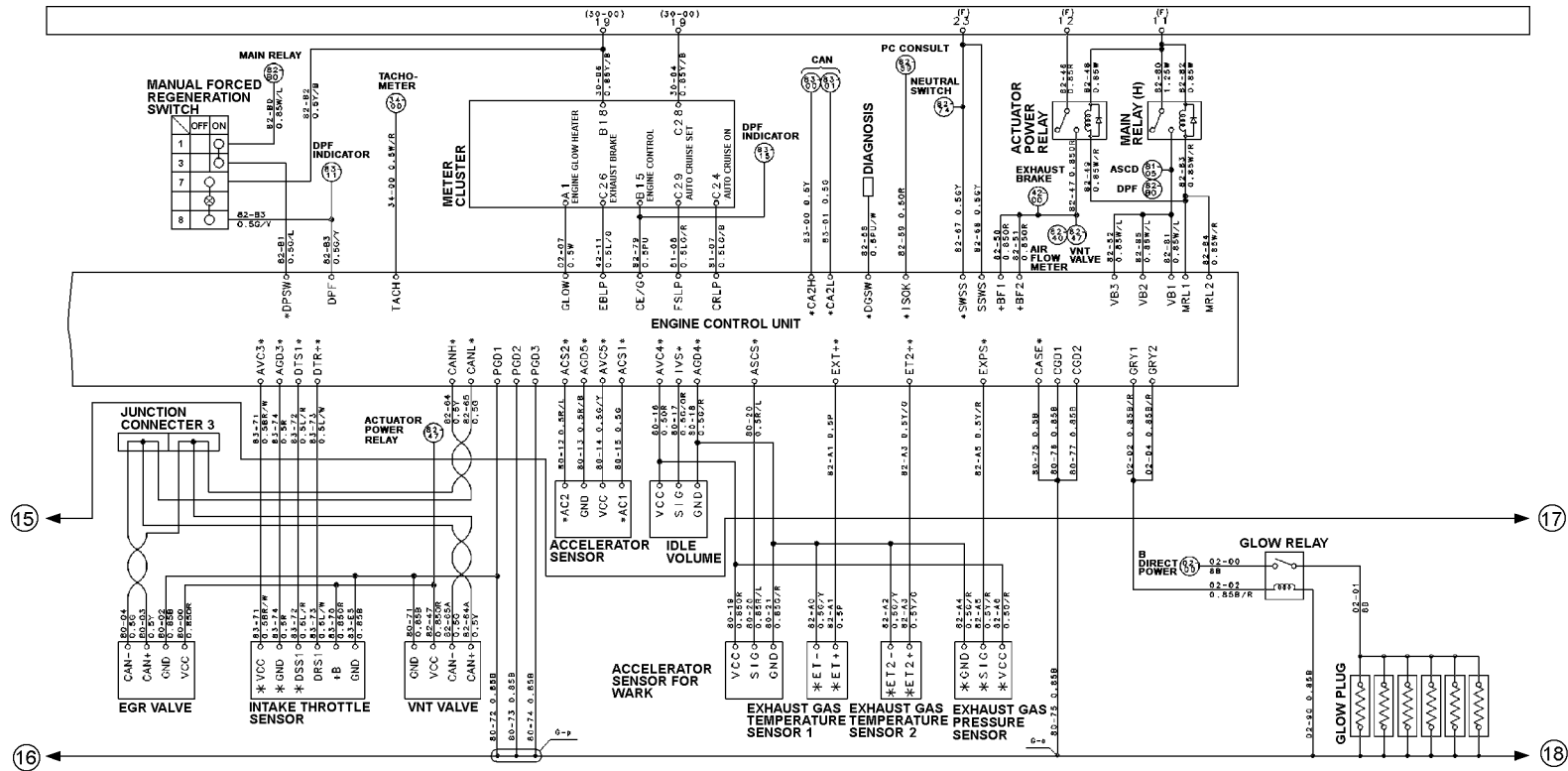


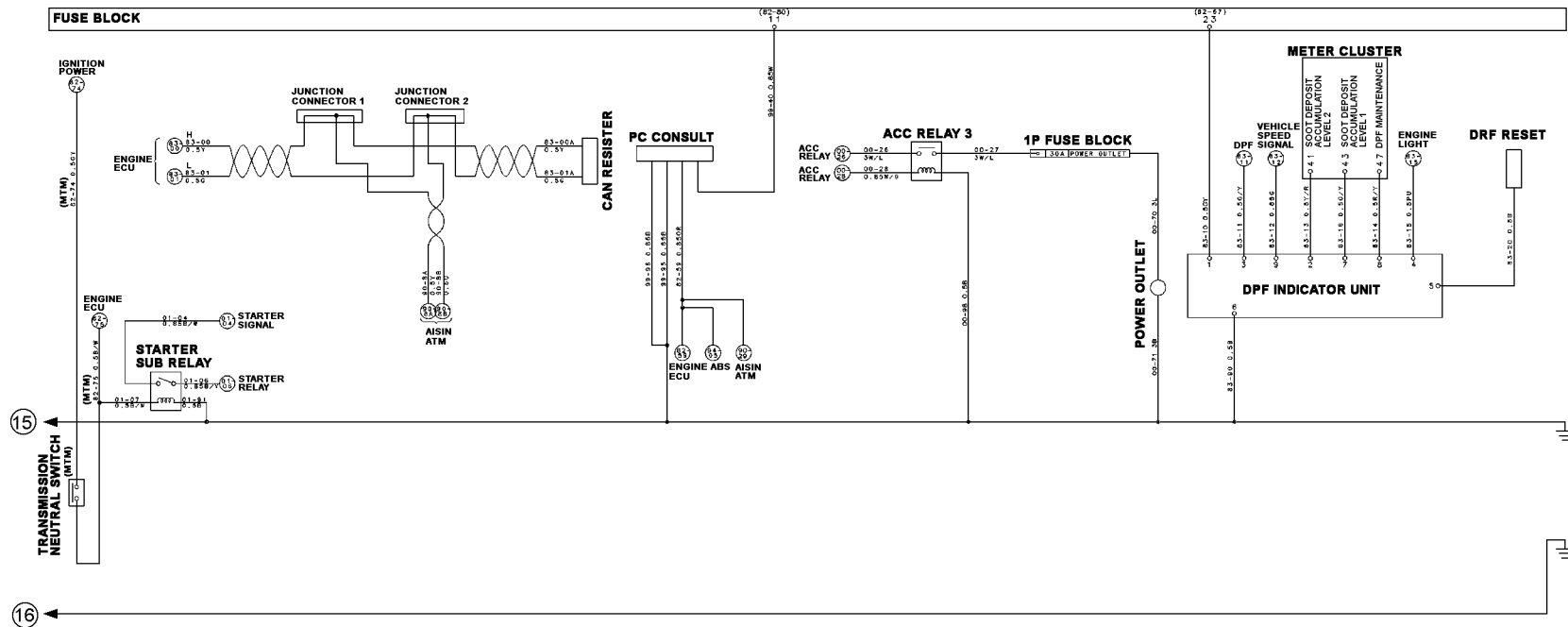
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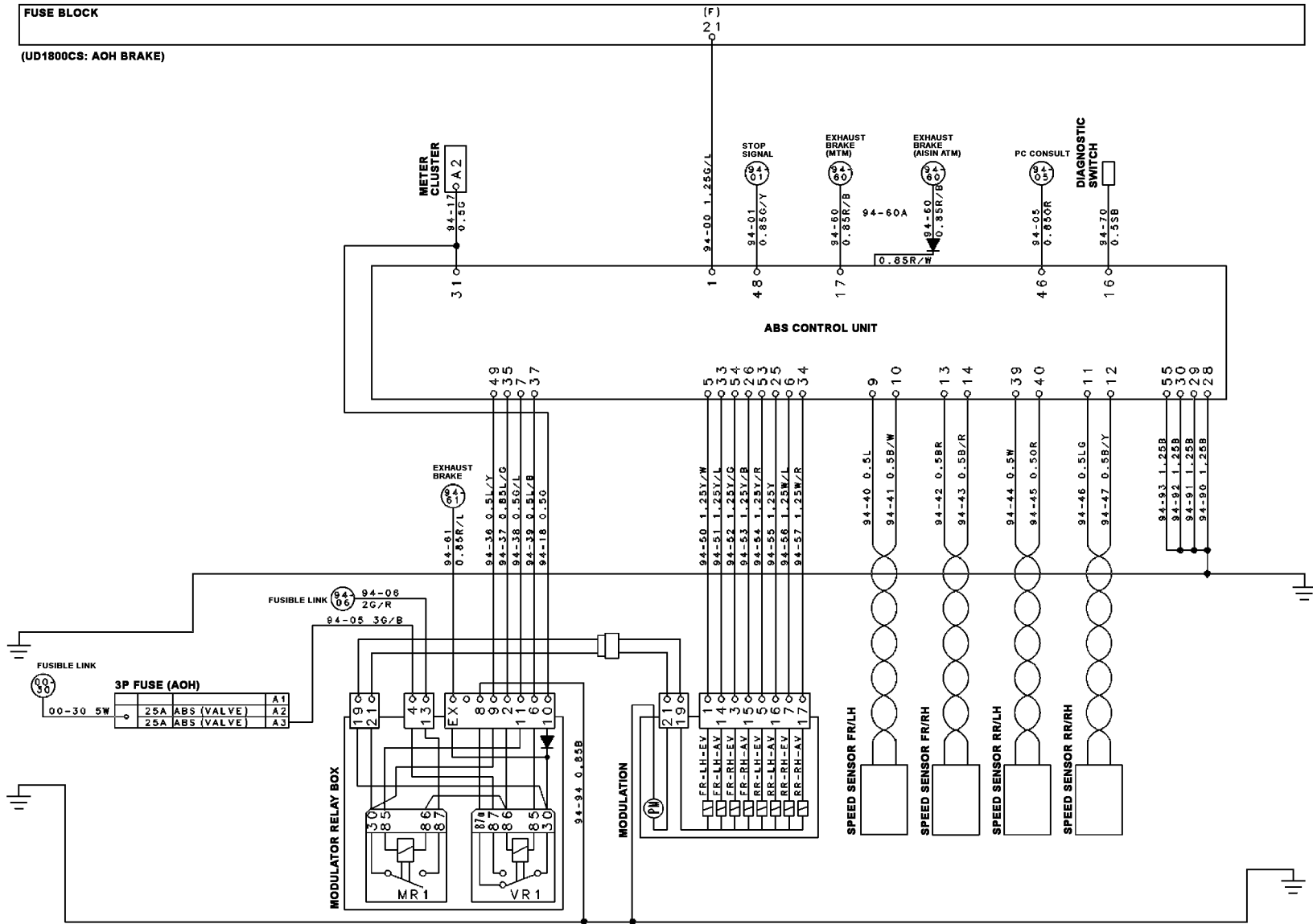


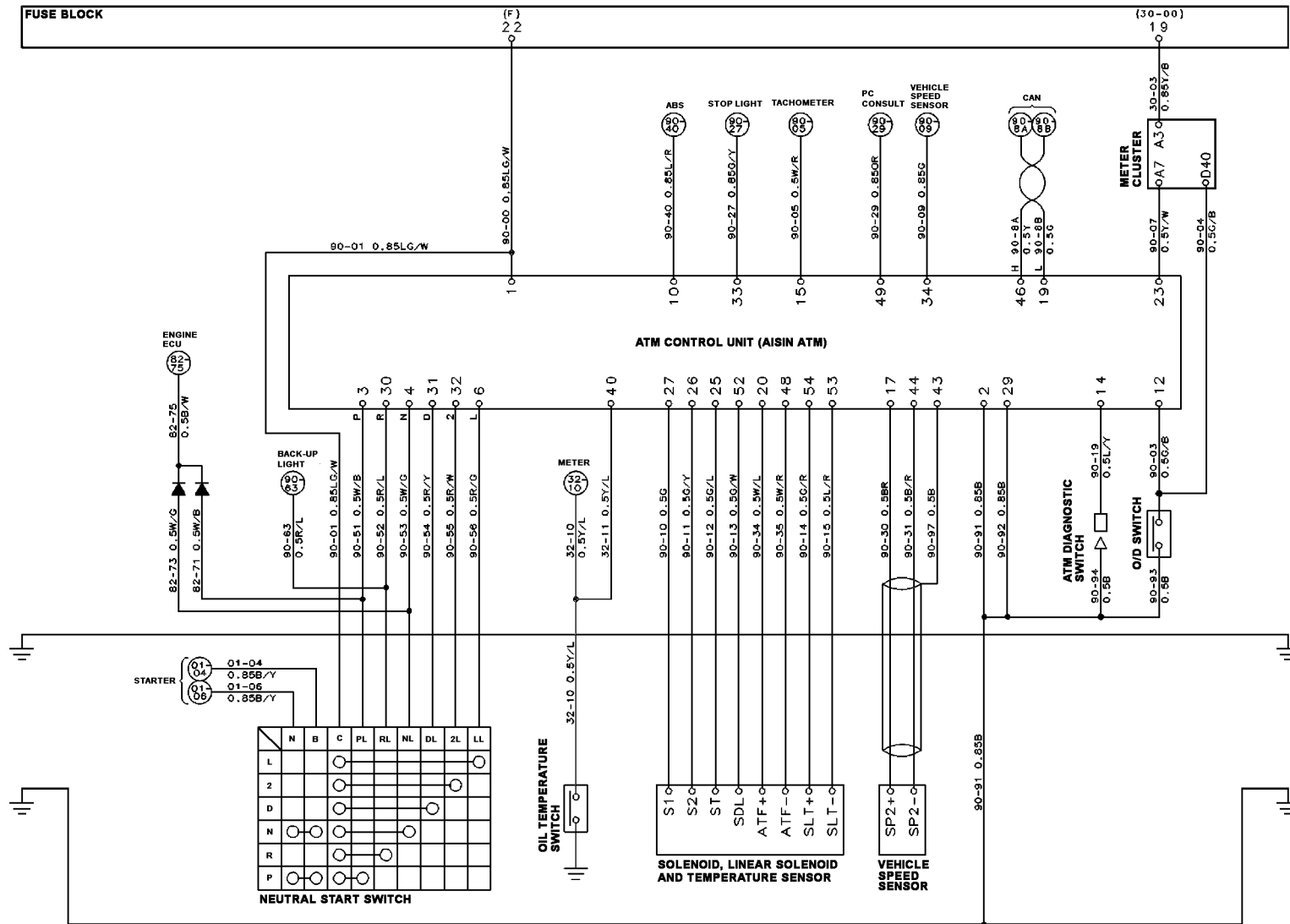




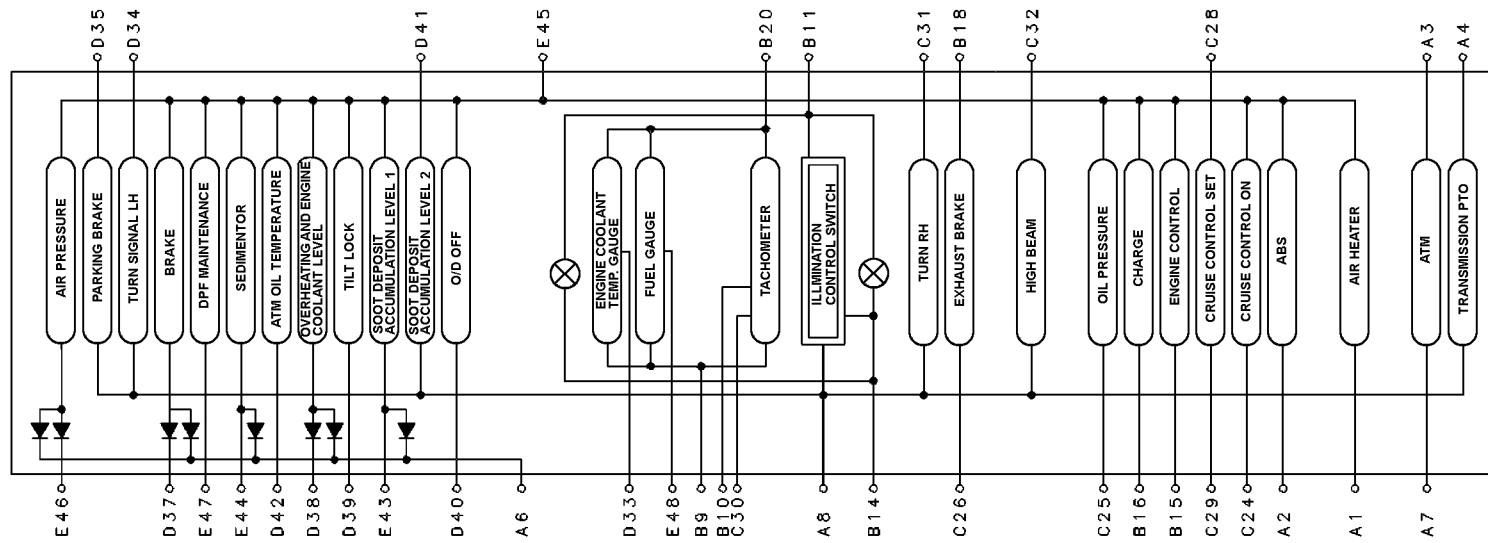


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METER CLUSTER



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WEL173C



2009 MY

BODY BUILDER'S BOOK

UD1800HD/MKA371

UD2000/MKB371

UD2300/LKC371

UD2600/PKA371

UD3300/PKC371

Publication No. BBL3U09E00
0802-26803-S

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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.

Various regulations relating to vehicle performance, equipment, and safety have been issued by the Department of Transportation. These regulations include, but are not limited to the Federal Motor Vehicle Safety Standards and the Federal Motor Carrier Safety Regulations. Other federal, state and local regulations may also apply. Final stage manufacturers and motor carriers are responsible for knowing and complying with all regulations that may apply to the vehicle. A finished vehicle may also require devices that are not specified in the regulations. Body builders, subsequent stage manufacturers and carriers must determine what safety devices are necessary for the safe operation of the vehicle. Nothing in this book should be taken as a representation that all equipment necessary for the safe operation of the vehicle in its intended use 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.

 WARNING

Be sure any modification, alteration, or completion of this chassis-cab includes required safety measures. This incomplete vehicle may be built to many uses, and Nissan Diesel Motor Co., Ltd. cannot anticipate all of them. Always consult safety regulations applying to the complete vehicle, and conform exactly. Below are two types of safety adaptations required under certain circumstances. Other measures may be required depending on the type of body built on the chassis and the uses expected for the final vehicle. Neglecting good safety measures could cause a serious accident.

REAR IMPACT PROTECTION

Section 393.86 of the Federal Motor Carrier Safety Regulations requires certain vehicles to be equipped with rear impact protection guards. Such guards must be installed in accordance with the Federal Motor Carrier Safety Regulations. Make sure you know whether the vehicle requires a rear impact protection guard. If a guard is required, make sure it meets or exceeds all applicable regulations and that it is installed correctly. If the vehicle is to be operated outside the United States, consult the regulations and standards applicable in the countries where the vehicle will be operated.

VISIBILITY DEVICES

Federal Motor Vehicle Safety Standards and Federal Motor Carrier Safety Regulations require certain vehicles to be equipped with retroreflective sheeting or other devices to insure the vehicle is clearly visible. Make sure that you apply visibility devices complying with the regulations and take any other steps necessary to ensure that the vehicle is sufficiently conspicuous at night or in low lighting conditions.

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JAPAN**

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/MKA371		UD2600/PKA371	
UD2000/MKB371		UD2600LP/PKA371	
UD2300DH/LKC371		UD3300/PKC371	
UD2300LP/LKC371			
INCOMPLETE VEHICLE MANUFACTURED BY NISSAN DIESEL MOTOR CO., LTD. 1-1-1, Ageo, Saitama 362, JAPAN			
MONTH YEAR			
VIN			
GVWR		GVWR (FR)	
GVWR (RR)			
LB (kg)			
TRES			
RMS			
PSI (kg/cm ²)			
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.			

WBM741B

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 manufactures 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.

FEDERAL 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

Part 574	TIRE IDENTIFICATION AND RECORD KEEPING
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 System	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.

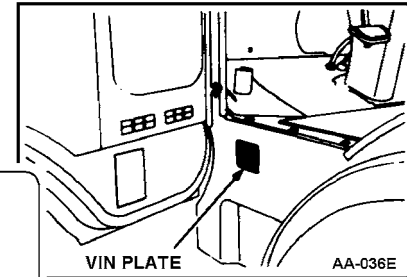
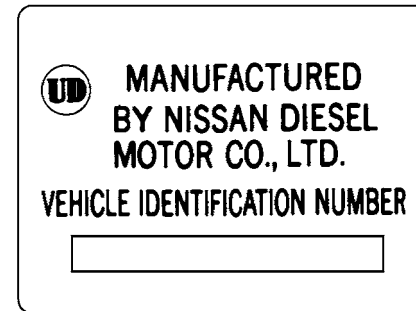
LABEL AND IDENTIFICATION PLATE

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.

LABEL NAME	LOCATION
1. VEHICLE IDENTIFICATION NUMBER PLATE (Required by 49 CFR §565)	On the step (or 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 CONTROL 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)	Inward facing surface of the door next to the driver's seating position

1. Vehicle Identification Number (VIN) Plate

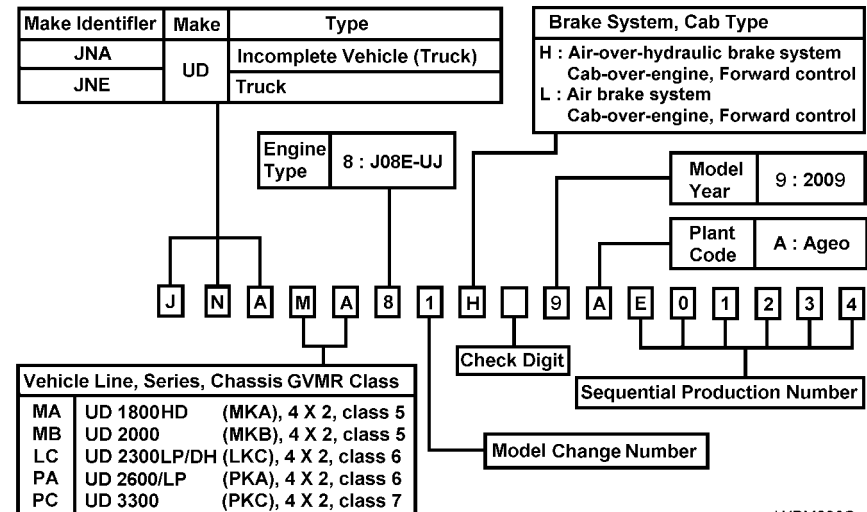
▼ "Sample" VIN Plate



▲ Plate location

WBM272A

<Vehicle Identification Number (VIN) Structure>



WBM096C

2. Vehicle Noise Emission Control Information Label

▼ "Sample" Label

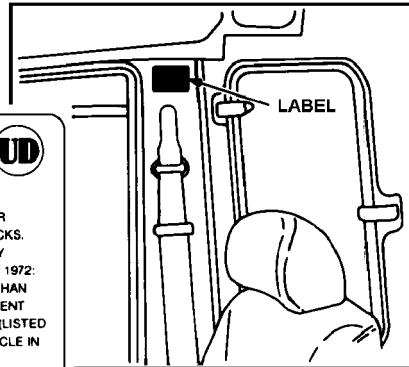
VEHICLE NOISE EMISSION CONTROL INFORMATION
NISSAN DIESEL MOTOR CO., LTD.

THIS VEHICLE CONFORMS TO U. S. EPA REGULATIONS FOR NOISE EMISSION APPLICABLE TO MEDIUM 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.

2007	JAN	FEB	MAR	APR	MAY	JUN
2008	JUL	AUG	SEP	OCT	NOV	DEC



▲ Label location

WBM673B

4. Chassis-Cab Manufacturer's Certification Label

▼ "Sample" Label

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

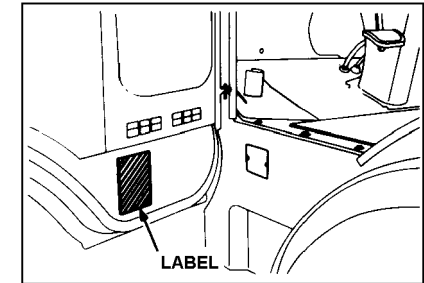
THIS CHASSIS-CAB CONFORMS TO FEDERAL MOTOR VEHICLE SAFETY STANDARD NOS. 101, 102, 103, 104, 106, 107, 111, 115, 116, 119, 124, 205, 206, 207, 208, 209, 210, AND 302.

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.

2007	JAN	FEB	MAR	APR	MAY	JUN
2008	JUL	AUG	SEP	OCT	NOV	DEC

MADE IN JAPAN

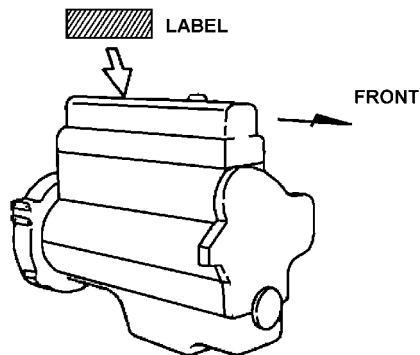


▲ Label location

WBM674B

3. Vehicle Emission Control Information Label

Label location



WBM766A

B : CHASSIS-CAB DATA

CHASSIS-CAB DATA CHART

CHASSIS-CAB DATA	PAGE NO.
CHASSIS-CAB DIMENSIONS AND MASSES	B2~B11
CHASSIS DIAGRAM FRONT AND REAR VIEW	B12~B13
CHASSIS DIAGRAM PLAN AND SIDE VIEW	B14~B46
REAR-OF-CAB DATA	B47
AXLE AND WHEEL DATA	B48~B50
CAB DATA	B51
FRAME DATA	B52~B67
SIDE RAIL DATA	B68~B76
BATTERY BOX DATA	B77
BRAKE POWER UNIT AND AIR RESERVOIR DATA	B78~B80
WHEEL PARKING BRAKE DATA	B81~B84
EXHAUST PIPE AND MUFFLER DATA	B85~B89
FUEL TANK DATA	B90~B95
TRANSMISSION P.T.O. AND ENGINE REAR P.T.O. DATA	B96
TRANSMISSION P.T.O OPENING DATA	B97
SPRING DATA	B98~B102
PROPELLER SHAFT DATA	B103~B121
RECOMMENDED POSITION USED FOR NO.1 U-BOLTS WHICH CONNECT EQUIPMENT AND FRAME	B122~B123

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/cm²)

TORQUE

1 newton-meter (N•m) =

0.7376 foot-pound (ft•lbf) =

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		99.02 (2,515)	99.02 (2,515)	99.02 (2,515)	99.02 (2,515)	99.02 (2,515)
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	4,930 (2,235)	4,975 (2,255)	5,005 (2,270)	5,030 (2,280)	5,115 (2,320)
	REAR	2,395 (1,085)	2,430 (1,100)	2,450 (1,110)	2,485 (1,125)	2,550 (1,155)
	TOTAL	7,325 (3,320)	7,405 (3,355)	7,455 (3,380)	7,515 (3,405)	7,665 (3,475)
CENTER OF GRAVITY Unit: inch (mm)						
CHASSIS-CAB	V	26.57 (675)	26.57 (675)	26.57 (675)	26.57 (675)	26.57 (675)
	H	48.82 (1,240)	54.72 (1,390)	58.66 (1,490)	62.99 (1,600)	72.05 (1,830)
	FEH	36.02 (915)	35.83 (910)	36.02 (915)	36.02 (915)	36.02 (915)
UNSPRUNG MASS Unit: lb. (kg)						
	FRONT	794 (360)				
	REAR	1,455 (660)				
GVMR & GAMR Unit: lb. (kg)						
GVMR		17,995 (8,160)				
GAMR	FRONT	7,275 (3,300)				
	REAR	13,000 (5,900)				
PERMISSIBLE LOAD Unit: lb. (kg)						
FRONT TIRE		3,640 (1,650) x 2				
REAR TIRE		3,420 (1,550) x 4				

NOTE: STANDARD SPECIFICATION WITH 225/70R 19.5 (F) TIRES

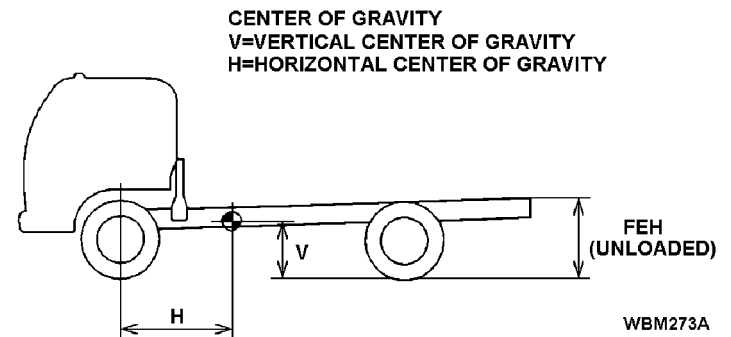
ADDITIONAL MASSES FOR OPTIONAL PARTS

(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.



WBM273A

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		99.41 (2,525)	99.41 (2,525)	99.41 (2,525)	99.41 (2,525)	99.21 (2,520)
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	4,930 (2,235)	4,975 (2,255)	5,005 (2,270)	5,030 (2,280)	5,115 (2,320)
	REAR	2,395 (1,085)	2,430 (1,100)	2,450 (1,110)	2,485 (1,125)	2,550 (1,155)
	TOTAL	7,325 (3,320)	7,405 (3,355)	7,455 (3,380)	7,515 (3,405)	7,665 (3,475)
CENTER OF GRAVITY Unit: inch (mm)						
CHASSIS-CAB	V	26.97 (685)	26.97 (685)	26.97 (685)	26.97 (685)	26.77 (680)
	H	48.82 (1,240)	54.72 (1,390)	58.66 (1,490)	62.99 (1,600)	72.05 (1,830)
	FEH	35.83 (910)	35.63 (905)	35.83 (910)	35.83 (910)	36.02 (915)
UNSPRUNG MASS Unit: lb. (kg)						
	FRONT	794 (360)				
	REAR	1,455 (660)				
GVMR & GAMR Unit: lb. (kg)						
GVMR		19,500 (8,845)				
GAMR	FRONT	7,275 (3,300)				
	REAR	13,000 (5,900)				
PERMISSIBLE LOAD Unit: lb. (kg)						
FRONT TIRE		3,640 (1,650) x 2				
REAR TIRE		3,420 (1,550) x 4				

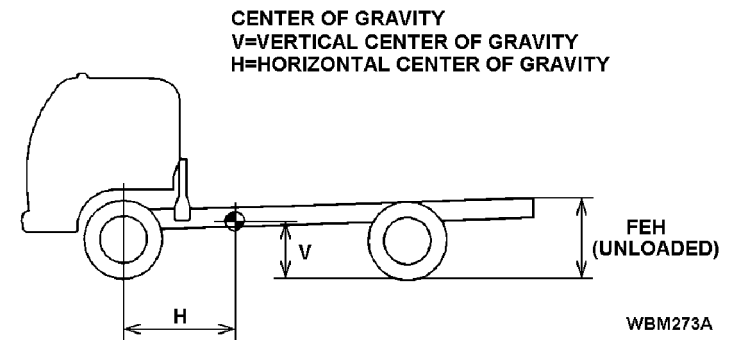
NOTE: STANDARD SPECIFICATION WITH 225/70R 19.5 (F) TIRES

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		100.20 (2,545)	100.20 (2,545)	100.20 (2,545)	100.00 (2,540)	100.00 (2,540)
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	5,170 (2,345)	5,180 (2,350)	5,235 (2,375)	5,305 (2,405)	5,380 (2,440)
	REAR	2,490 (1,130)	2,545 (1,155)	2,555 (1,160)	2,565 (1,165)	2,690 (1,220)
	TOTAL	7,660 (3,475)	7,725 (3,505)	7,790 (3,535)	7,870 (3,570)	8,070 (3,660)
CENTER OF GRAVITY Unit: inch (mm)						
CHASSIS-CAB	V	27.95 (710)	27.95 (710)	27.95 (710)	27.95 (710)	27.95 (710)
	H	48.03 (1,220)	54.53 (1,385)	58.27 (1,480)	61.81 (1,570)	71.85 (1,825)
	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

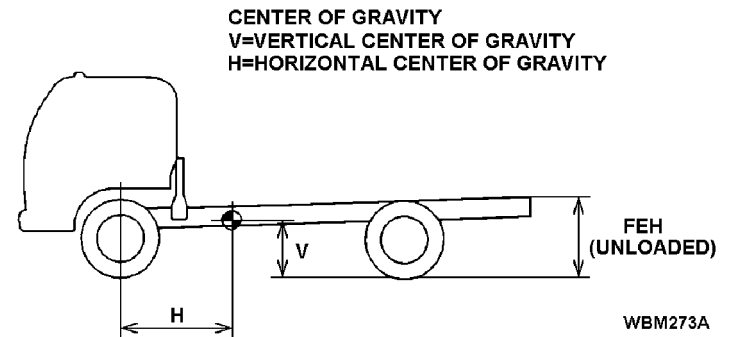
ADDITIONAL MASSES FOR OPTIONAL PARTS

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

Unit: lb. (kg)

PARTSASSEMBLYNAME	FRONT	REAR	TOTAL
2200 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.



WBM273A

*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		104.33 (2,650)	104.33 (2,650)	104.13 (2,645)	104.13 (2,645)	104.13 (2,645)
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	5,245 (2,380)	5,270 (2,390)	5,335 (2,420)	5,400 (2,450)	5,490 (2,490)
	REAR	2,790 (1,265)	2,830 (1,285)	2,830 (1,285)	2,845 (1,290)	2,955 (1,340)
	TOTAL	8,035 (3,645)	8,100 (3,675)	8,165 (3,705)	8,245 (3,740)	8,445 (3,830)
CENTER OF GRAVITY Unit: inch (mm)						
CHASSIS-CAB	V	30.31 (770)	30.31 (770)	30.31 (770)	30.31 (770)	30.31 (770)
	H	51.18 (1,300)	57.87 (1,470)	61.42 (1,560)	65.16 (1,655)	75.39 (1,915)
	FEH	40.55 (1,030)	40.35 (1,025)	40.55 (1,030)	40.55 (1,030)	40.55 (1,030)
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

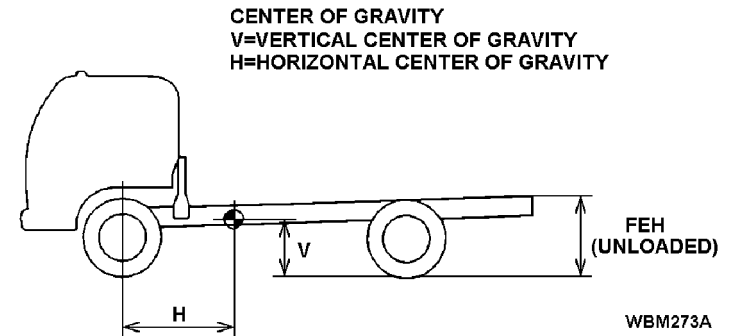
ADDITIONAL MASSES FOR OPTIONAL PARTS

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

Unit: lb. (kg)

PARTS ASSEMBLY NAME	FRONT	REAR	TOTAL
2200 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 (LEAF SUSPENSION)

MODEL		UD2600E	UD2600H	UD2600K	UD2600M	UD2600N	UD2600R	UD2600S
DIMENSIONS Unit: inch (mm)								
WHEELBASE		150.39 (3,820)	177.17 (4,500)	192.91 (4,900)	208.66 (5,300)	222.44 (5,650)	238.19 (6,050)	253.94 (6,450)
OVERALL LENGTH		245.67 (6,240)	300.39 (7,630)	320.28 (8,135)	347.64 (8,830)	375.20 (9,530)	398.82 (10,130)	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)	95.08 (2,415)
OVERALL HEIGHT		105.31 (2,675)	105.12 (2,670)	105.12 (2,670)	105.12 (2,670)	105.12 (2,670)	105.12 (2,670)	105.12 (2,670)
CAB TO REAR AXLE CENTER		118.27 (3,004)	145.04 (3,684)	160.79 (4,084)	176.54 (4,484)	190.31 (4,834)	206.06 (5,234)	221.81 (5,634)
MASSES Unit: lb. (kg)								
CHASSIS-CAB	FRONT	5,855 (2,655)	5,990 (2,715)	6,075 (2,755)	6,120 (2,775)	6,185 (2,805)	6,165 (2,795)	6,210 (2,815)
	REAR	3,675 (1,665)	3,630 (1,645)	3,650 (1,655)	3,715 (1,685)	3,785 (1,715)	3,815 (1,730)	3,840 (1,740)
	TOTAL	9,530 (4,320)	9,620 (4,360)	9,725 (4,410)	9,835 (4,460)	9,970 (4,520)	9,980 (4,525)	10,050 (4,555)
CENTER OF GRAVITY Unit: inch (mm)								
CHASSIS-CAB	V	30.91 (785)	30.71 (780)	30.71 (780)	30.71 (780)	30.71 (780)	30.71 (780)	30.71 (780)
	H	58.27 (1,480)	66.93 (1,700)	72.44 (1,840)	79.13 (2,010)	84.65 (2,150)	91.34 (2,320)	97.24 (2,470)
	FEH	42.52 (1,080)	43.11 (1,095)	43.11 (1,095)	43.31 (1,100)	43.31 (1,100)	43.11 (1,095)	43.11 (1,095)
UNSPRUNG MASS Unit: lb. (kg)								
	FRONT	1,500 (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		6,175 (2,800) x 2						
REAR TIRE		5,840 (2,650) x 4						

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

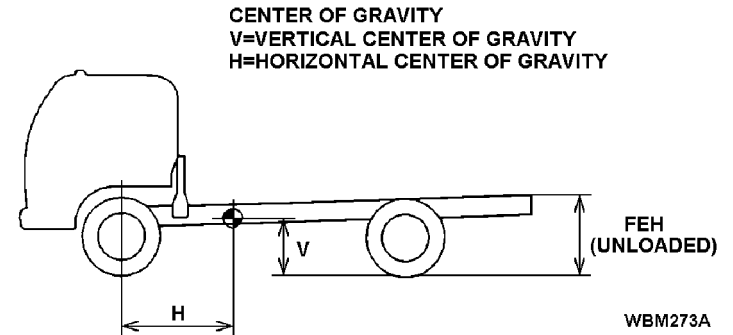
ADDITIONAL MASSES FOR OPTIONAL PARTS

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

Unit: lb. (kg)

PARTS ASSEMBLY NAME	FRONT	REAR	TOTAL
2200 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 UD2600H.



UD2600 SERIES (AIR SUSPENSION)

MODEL		UD2600H	UD2600K	UD2600M	UD2600N	UD2600R	UD2600S
DIMENSIONS Unit: inch (mm)							
WHEELBASE		177.17 (4,500)	192.91 (4,900)	208.66 (5,300)	222.44 (5,650)	238.19 (6,050)	253.94 (6,450)
OVERALL LENGTH		300.39 (7,630)	320.28 (8,135)	347.64 (8,830)	375.20 (9,530)	398.82 (10,130)	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		105.12 (2,670)	105.12 (2,670)	105.12 (2,670)	105.12 (2,670)	105.12 (2,670)	105.12 (2,670)
CAB TO REAR AXLE CENTER		145.04 (3,684)	160.79 (4,084)	176.54 (4,484)	190.31 (4,834)	206.06 (5,234)	221.81 (5,634)
MASSES Unit: lb. (kg)							
CHASSIS-CAB	FRONT	5,990 (2,715)	6,075 (2,755)	6,120 (2,775)	6,185 (2,805)	6,165 (2,795)	6,210 (2,815)
	REAR	3,605 (1,635)	3,630 (1,645)	3,695 (1,675)	3,760 (1,705)	3,795 (1,720)	3,815 (1,730)
	TOTAL	9,595 (4,350)	9,705 (4,400)	9,815 (4,450)	9,945 (4,510)	9,960 (4,515)	10,025 (4,545)
CENTER OF GRAVITY Unit: inch (mm)							
CHASSIS-CAB	V	30.71 (780)	30.71 (780)	30.71 (780)	30.71 (780)	30.71 (780)	30.71 (780)
	H	66.93 (1,700)	72.44 (1,840)	78.74 (2,000)	84.25 (2,140)	90.94 (2,310)	96.85 (2,460)
	FEH	41.73 (1,060)	41.73 (1,060)	41.73 (1,060)	41.93 (1,065)	41.93 (1,065)	41.93 (1,065)
UNSPRUNG MASS Unit: lb. (kg)							
	FRONT	1,500 (680)					
	REAR	2,140 (970)					
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		6,175 (2,800) x 2					
REAR TIRE		5,840 (2,650) x 4					

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

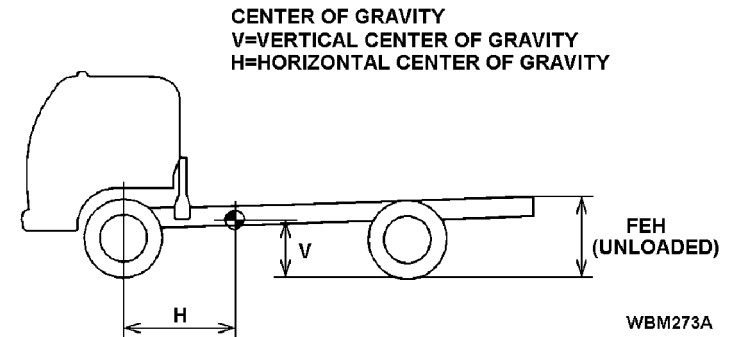
ADDITIONAL MASSES FOR OPTIONAL PARTS

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

Unit: lb. (kg)

PARTS ASSEMBLY NAME	FRONT	REAR	TOTAL
2200 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 UD2600H.



*UD2600LP SERIES (LEAF SUSPENSION)

MODEL		UD2600E	UD2600H	UD2600K	UD2600M	UD2600N	UD2600R	UD2600S
DIMENSIONS Unit: inch (mm)								
WHEELBASE		150.39 (3,820)	177.17 (4,500)	192.91 (4,900)	208.66 (5,300)	222.44 (5,650)	238.19 (6,050)	253.94 (6,450)
OVERALL LENGTH		245.67 (6,240)	300.39 (7,630)	320.28 (8,135)	347.64 (8,830)	375.20 (9,530)	398.82 (10,130)	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)	95.08 (2,415)
OVERALL HEIGHT		102.95 (2,615)	102.76 (2,610)	102.76 (2,610)	102.76 (2,610)	102.76 (2,610)	102.76 (2,610)	102.76 (2,610)
CAB TO REAR AXLE CENTER		118.27 (3,004)	145.04 (3,684)	160.79 (4,084)	176.54 (4,484)	190.31 (4,834)	206.06 (5,234)	221.81 (5,634)
MASSES Unit: lb. (kg)								
CHASSIS-CAB	FRONT	5,790 (2,625)	5,920 (2,685)	6,010 (2,725)	6,055 (2,745)	6,120 (2,775)	6,100 (2,765)	6,140 (2,785)
	REAR	3,605 (1,635)	3,565 (1,615)	3,585 (1,625)	3,650 (1,655)	3,715 (1,685)	3,750 (1,700)	3,770 (1,710)
	TOTAL	9,395 (4,260)	9,485 (4,300)	9,595 (4,350)	9,705 (4,400)	9,835 (4,460)	9,850 (4,465)	9,910 (4,495)
CENTER OF GRAVITY Unit: inch (mm)								
CHASSIS-CAB	V	28.94 (735)	28.74 (730)	28.74 (730)	28.74 (730)	28.74 (730)	28.74 (730)	28.74 (730)
	H	57.87 (1,470)	66.93 (1,700)	72.44 (1,840)	78.74 (2,000)	84.25 (2,140)	90.94 (2,310)	96.85 (2,460)
	FEH	38.78 (985)	39.37 (1,000)	39.37 (1,000)	39.37 (1,000)	39.57 (1,005)	39.57 (1,005)	39.57 (1,005)
UNSPRUNG MASS Unit: lb. (kg)								
	FRONT	1,425 (645)						
	REAR	2,120 (960)						
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		5,510 (2,500) x 2						
REAR TIRE		5,070 (2,300) x 4						

NOTE: STANDARD SPECIFICATION WITH 255/70R22.5 (H) TIRES

*UD2600LP = LOW - PROFILE TIRES

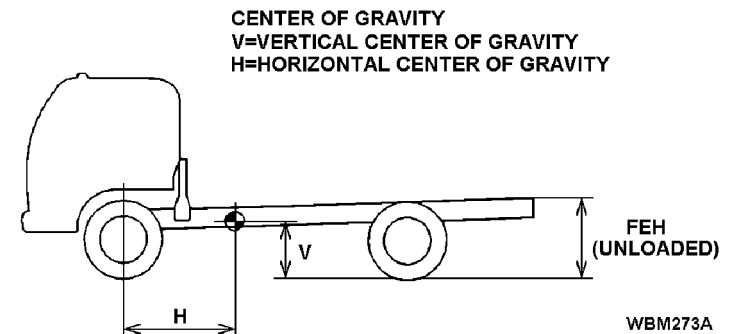
ADDITIONAL MASSES FOR OPTIONAL PARTS

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

Unit: lb. (kg)

PARTS ASSEMBLY NAME	FRONT	REAR	TOTAL
2500 series ATM TRANSMISSION	92.6 (42)	11.0 (5)	103.6 (47)
TRANSMISSION PTO	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 UD2600H.



*UD2600LP SERIES (AIR SUSPENSION)

MODEL		UD2600H	UD2600K	UD2600M	UD2600N	UD2600R	UD2600S
DIMENSIONS Unit: inch (mm)							
WHEELBASE		177.17 (4500)	192.91 (4900)	208.66 (5,300)	222.44 (5,650)	238.19 (6,050)	253.94 (6,450)
OVERALL LENGTH		300.39 (7630)	320.28 (8135)	347.64 (8,830)	375.20 (9,530)	398.82 (10,130)	418.50 (10,630)
OVERALL WIDTH		95.08 (2415)	95.08 (2415)	95.08 (2,415)	95.08 (2,415)	95.08 (2,415)	95.08 (2,415)
OVERALL HEIGHT		102.76 (2610)	102.76 (2610)	102.76 (2,610)	102.76 (2,610)	102.76 (2,610)	102.76 (2,610)
CAB TO REAR AXLE CENTER		145.04 (3684)	160.79 (4084)	176.54 (4,484)	190.31 (4,834)	206.06 (5,234)	221.81 (5,634)
MASSES Unit: lb. (kg)							
CHASSIS-CAB	FRONT	5920 (2685)	6010 (2725)	6,055 (2,745)	6,120 (2,775)	6,100 (2,765)	6,140 (2,785)
	REAR	3540 (1605)	3565 (1615)	3,630 (1,645)	3,695 (1,675)	3,730 (1,690)	3,750 (1,700)
	TOTAL	9460 (4290)	9575 (4340)	9,685 (4,390)	9,815 (4,450)	9,830 (4,455)	9,890 (4,485)
CENTER OF GRAVITY Unit: inch (mm)							
CHASSIS-CAB	V	28.74 (730)	28.74 (730)	28.74 (730)	28.74 (730)	28.74 (730)	28.74 (730)
	H	66.54 (1690)	72.05 (1830)	78.35 (1,990)	83.86 (2,130)	90.55 (2,300)	96.46 (2,450)
	FEH	39.37 (1000)	39.37 (1000)	39.37 (1,000)	39.57 (1,005)	39.57 (1,005)	39.57 (1,005)
UNSPRUNG MASS Unit: lb. (kg)							
	FRONT	1,425 (645)					
	REAR	2,000 (905)					
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		5,510 (2,500) x 2					
REAR TIRE		5,070 (2,300) x 4					

OTE: STANDARD SPECIFICATION WITH 255/70R22.5 (H) TIRES

*UD2600LP = LOW - PROFILE TIRES

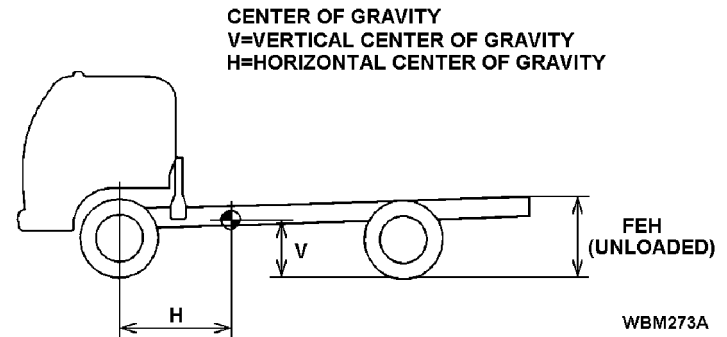
ADDITIONAL MASSES FOR OPTIONAL PARTS

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

Unit: lb. (kg)

PARTS ASSEMBLY NAME	FRONT	REAR	TOTAL
2500 series ATM TRANSMISSION	92.6 (42)	11.0 (5)	103.6 (47)
TRANSMISSION PTO	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 UD2600H.



WBM273A

UD3300 SERIES (LEAF SUSPENSION)

MODEL		UD3300E	UD3300H	UD3300K	UD3300M	UD3300R
DIMENSIONS Unit: inch (mm)						
WHEELBASE		150.39 (3,820)	177.17 (4,500)	192.91 (4,900)	208.66 (5,300)	238.19 (6,050)
OVERALL LENGTH		245.67 (6,240)	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		106.50 (2,705)	107.68 (2,735)	107.68 (2,735)	107.68 (2,735)	107.68 (2,735)
CAB TO REAR AXLE CENTER		118.27 (3,004)	145.04 (3,684)	160.79 (4,084)	176.54 (4,484)	206.06 (5,234)
MASSES Unit: lb. (kg)						
CHASSIS-CAB	FRONT	6,310 (2,860)	6,375 (2,890)	6,440 (2,920)	6,485 (2,940)	6,615 (3,000)
	REAR	3,895 (1,765)	4,025 (1,825)	4,070 (1,845)	4,135 (1,875)	4,225 (1,915)
	TOTAL	10,205 (4,625)	10,400 (4,715)	10,510 (4,765)	10,620 (4,815)	10,840 (4,915)
CENTER OF GRAVITY Unit: inch (mm)						
CHASSIS-CAB	V	31.10 (790)	32.28 (820)	32.28 (820)	32.28 (820)	32.28 (820)
	H	57.48 (1,460)	68.90 (1,750)	74.80 (1,900)	81.50 (2,070)	92.91 (2,360)
	FEH	43.50 (1,105)	43.50 (1,105)	43.50 (1,105)	43.50 (1,105)	43.70 (1,110)
UNSPRUNG MASS Unit: lb. (kg)						
	FRONT	1,545 (700)				
	REAR	2,870 (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		6,175 (2,800) x 2				
REAR TIRE		5,840 (2,650) x 4				

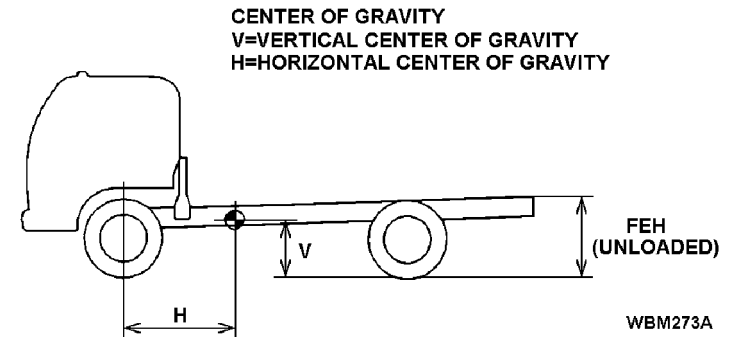
NOTE: STANDARD SPECIFICATION WITH 11R22.5 - 14PR (G) TIRES

ADDITIONAL MASSES FOR OPTIONAL PARTS (NISSAN DIESEL MOTOR CO., LTD. GENUINE PART)

Unit: lb. (kg)

PARTS ASSEMBLY NAME	FRONT	REAR	TOTAL
2500 series ATM TRANSMISSION	92.6 (42)	11.0 (5)	103.6 (47)
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.



UD3300 SERIES (AIR SUSPENSION)

MODEL		UD3300E	UD3300H	UD3300K	UD3300M	UD3300R
DIMENSIONS Unit: inch (mm)						
WHEELBASE		150.39 (3,820)	177.17 (4,500)	192.91 (4,900)	208.66 (5,300)	238.19 (6,050)
OVERALL LENGTH		245.67 (6,240)	300.39 (7,630)	320.28 (8,135)	347.64 (8,830)	398.82 (10,130)
OVERALL WIDTH		97.44 (2,475)	95.47 (2,425)	97.44 (2,475)	97.44 (2,475)	97.44 (2,475)
OVERALL HEIGHT		106.50 (2,705)	107.68 (2,735)	107.68 (2,735)	107.68 (2,735)	107.68 (2,735)
CAB TO REAR AXLE CENTER		118.27 (3,004)	145.04 (3,684)	160.79 (4,084)	176.54 (4,484)	206.06 (5,234)
MASSES Unit: lb. (kg)						
CHASSIS-CAB	FRONT	6,310 (2,860)	6,375 (2,890)	6,440 (2,920)	6,485 (2,940)	6,615 (3,000)
	REAR	3,925 (1,780)	4,060 (1,840)	4,105 (1,860)	4,170 (1,890)	4,255 (1,930)
	TOTAL	10,235 (4,640)	10,435 (4,730)	10,545 (4,780)	10,655 (4,830)	10,870 (4,930)
CENTER OF GRAVITY Unit: inch (mm)						
CHASSIS-CAB	V	31.10 (790)	32.28 (820)	32.28 (820)	32.28 (820)	32.28 (820)
	H	57.87 (1,470)	69.29 (1,760)	75.20 (1,910)	81.89 (2,080)	93.31 (2,370)
	FEH	40.94 (1,040)	40.75 (1,035)	40.75 (1,035)	40.75 (1,035)	40.75 (1,035)
UNSPRUNG MASS Unit: lb. (kg)						
	FRONT	1,545 (700)				
	REAR	2,770 (1,255)				
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		6,175 (2,800) x 2				
REAR TIRE		5,840 (2,650) x 4				

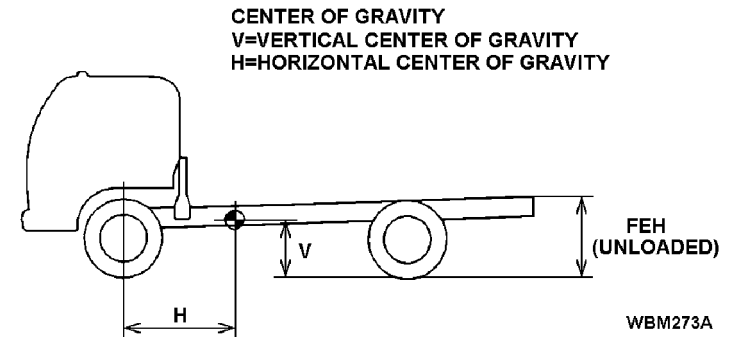
NOTE: STANDARD SPECIFICATION WITH 11R22.5 - 14PR (G) TIRES

ADDITIONAL MASSES FOR OPTIONAL PARTS (NISSAN DIESEL MOTOR CO., LTD. GENUINE PART)

Unit: lb. (kg)

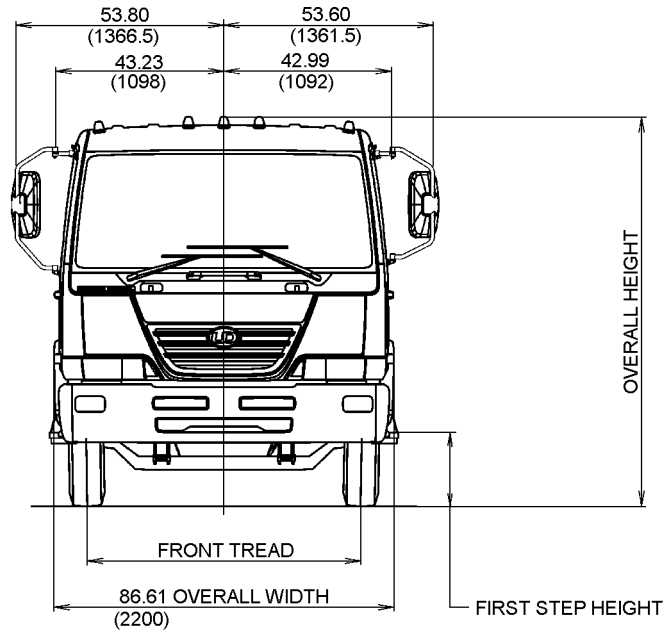
PARTS ASSEMBLY NAME	FRONT	REAR	TOTAL
2500 series ATM TRANSMISSION	92.6 (42)	11.0 (5)	103.6 (47)
TRANSMISSION PTO	11.0 (5)	4.4 (2)	15.4 (7)
THIRD SEAT	13.2 (6)	—	13.2 (6)

NOTE: THE ABOVE DATA CONCERN THE UD3300H.

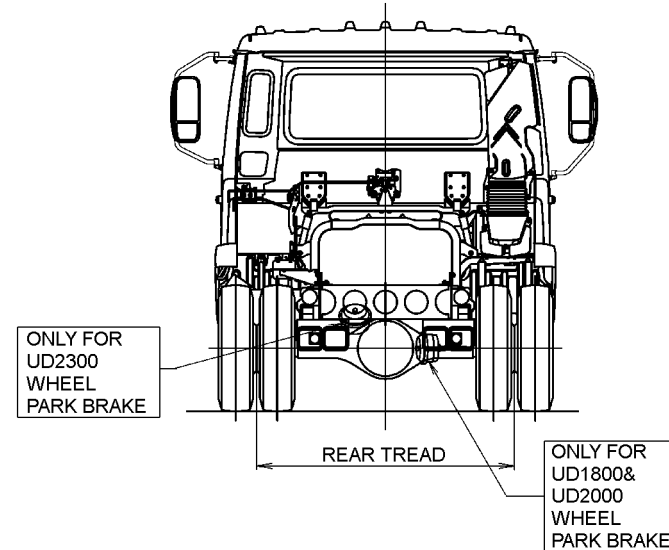


CHASSIS DIAGRAM FRONT AND REAR VIEW

UD1800, UD2000, UD2300



Unit : inch (mm)



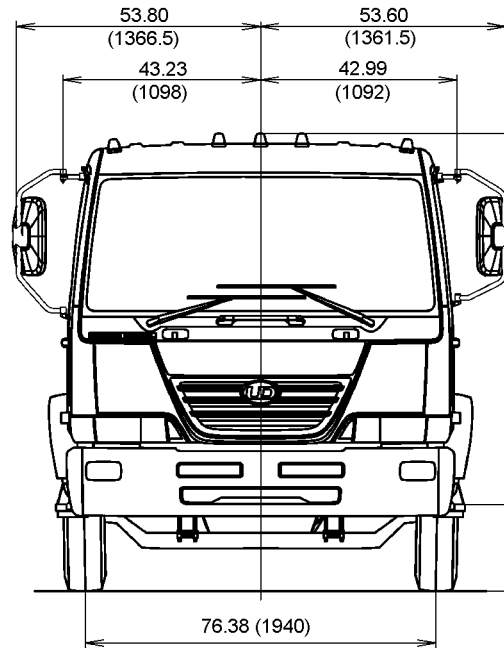
MODEL	TIRE SIZE	OVERALL HEIGHT	FRONT TREAD	REAR TREAD	FIRST STEP HEIGHT
UD1800	225/70R19.5	99.02 (2515)	69.49 (1765)	66.14 (1680)	13.78 (350)
UD2000E,F,H,K	225/70R19.5	99.41 (2525)	69.49 (1765)	66.14 (1680)	14.17 (360)
UD2000N	225/70R19.5	99.21 (2520)	69.49 (1765)	66.14 (1680)	13.98 (355)
UD2300LP-D,F,H	245/70R19.5	100.20 (2545)	69.49 (1765)	66.14 (1680)	15.16 (385)
UD2300LP-K,N	245/70R19.5	100.00 (2540)	69.49 (1765)	66.14 (1680)	15.16 (385)
UD2300DH-D,F	9R22.5	104.33 (2650)	67.91 (1725)	66.34 (1685)	19.29 (490)
UD2300DH-H,K,N	9R22.5	104.13 (2645)	67.91 (1725)	66.34 (1685)	19.29 (490)

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.

WBM095C

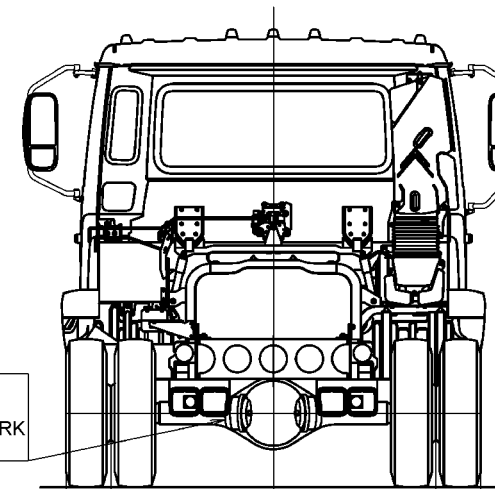
UD2600, UD3300

Unit : inch (mm)



MODEL	W/B	OVERALL HEIGHT
UD2600	E	105.31 (2675)
	H,K,M,N,R,S	105.12 (2670)
UD2600LP	E	102.95 (2615)
	H,K,M,N,R,S	102.76 (2610)
UD3300	E	106.50 (2705)
	H,K,M,R	107.68 (2735)

ONLY FOR
UD2600
WHEEL PARK
BRAKE



MODEL	W/B	FIRST STEP HEIGHT
UD2600 (LEAF SUSPENSION)	E,H,K,M,N,R,S	19.49 (495)
UD2600 (AIR SUSPENSION)	H,K,M,N,R,S	16.69 (500)
UD2600LP	E,H,K,M,N,R,S	17.32 (440)
UD3300E (LEAF SUSPENSION)	E	20.67 (525)
UD3300E (AIR SUSPENSION)	H,K,M,R	22.24 (565)
UD3300E (AIR SUSPENSION)	E	20.87 (530)
UD3300E (AIR SUSPENSION)	H,K,M,R	22.44 (570)

MODEL	REAR TREAD
UD2600	70.87 (1800)
UD3300 (LEAF SUSPENSION)	71.26 (1810)
UD3300 (AIR SUSPENSION)	73.23 (1860)

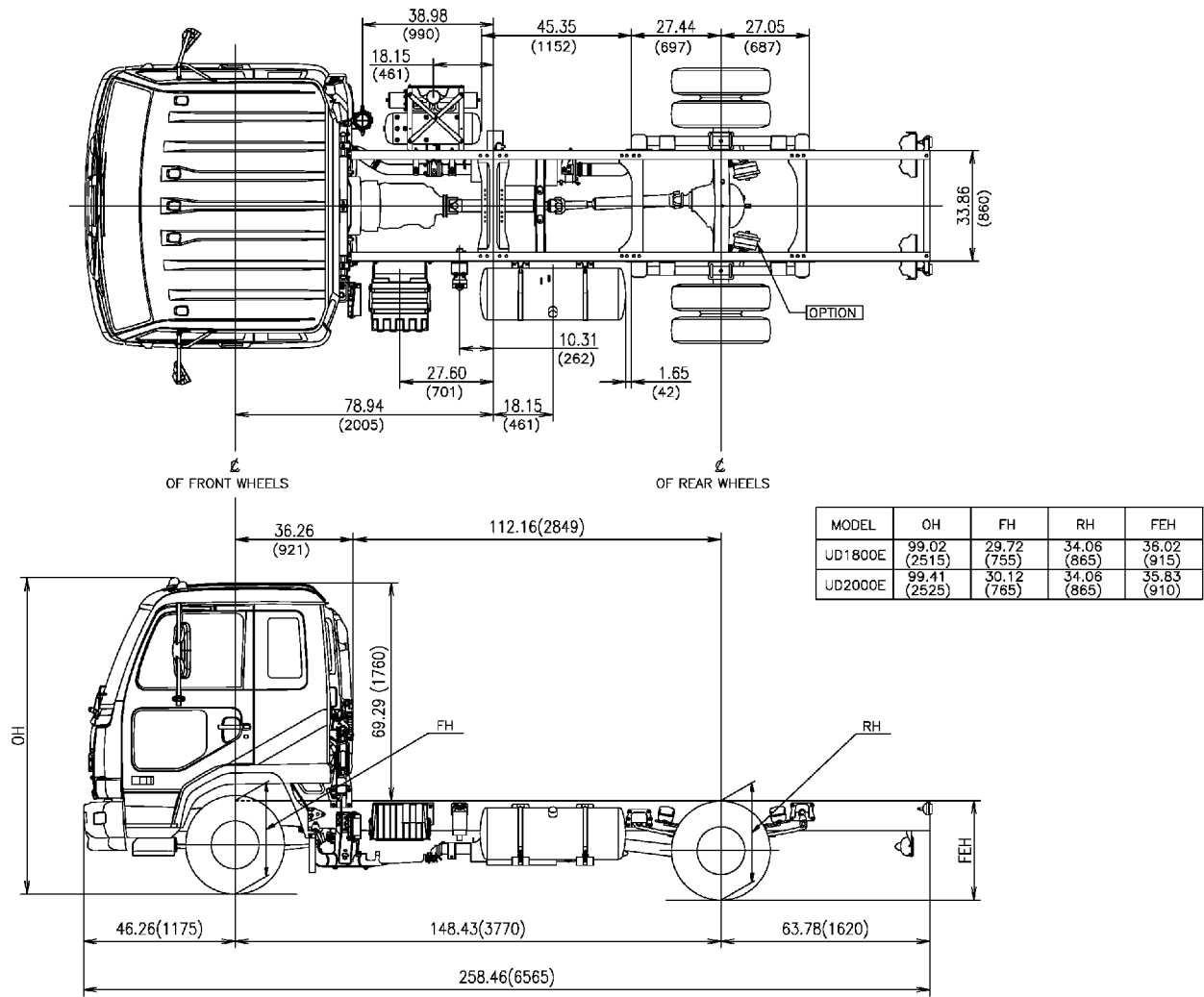
MODEL	OVERALL WIDTH
UD2600	95.08 (2415)
UD3300 (LEAF SUSPENSION)	95.47 (2425)
UD3300 (AIR SUSPENSION)	97.44 (2475)

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.

WBM094C

CHASSIS DIAGRAM PLAN AND SIDE VIEW
UD1800E, UD2000E

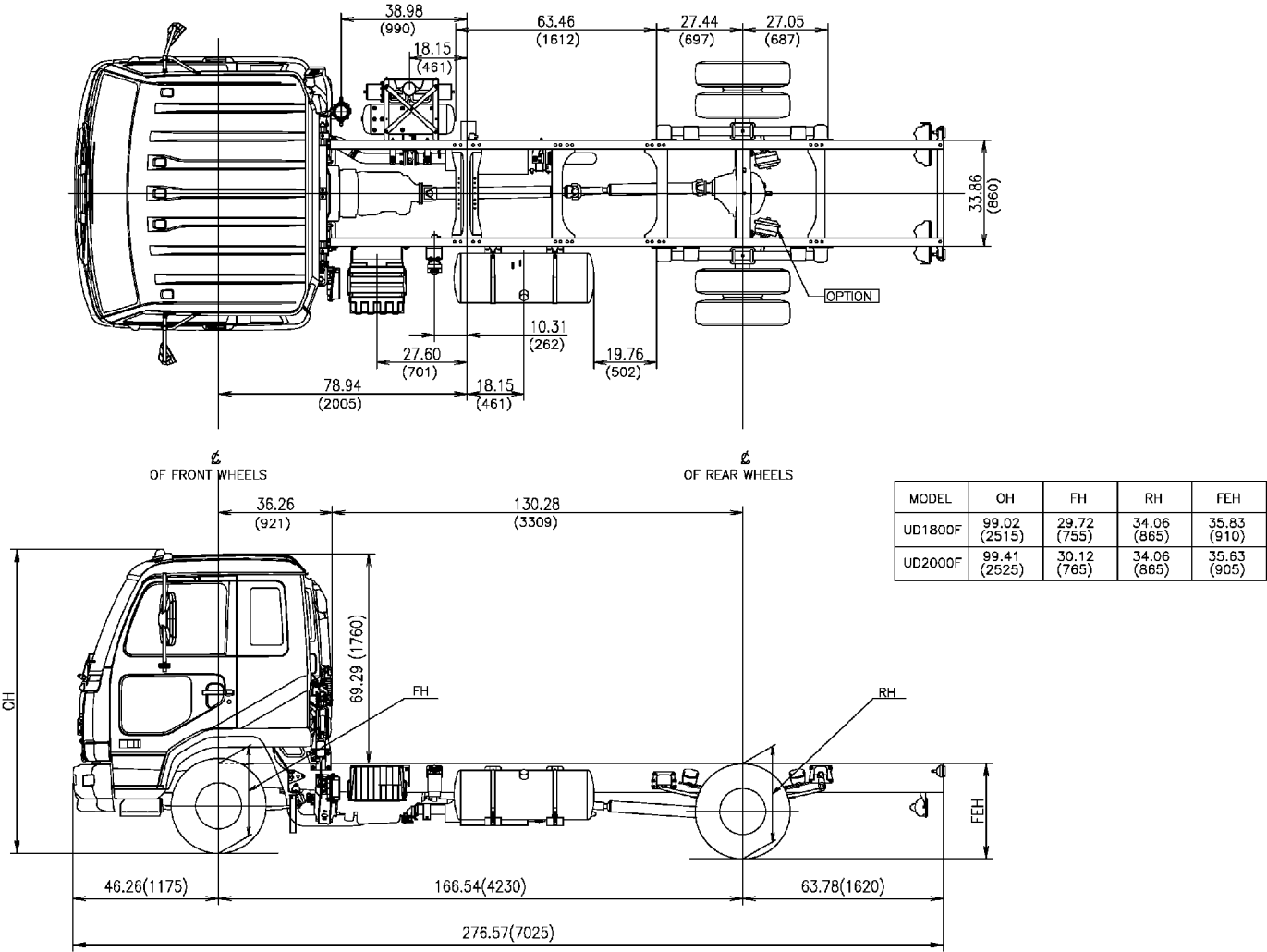
Unit : inch (mm)



WBM089C

UD1800F, UD2000F

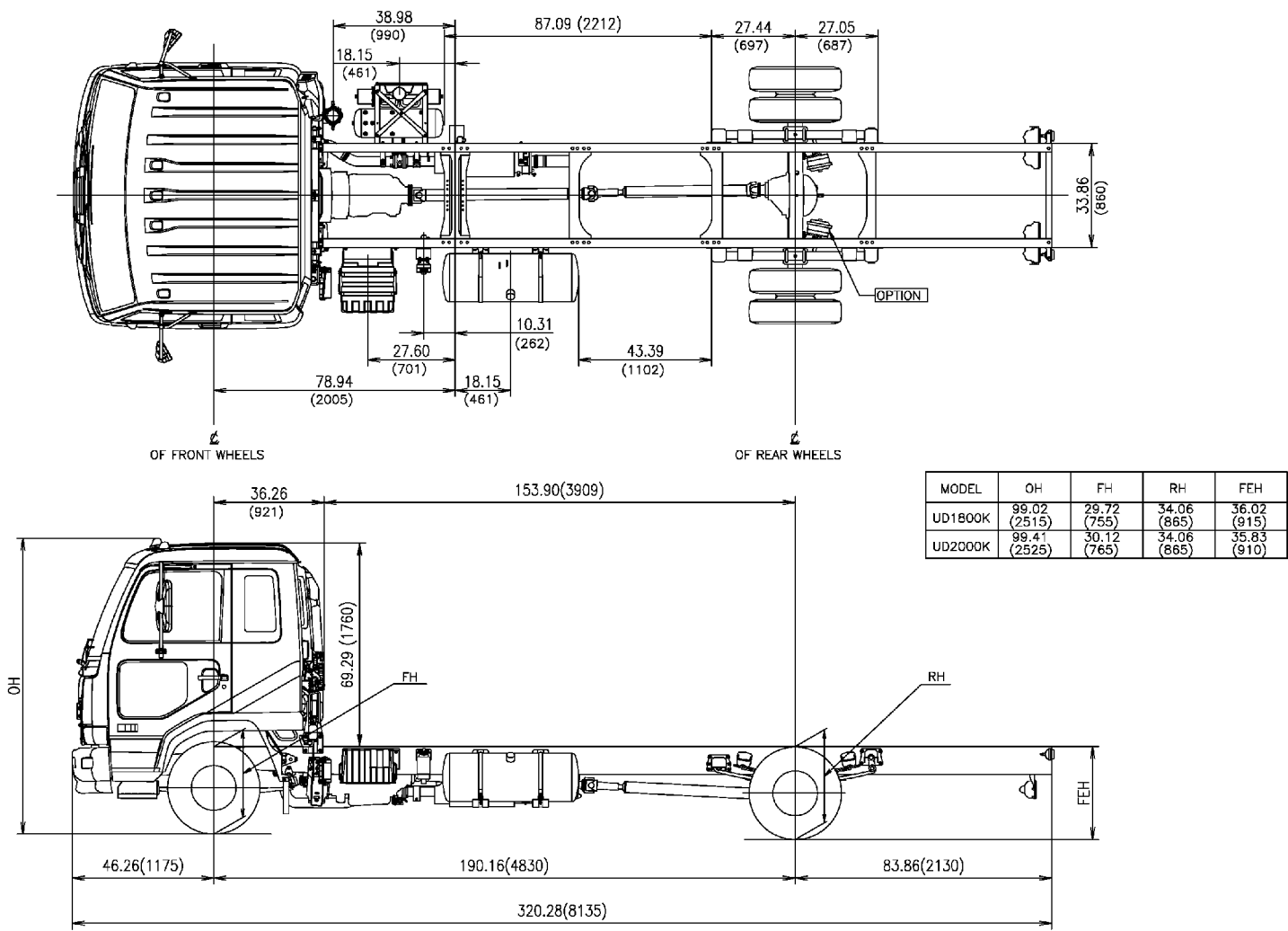
Unit : inch (mm)



WBM090C

UD1800K, UD2000K

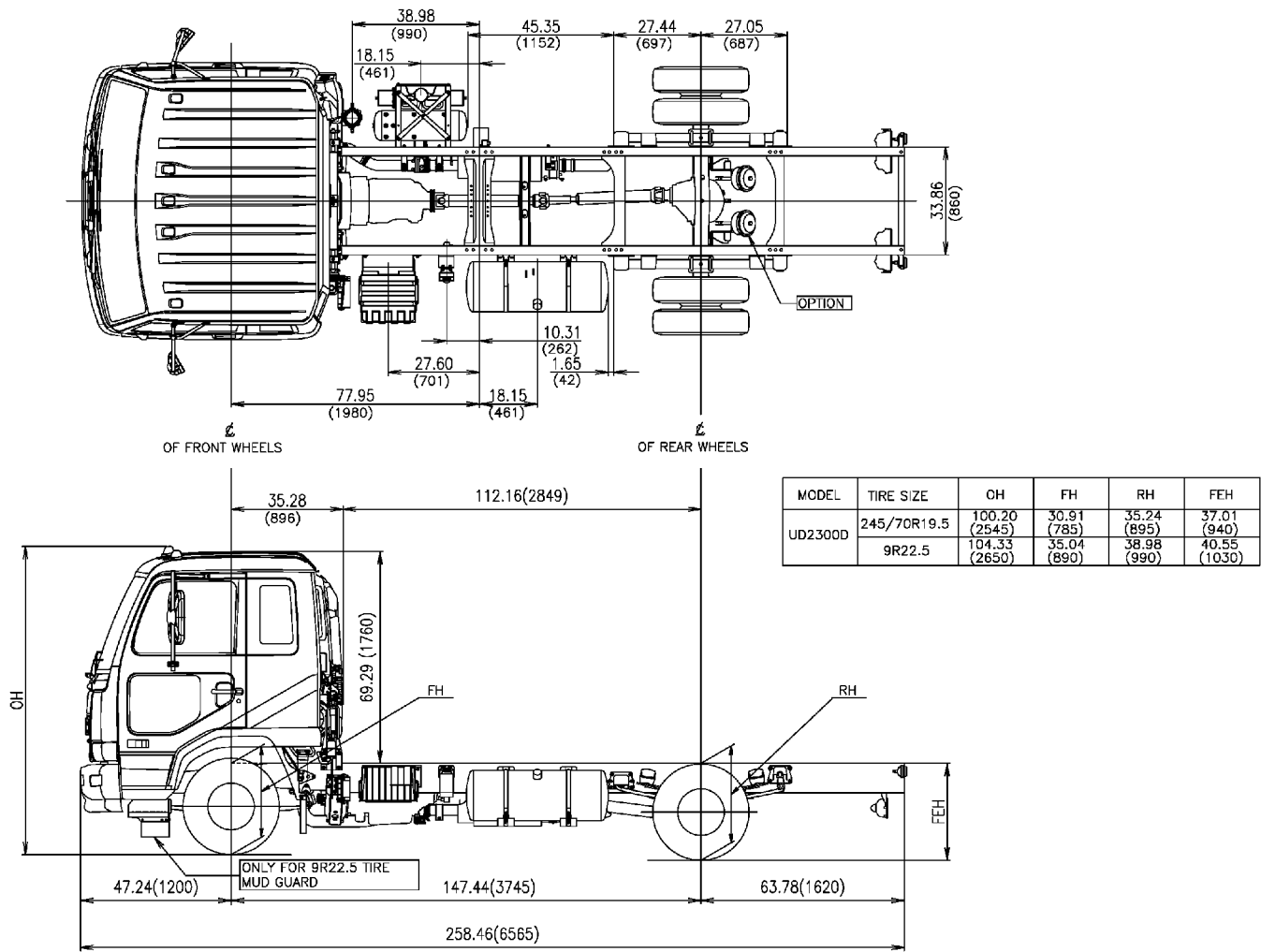
Unit : inch (mm)



WBM092C

UD2300D

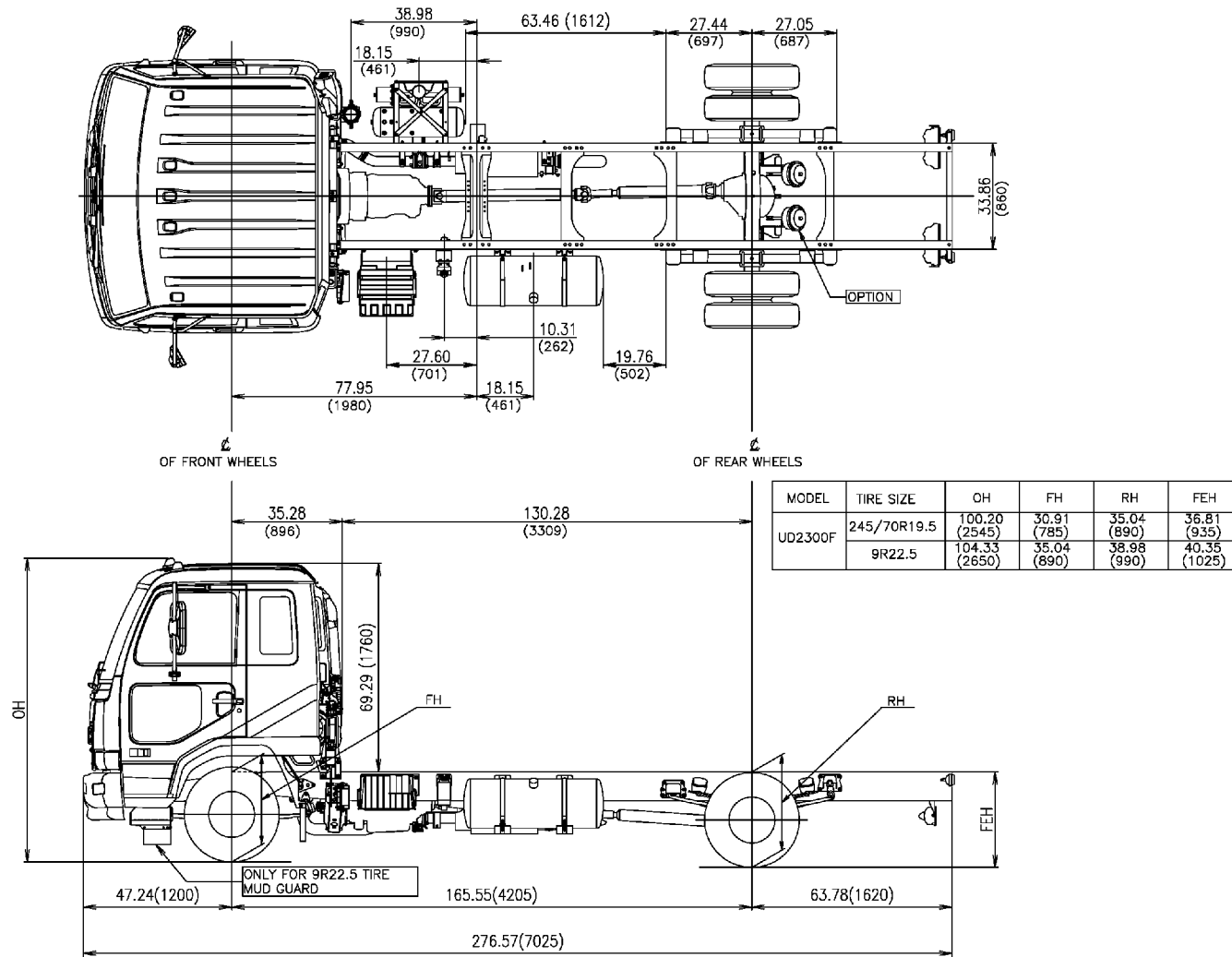
Unit : inch (mm)



WBM065C

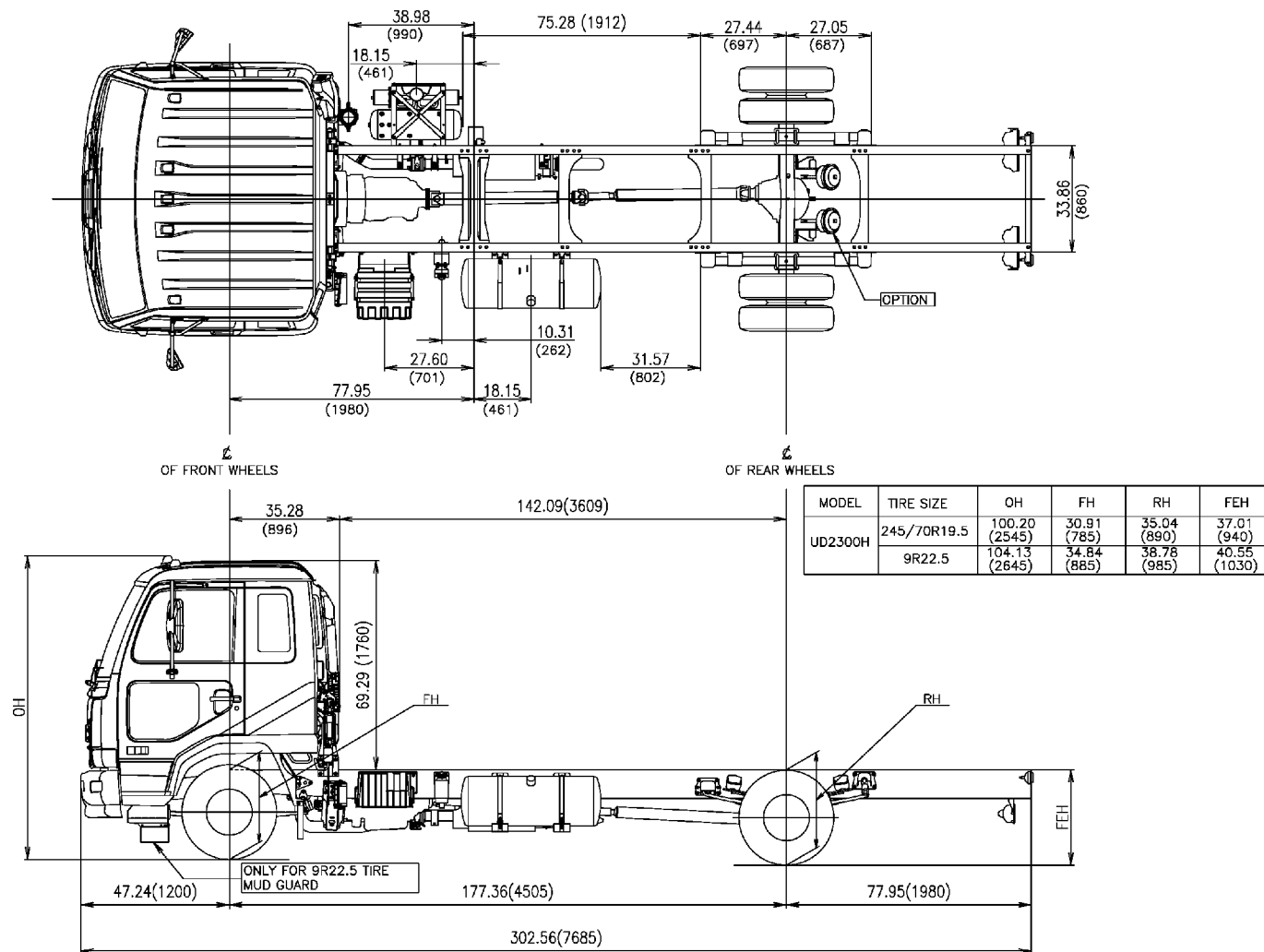
UD2300F

Unit : inch (mm)



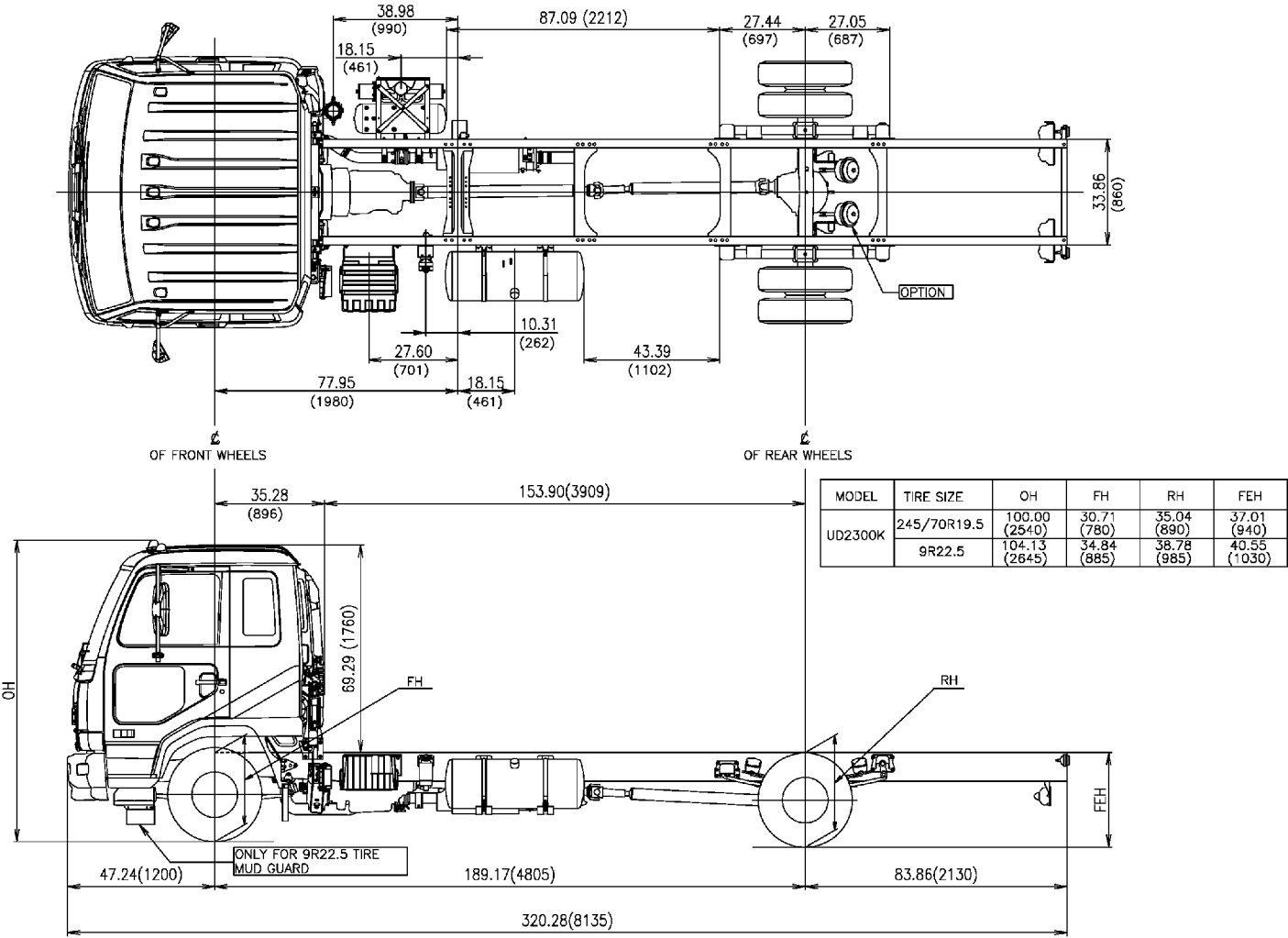
WBM066C

UD2300H



UD2300K

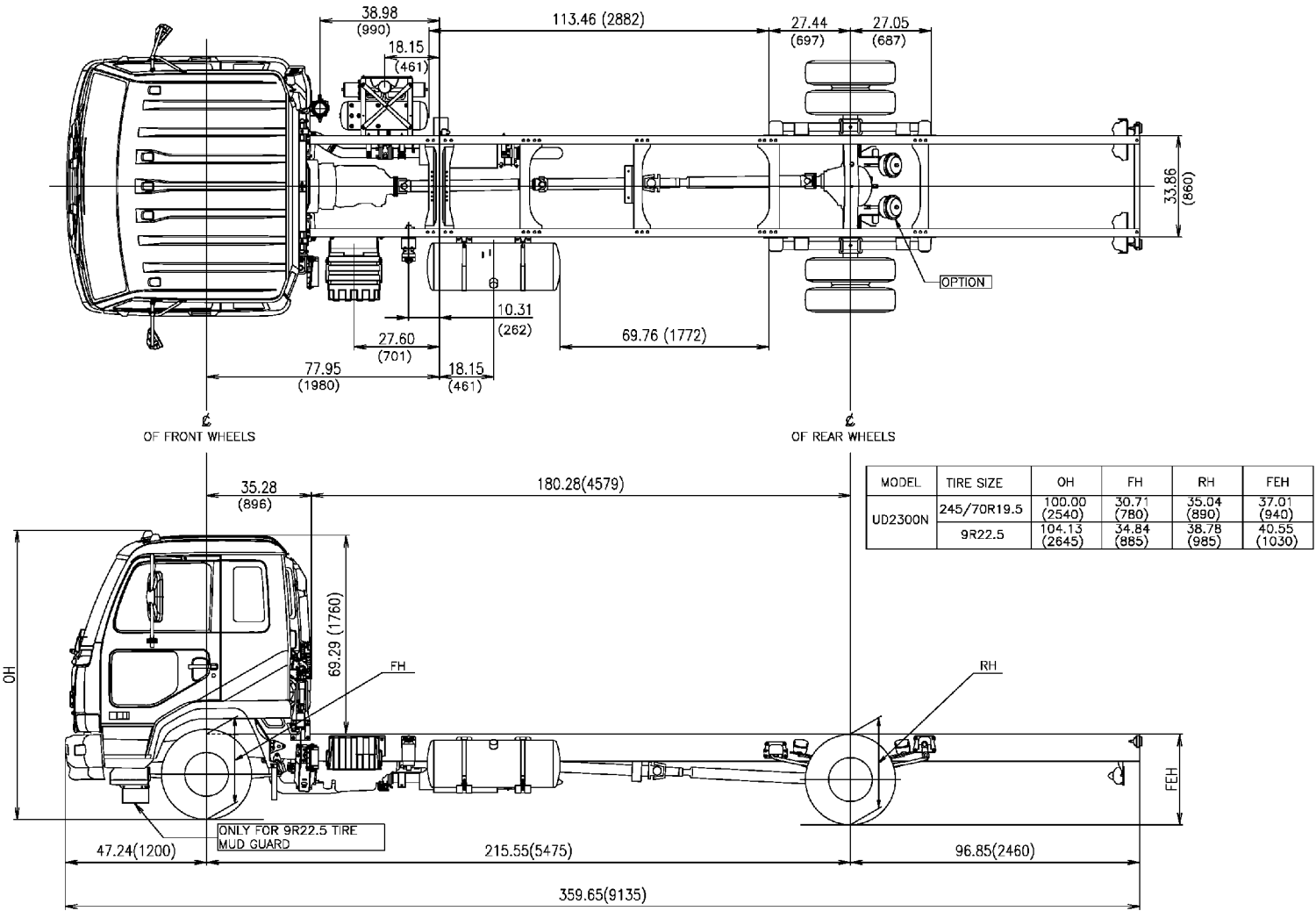
Unit : inch (mm)



WBM068C

UD2300N

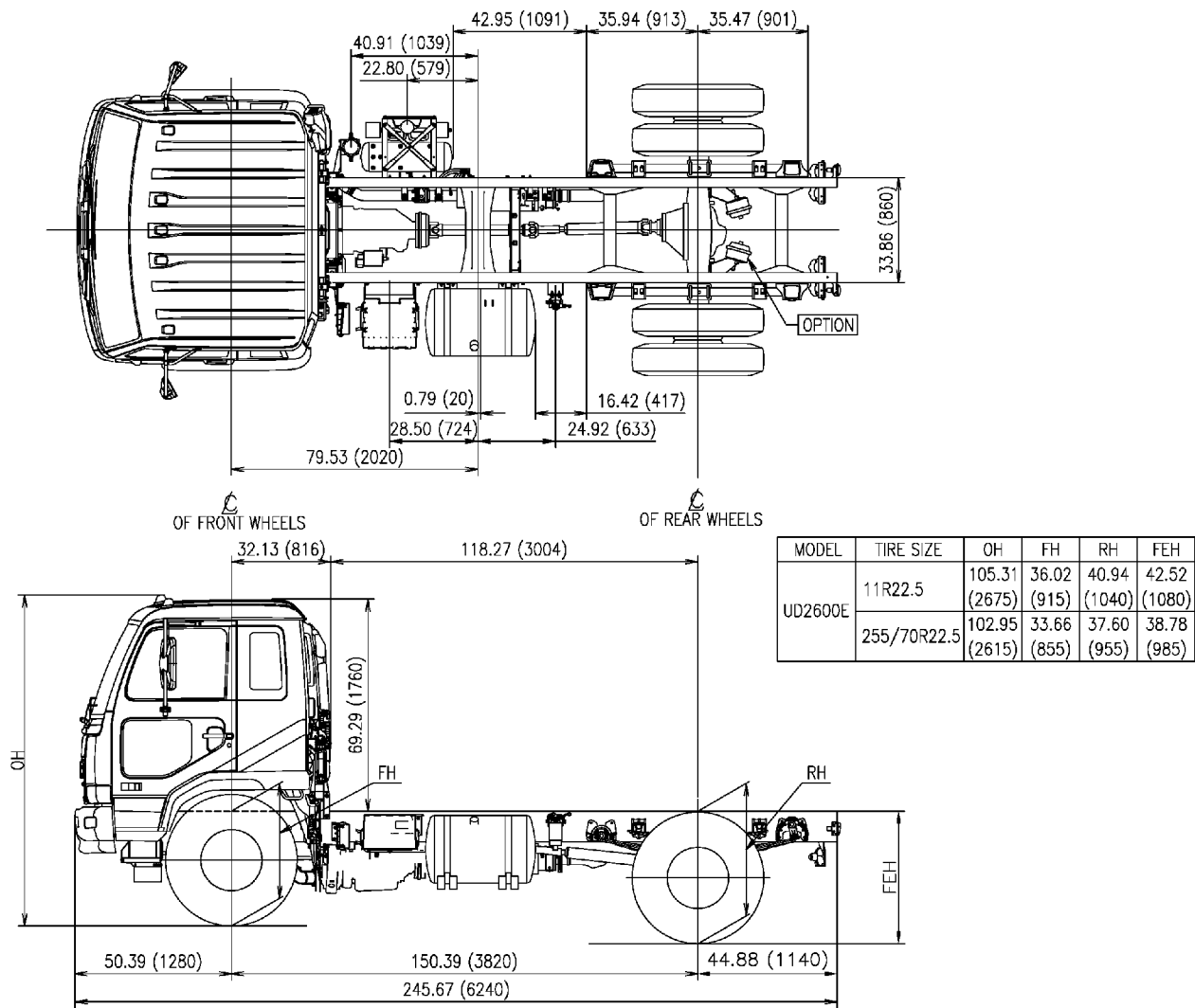
Unit : inch (mm)



WBM069C

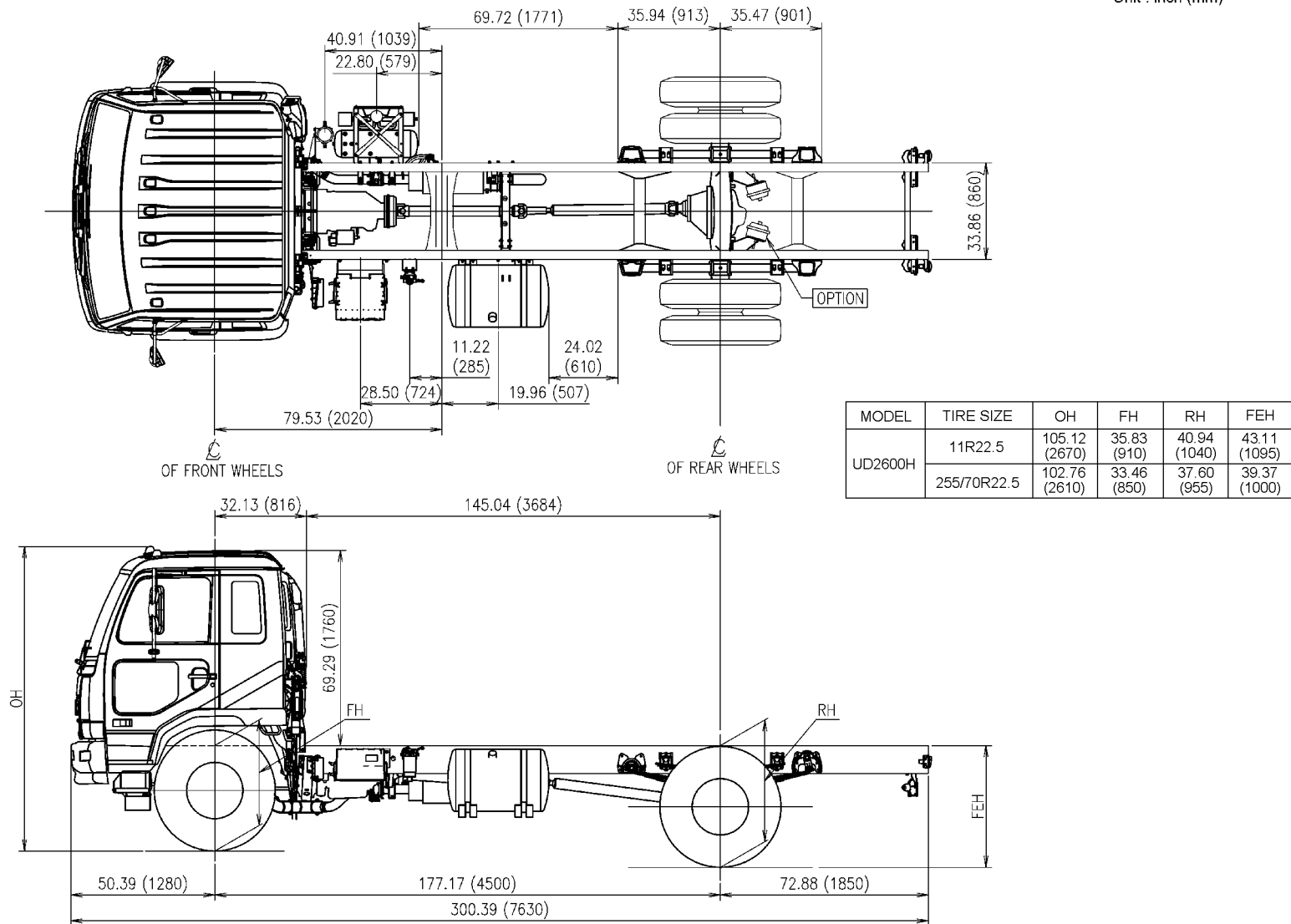
UD2600E

Unit : inch (mm)



WBM070C

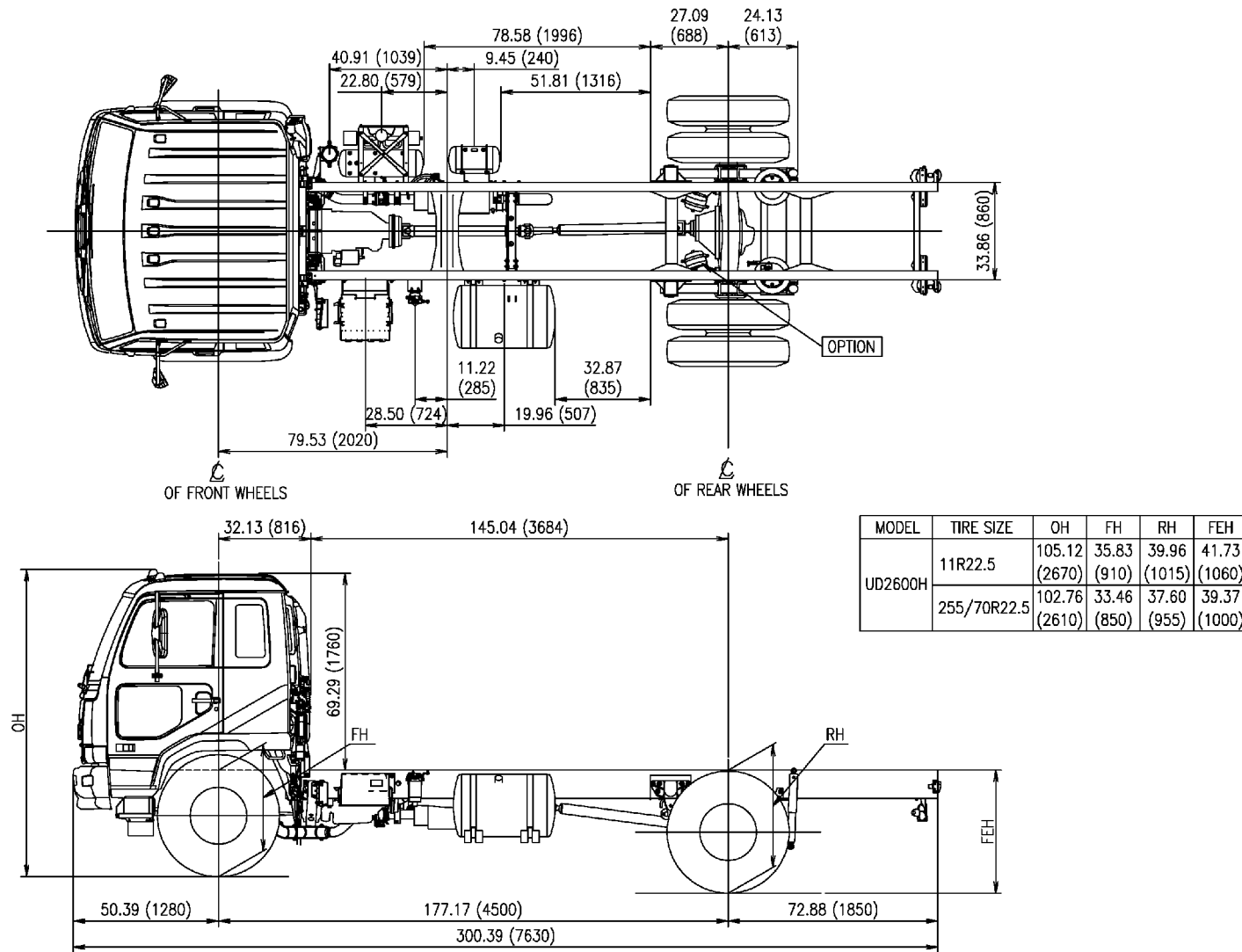
Unit : inch (mm)



WBM108C

UD2600H (AIR SUSPENSION)

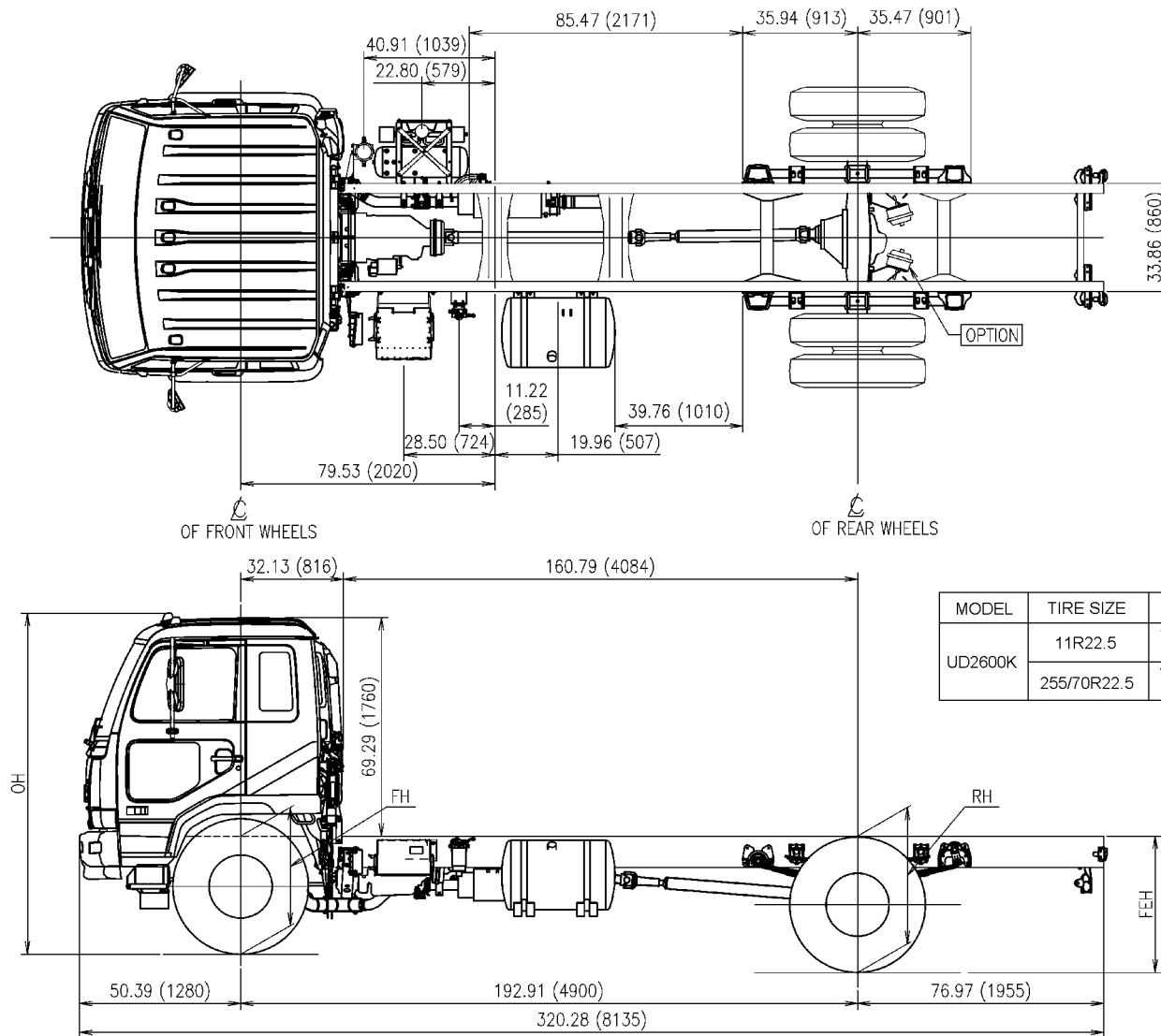
Unit : inch (mm)



WBM078C

UD2600K (LEAF SUSPENSION)

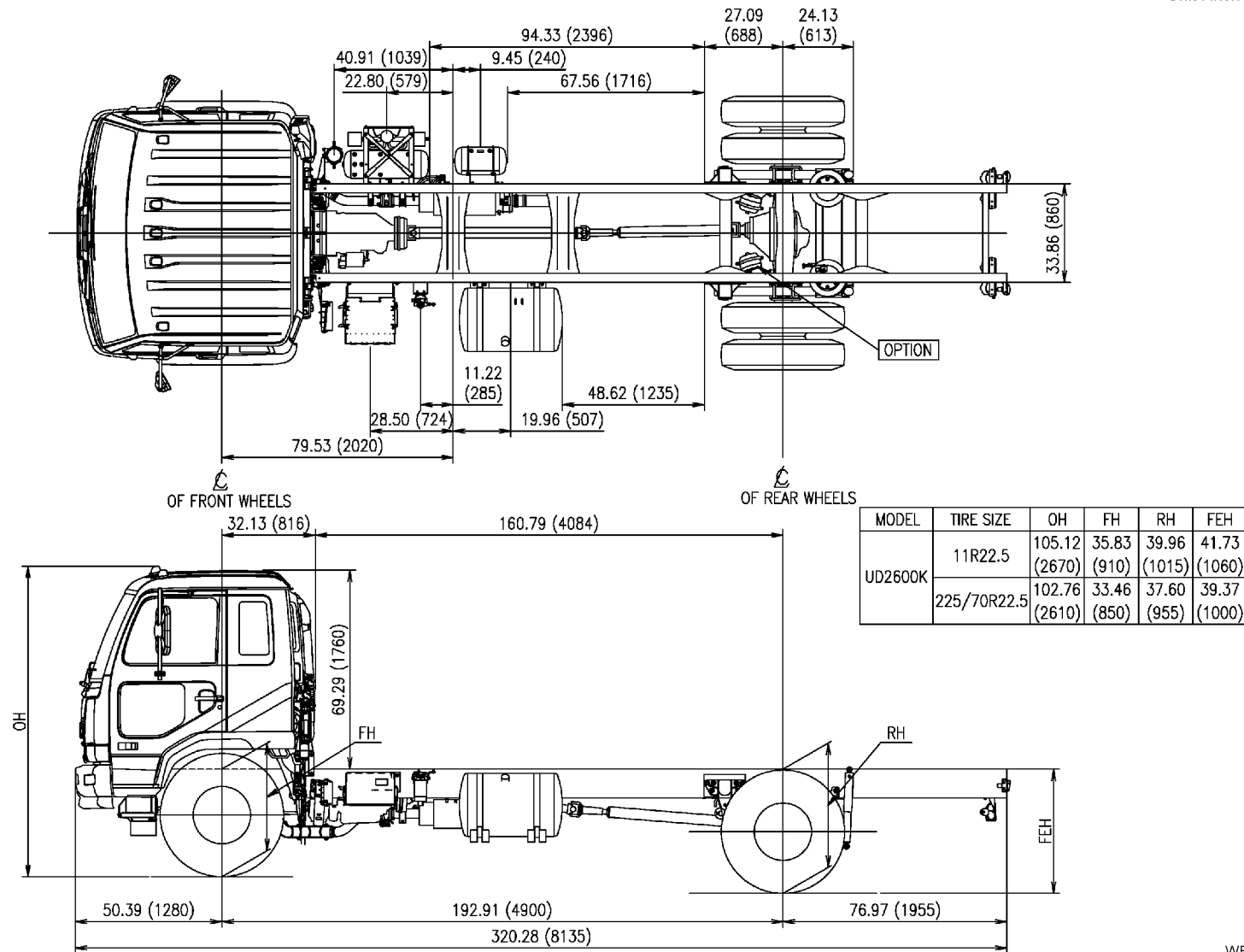
Unit : inch (mm)



WBM109C

UD2600K (AIR SUSPENSION)

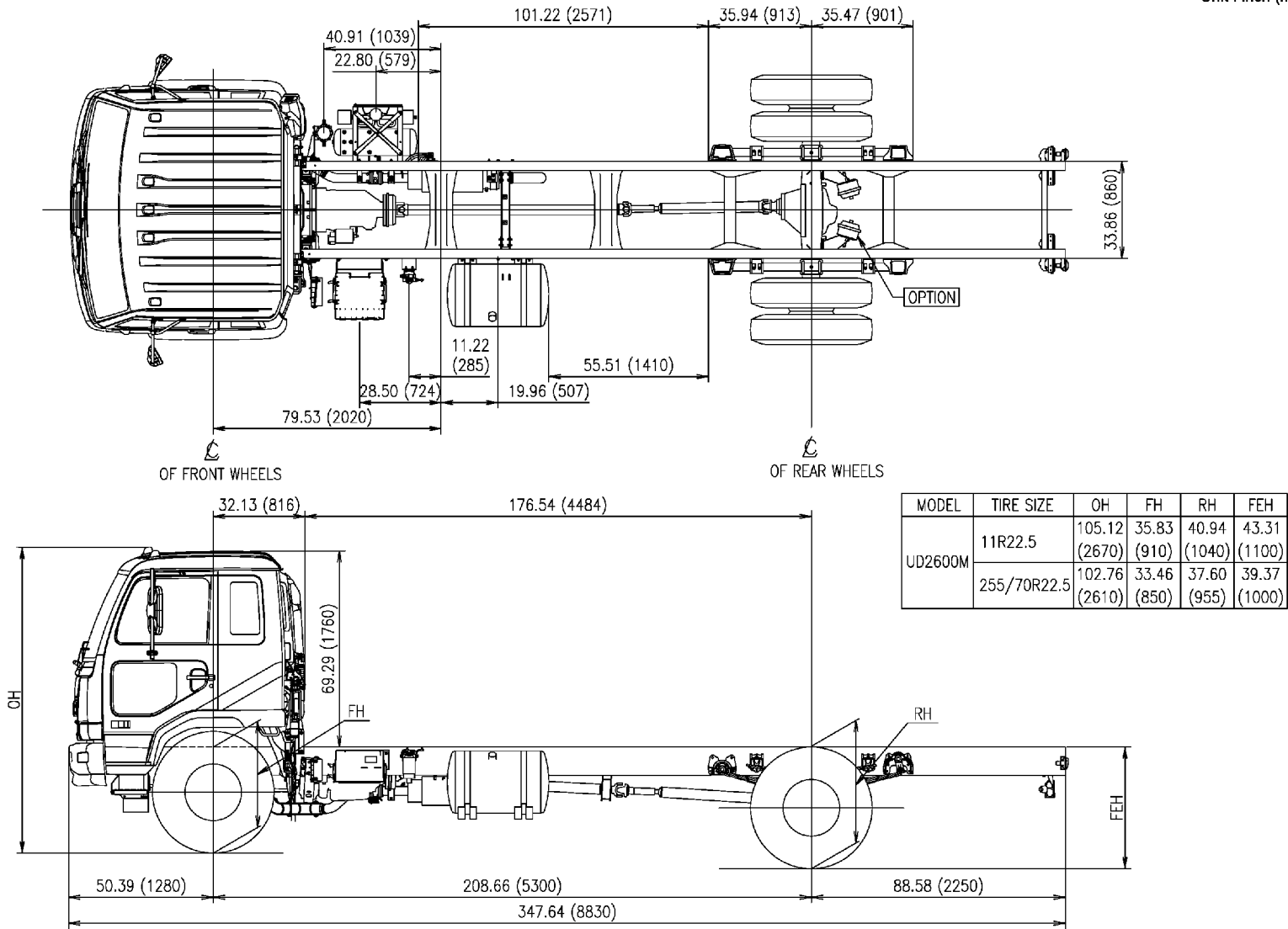
Unit : inch (mm)



WBM079C

UD2600M (LEAF SUSPENSION)

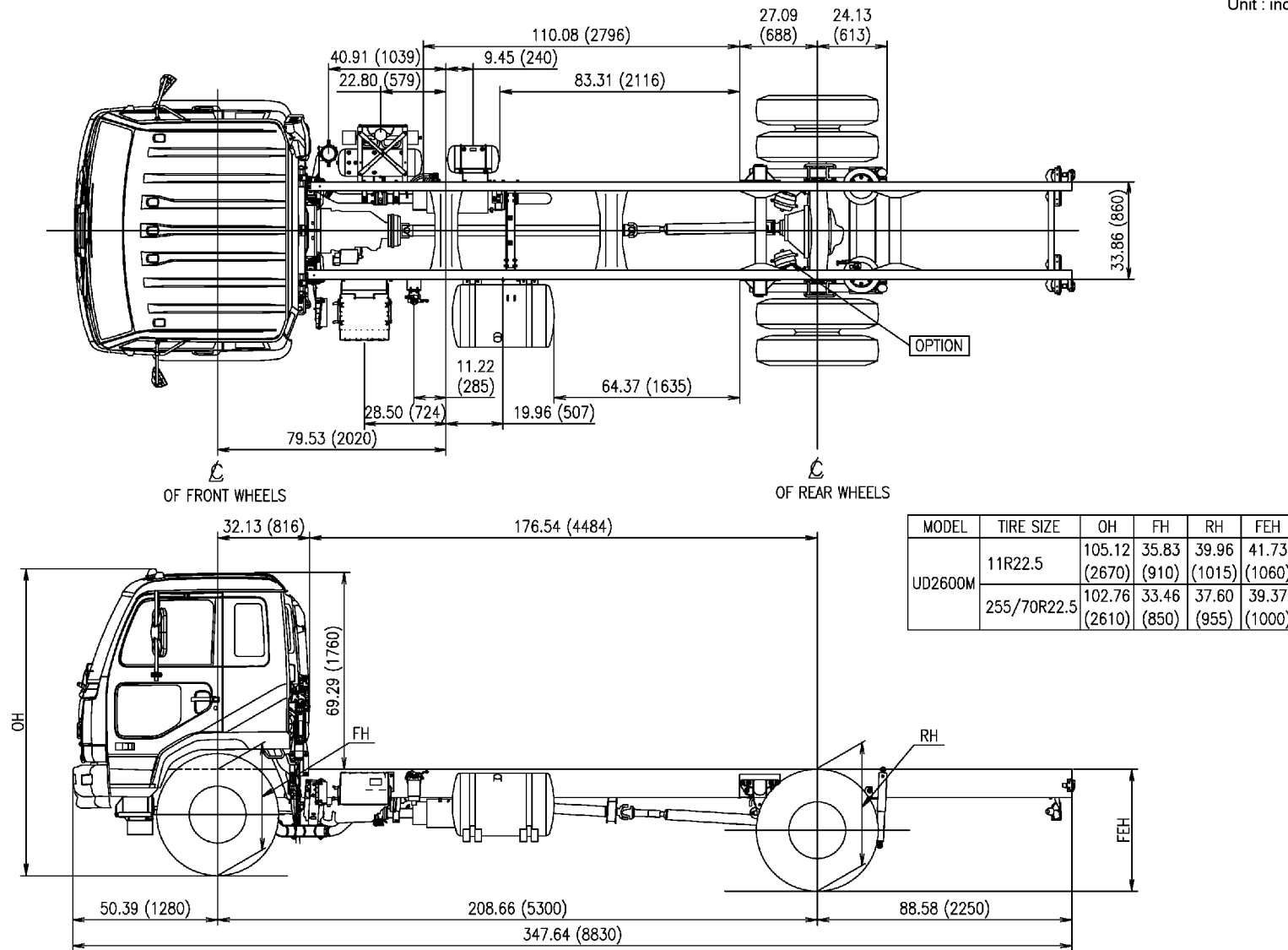
Unit : inch (mm)



WBM071C

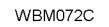
UD2600M (AIR SUSPENSION)

Unit : inch (mm)



WBM080C

Unit : inch (mm)

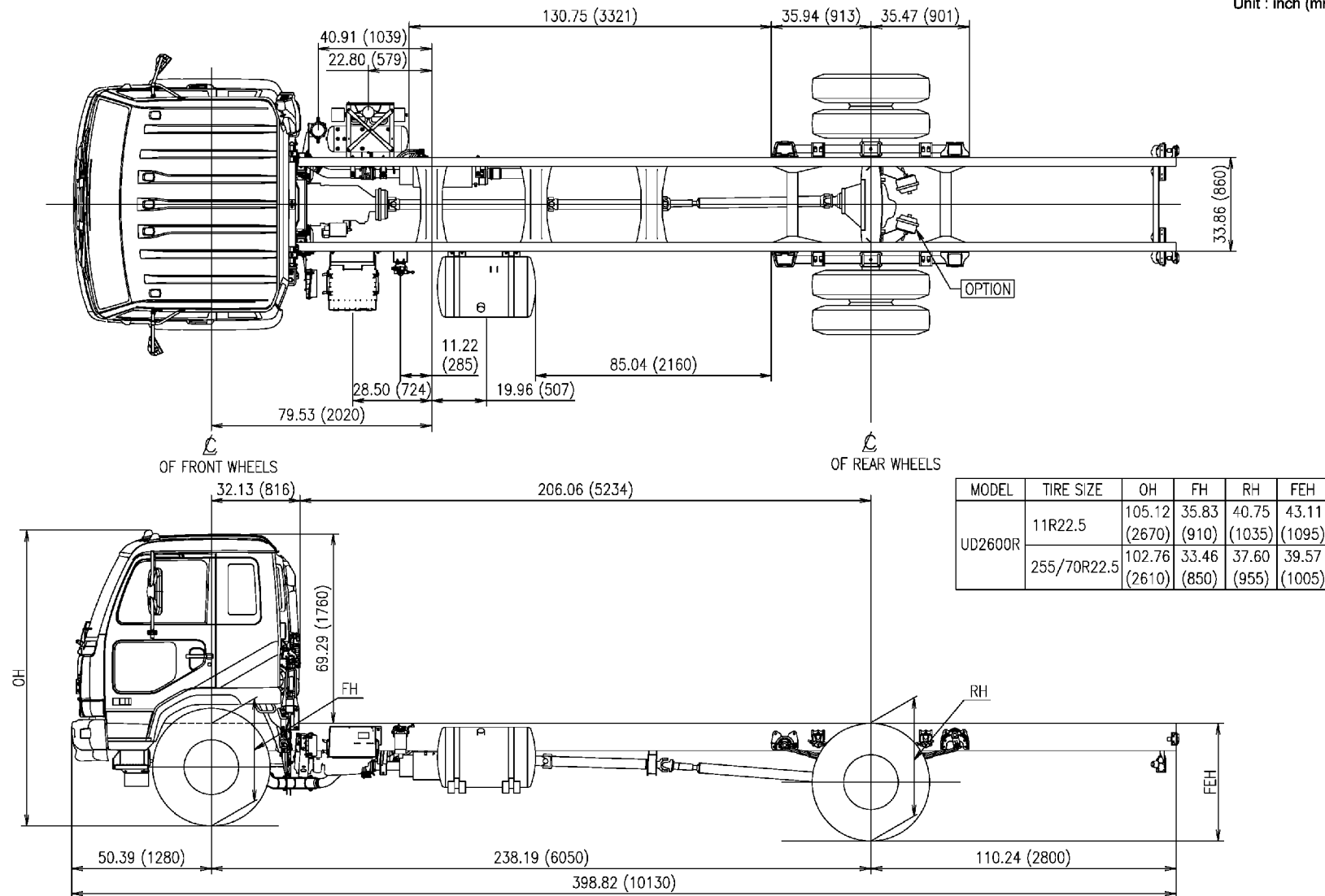


Unit : inch (mm)



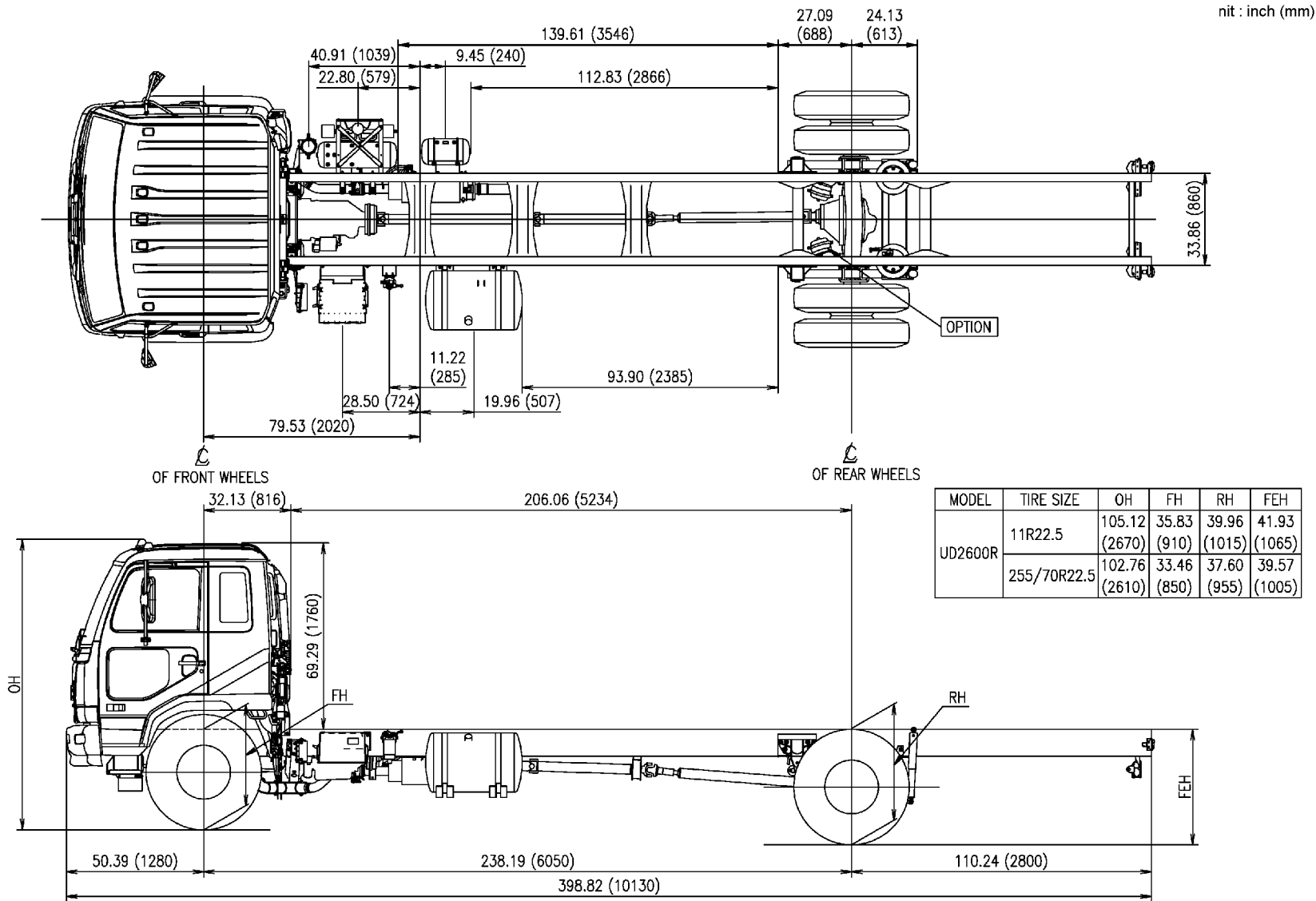
UD2600R (LEAF SUSPENSION)

Unit : Inch (mm)

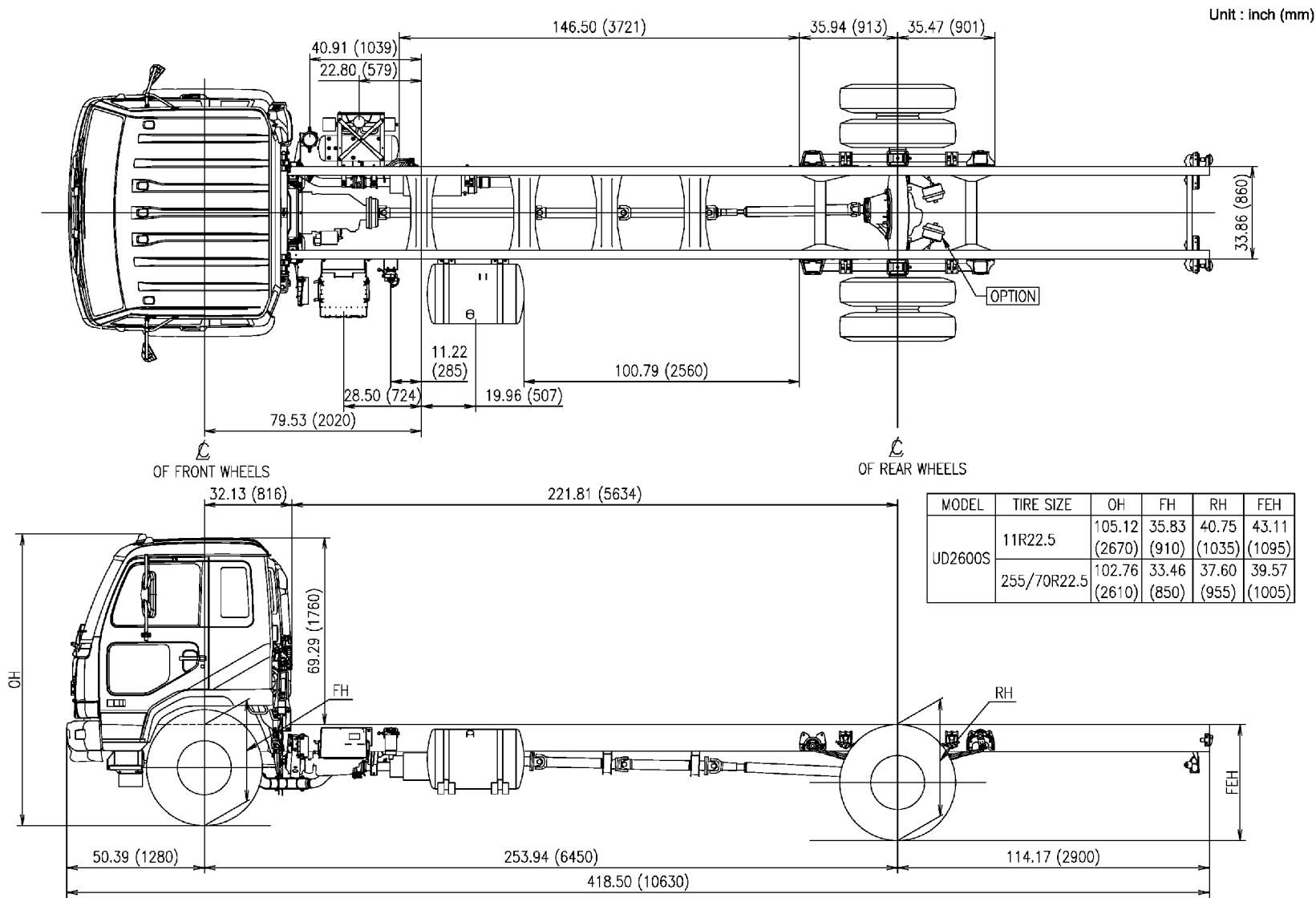


WBM073C

UD2600R (AIR SUSPENSION)



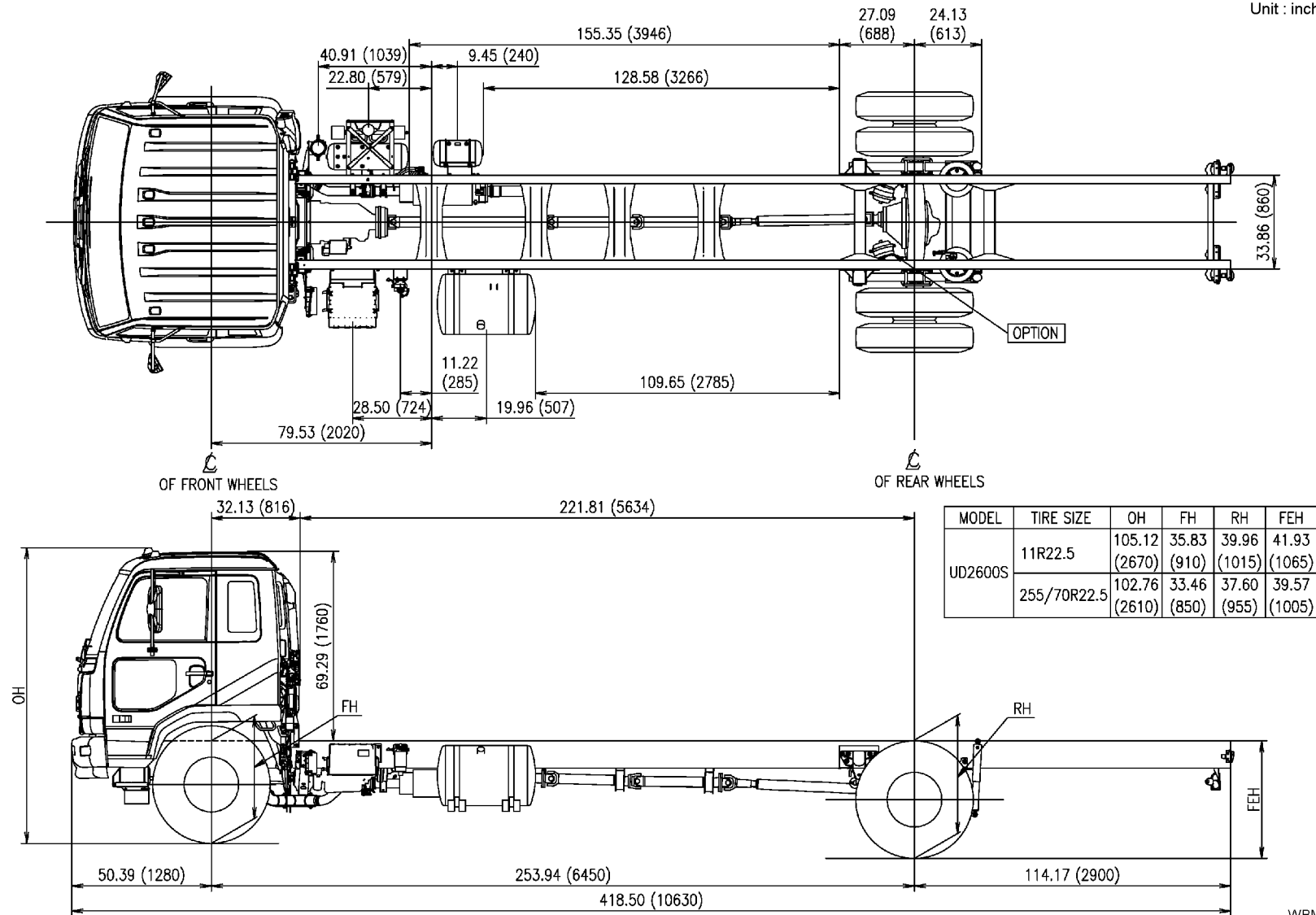
UD2600S (LEAF SUSPENSION)



WBM074C

UD2600S (AIR SUSPENSION)

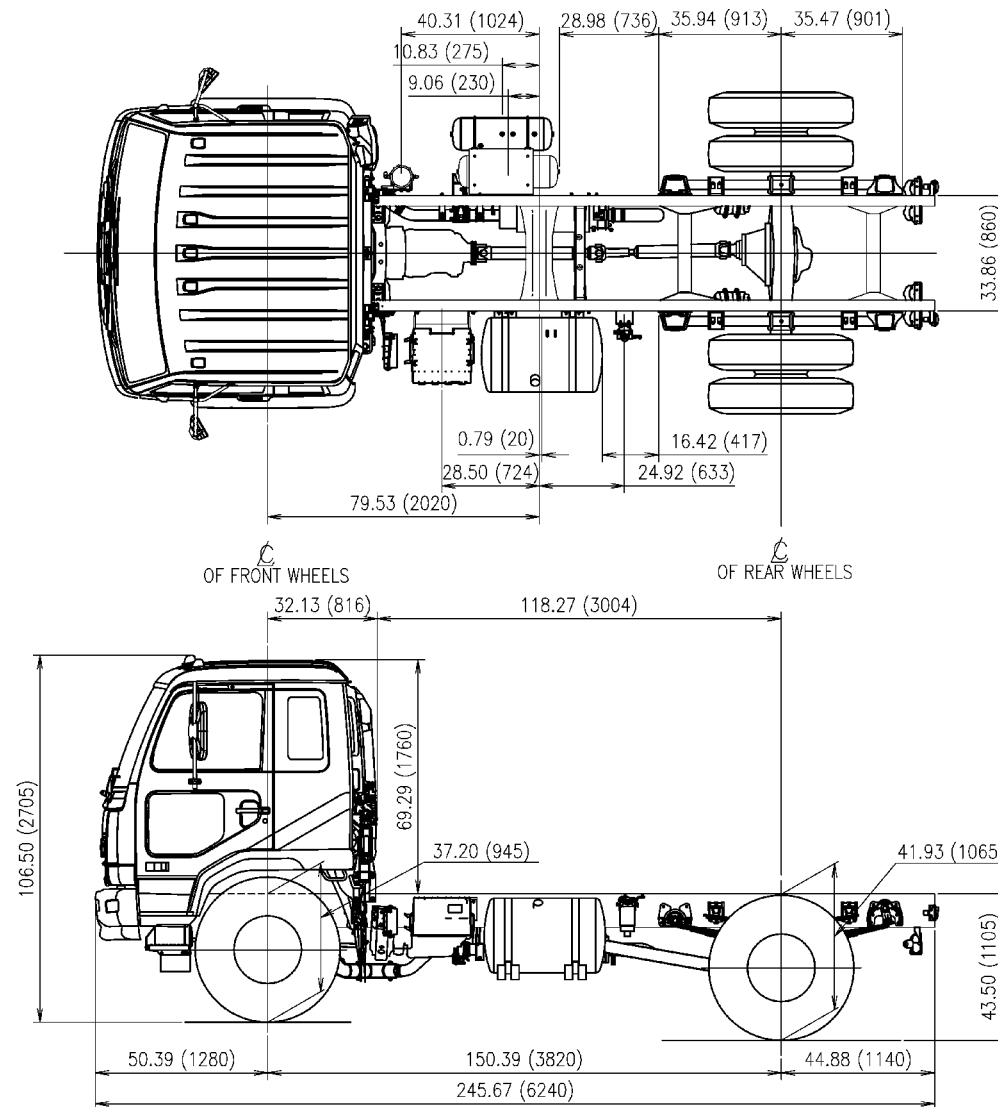
Unit : inch (mm)



WBM083C

UD3300E (LEAF SUSPENSION)

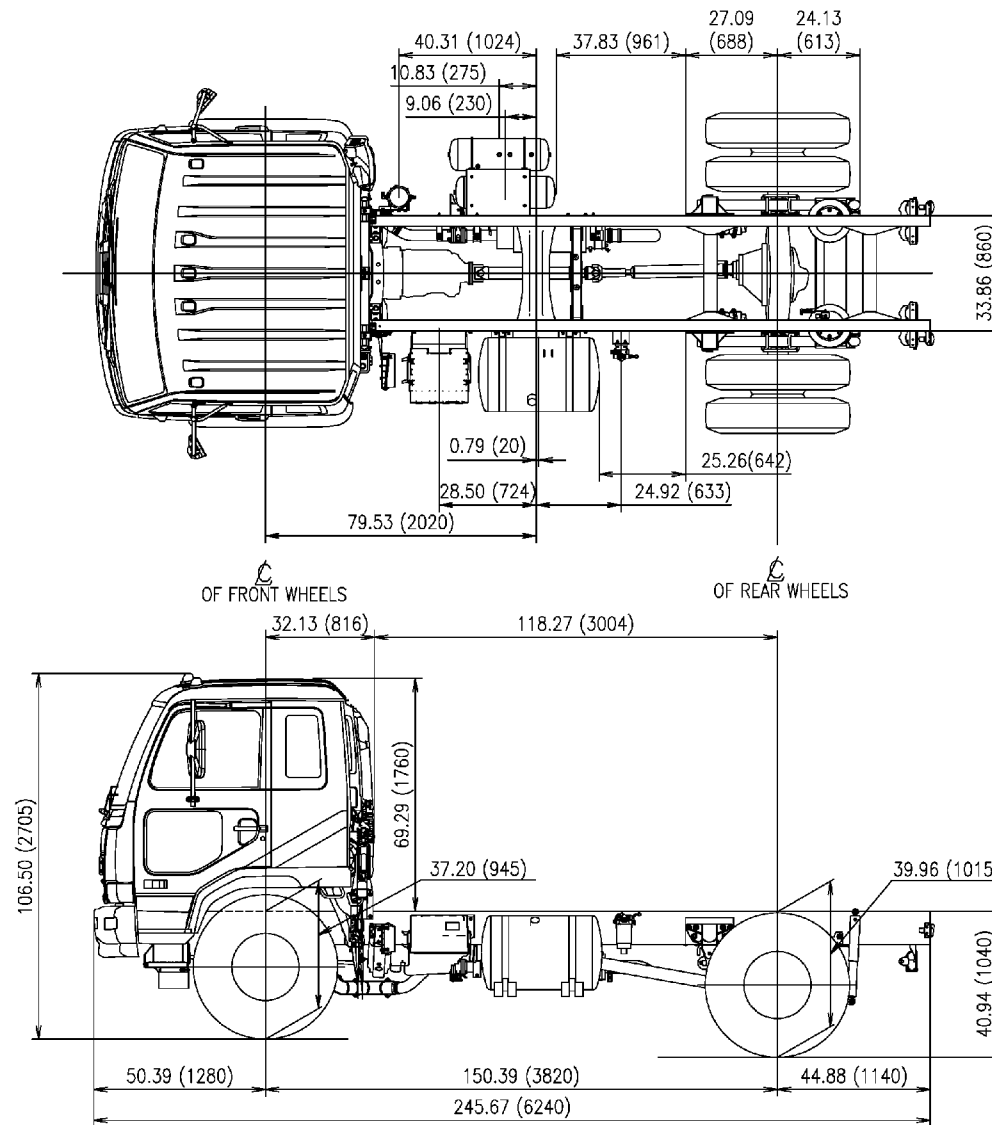
Unit : inch (mm)



WBM937B

UD3300E (AIR SUSPENSION)

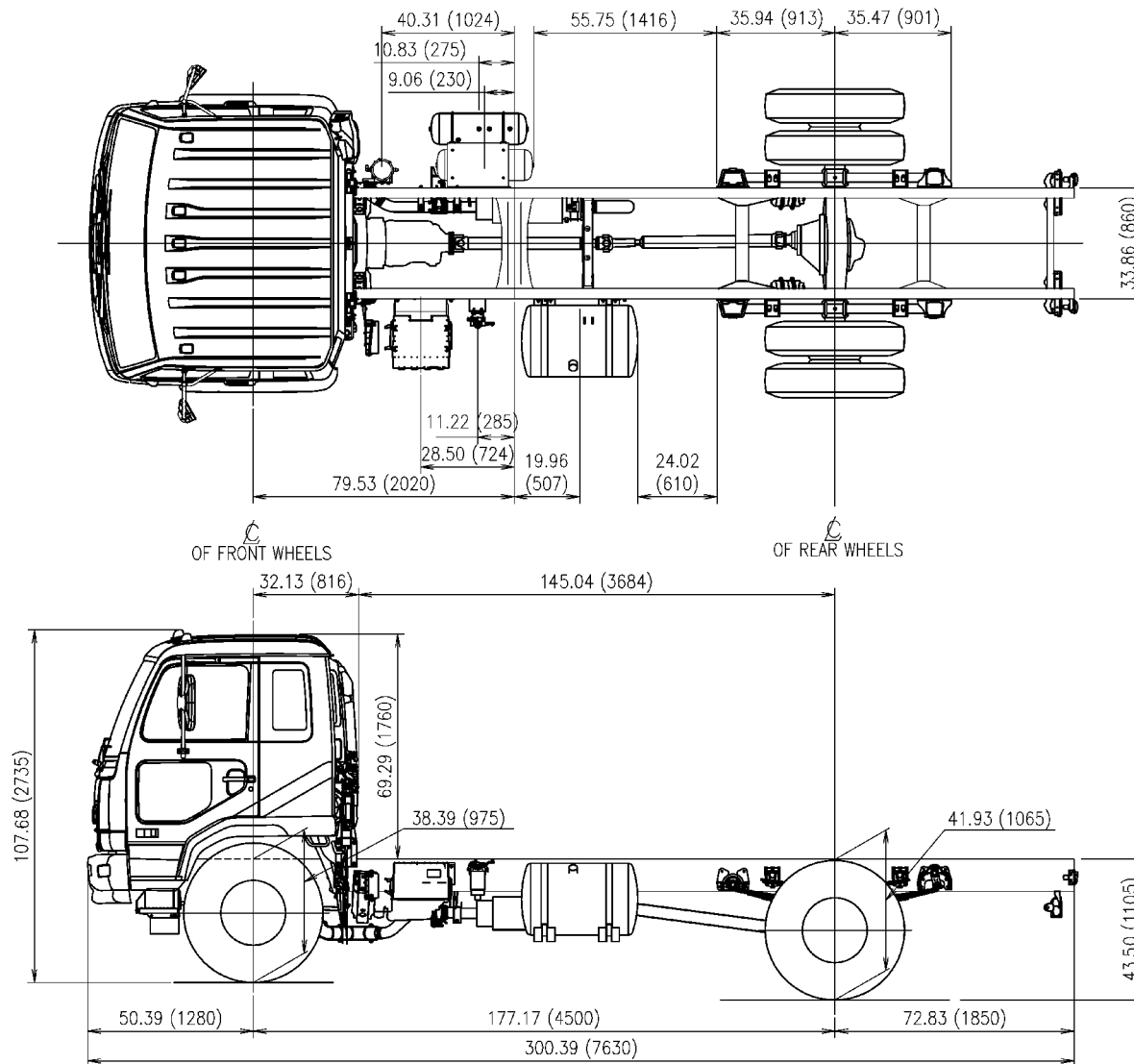
Unit : inch (mm)



WBM075C

UD3300H (LEAF SUSPENSION)

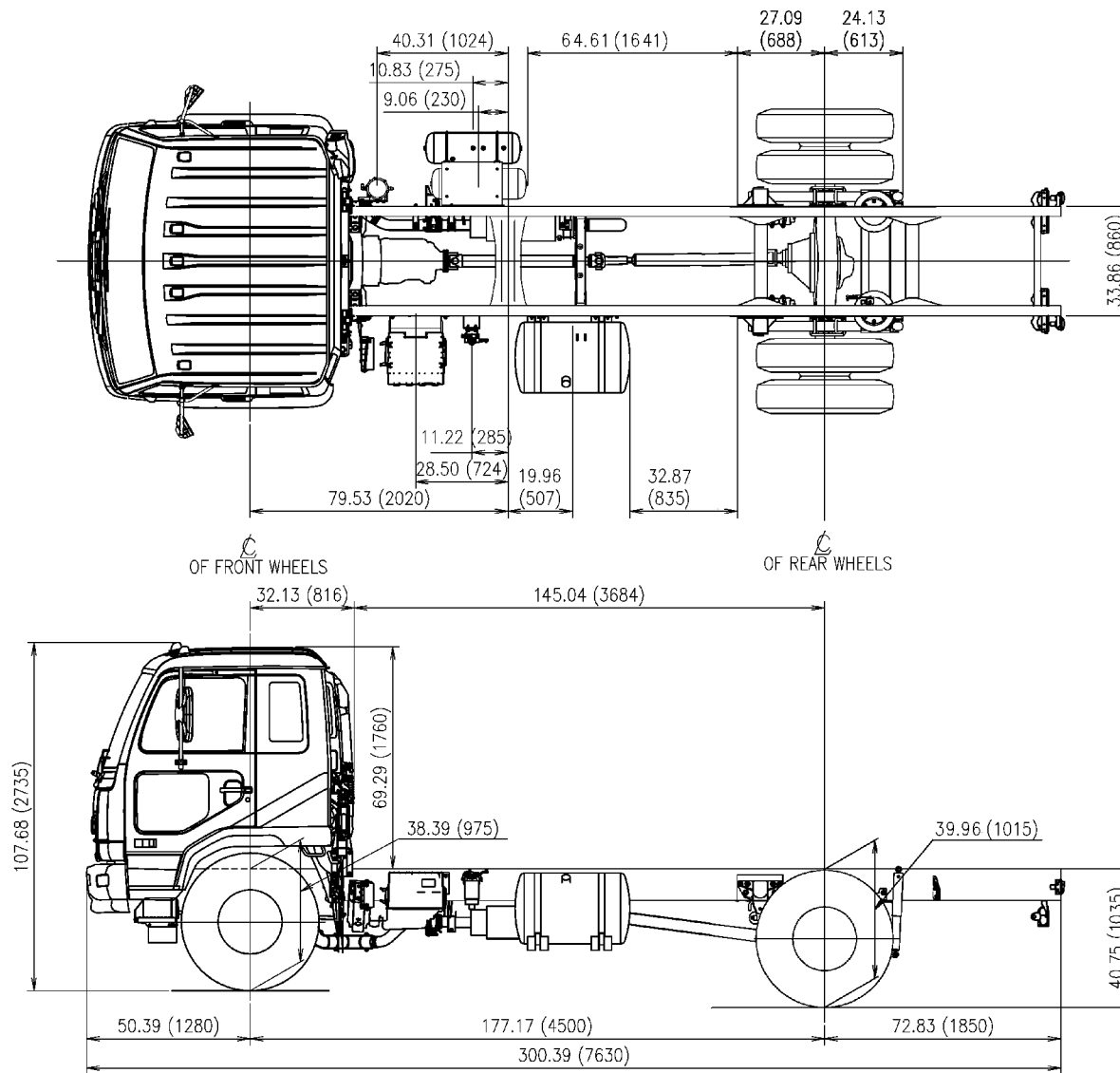
Unit : inch (mm)



WBM106C

UD3300H (AIR SUSPENSION)

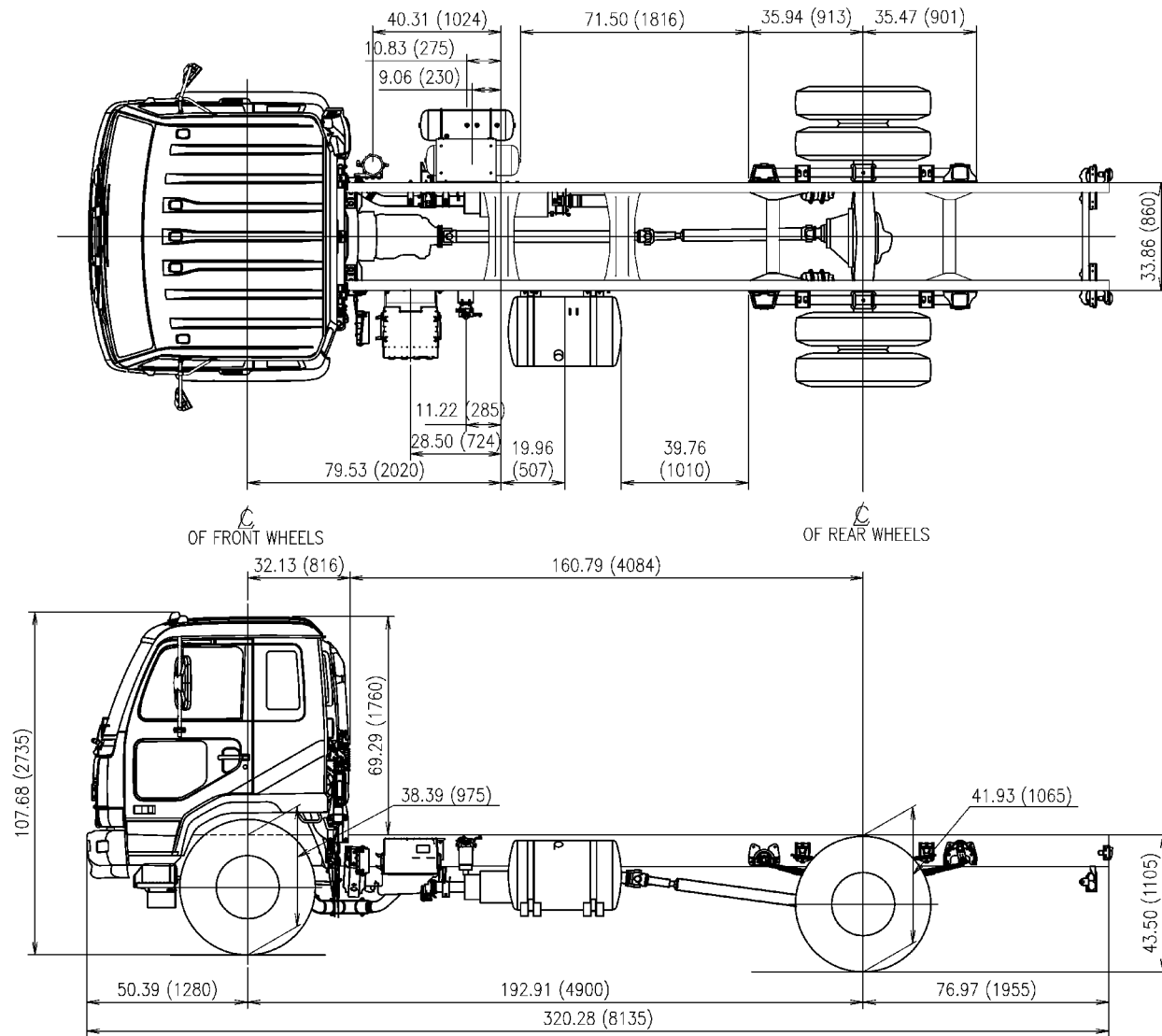
Unit : inch (mm)



WBM110C

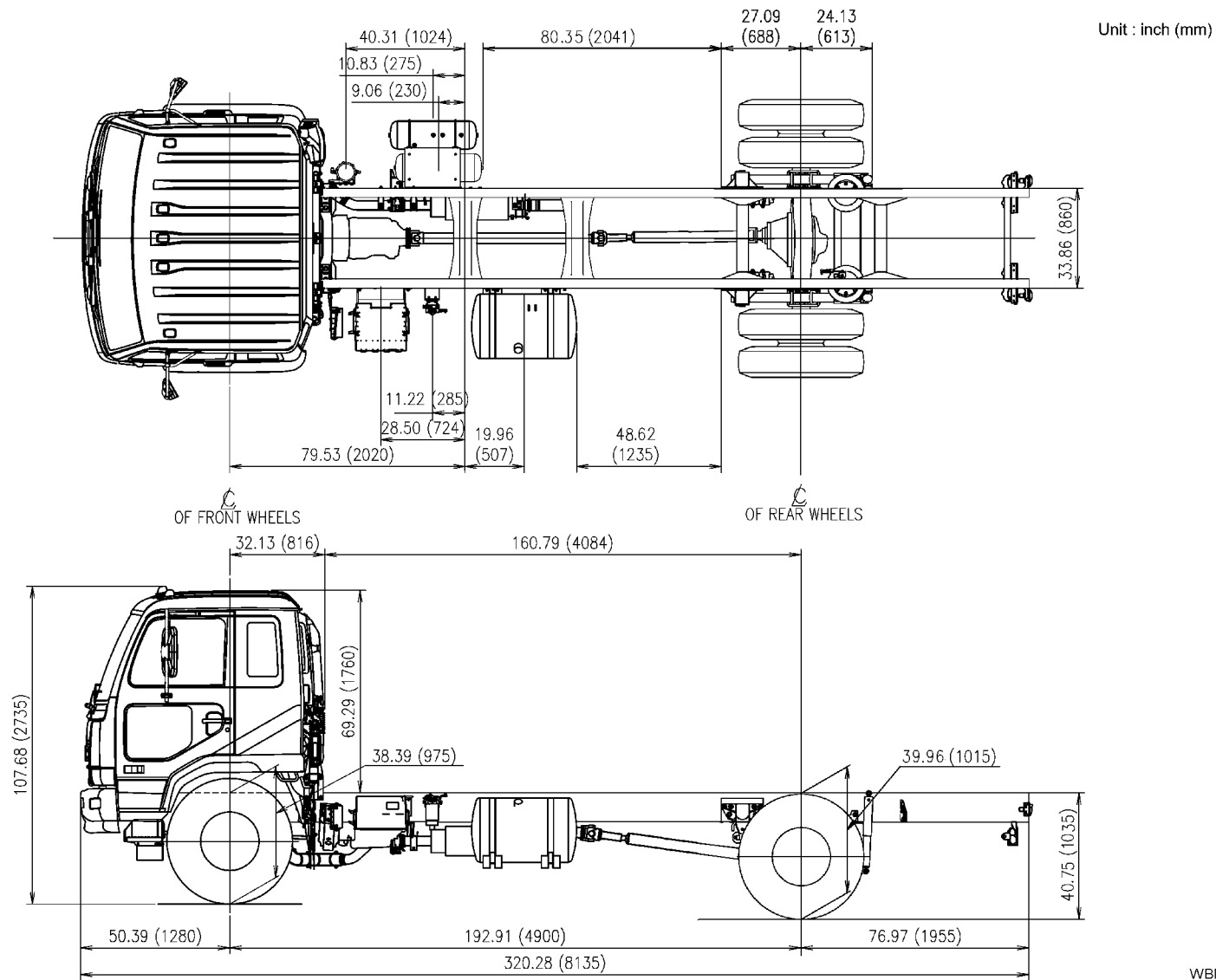
UD3300K (LEAF SUSPENSION)

Unit : inch (mm)



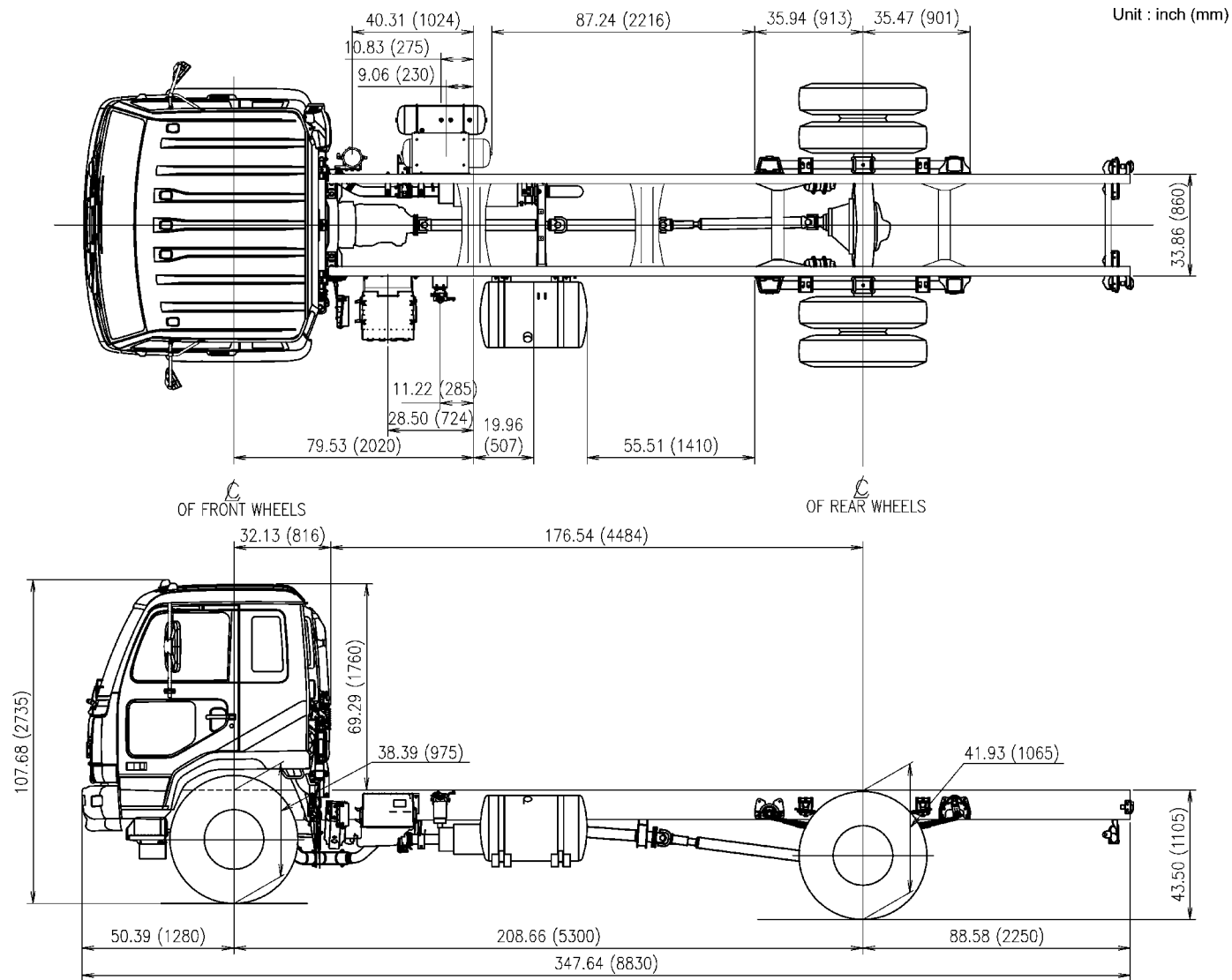
WBM115C

UD3300K (AIR SUSPENSION)



WBM111C

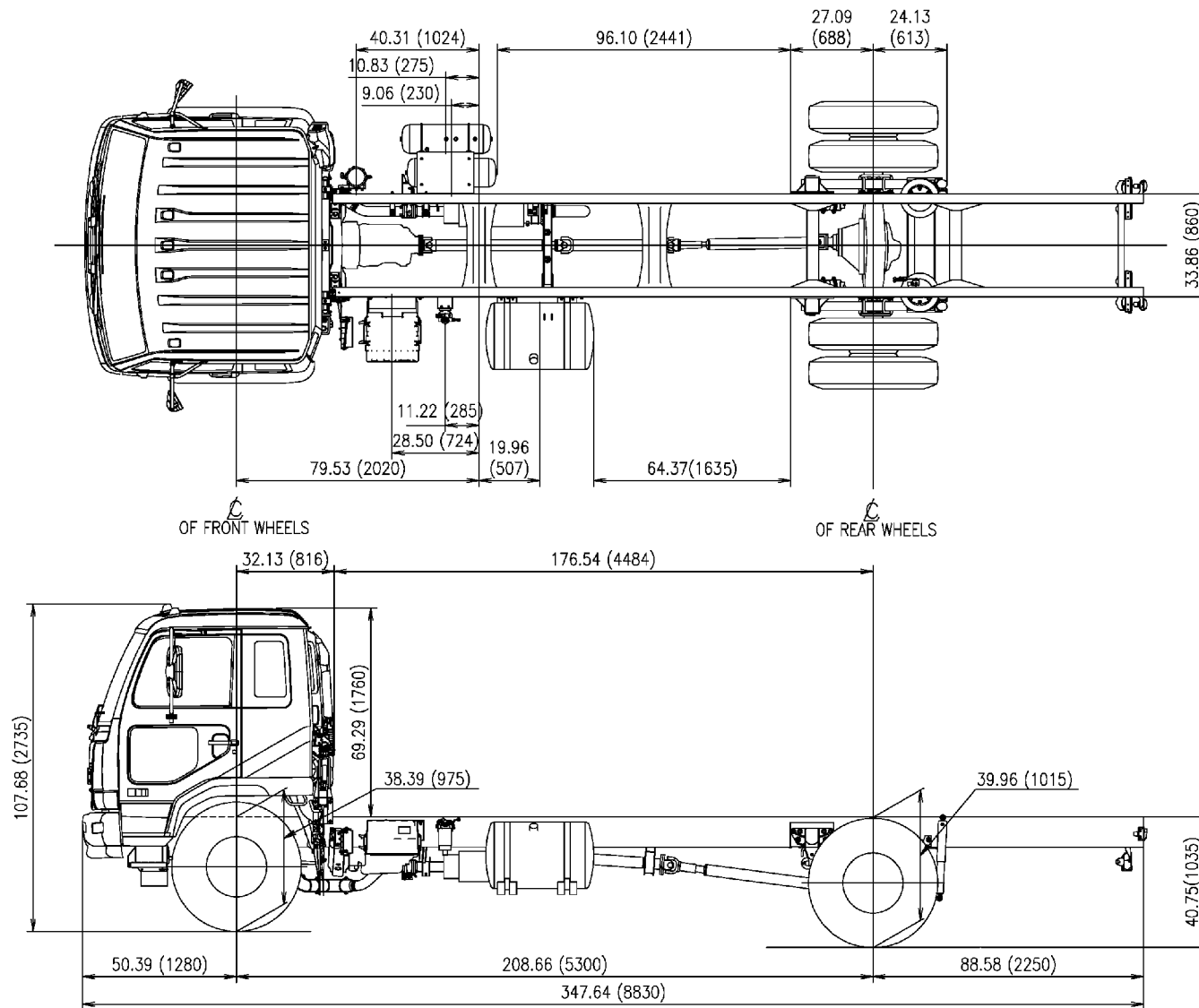
UD3300M (LEAF SUSPENSION)



WBM764B

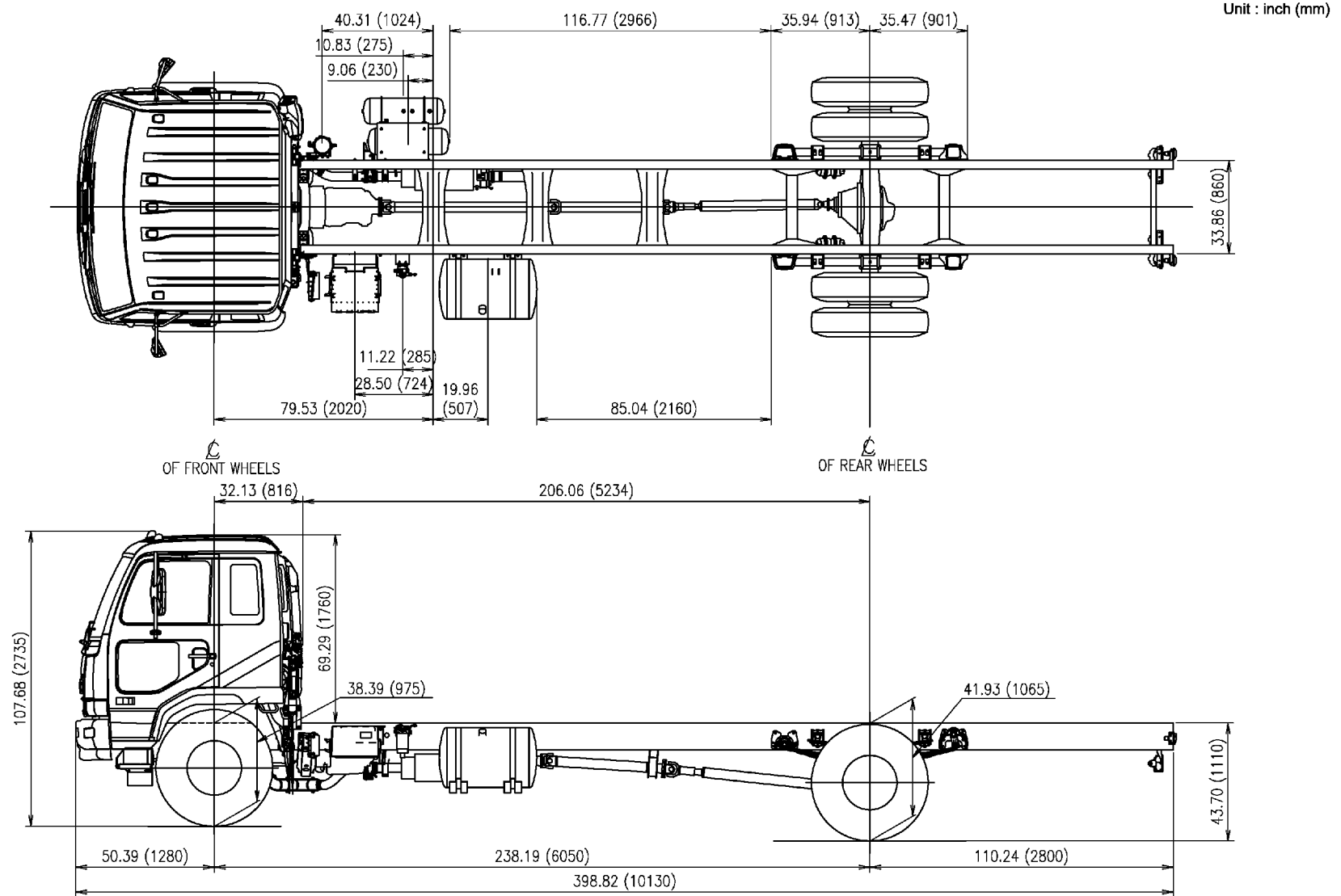
UD3300M (AIR SUSPENSION)

Unit : inch (mm)

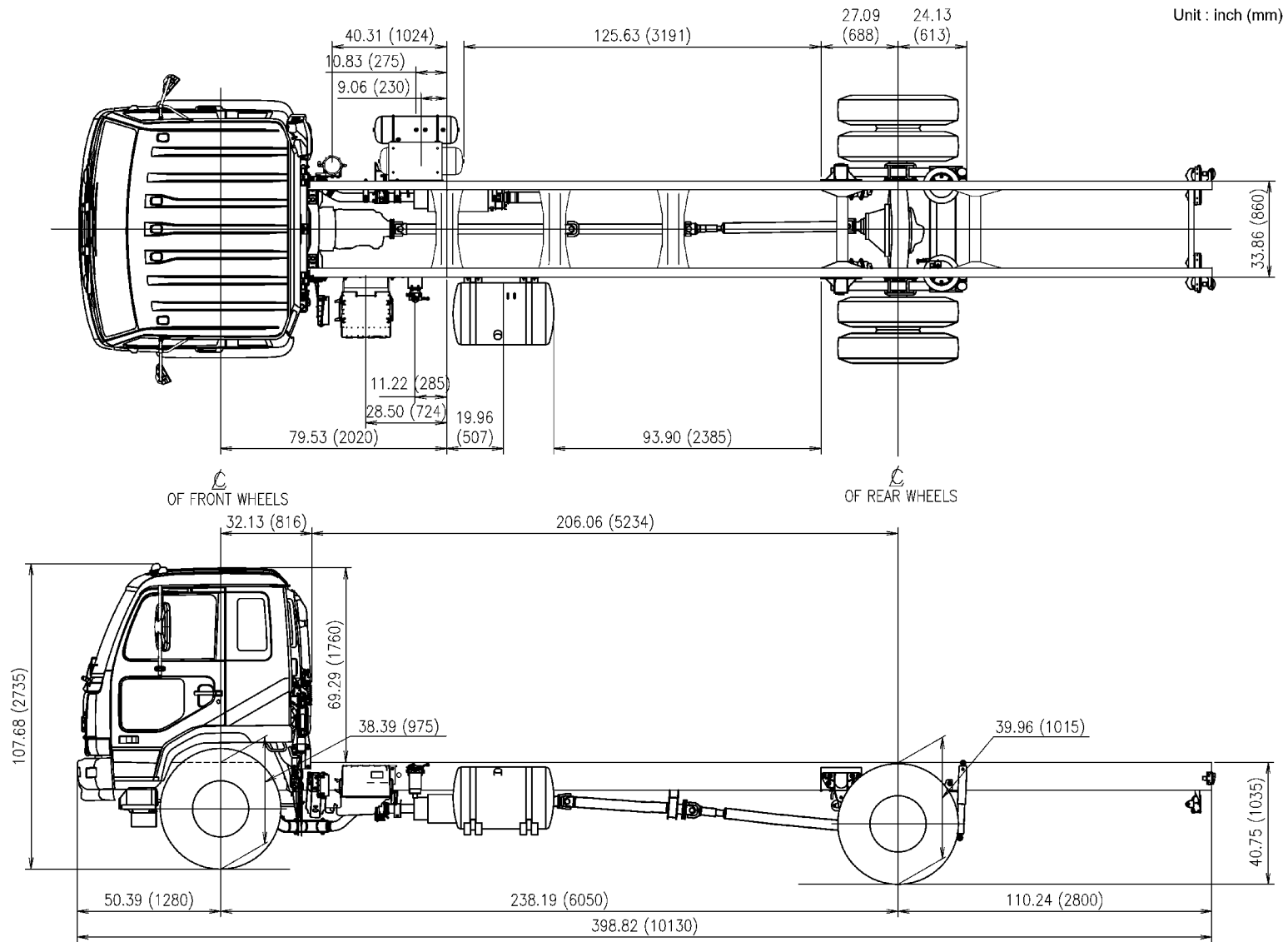


WBM076C

WBM107C



UD3300R (AIR SUSPENSION)



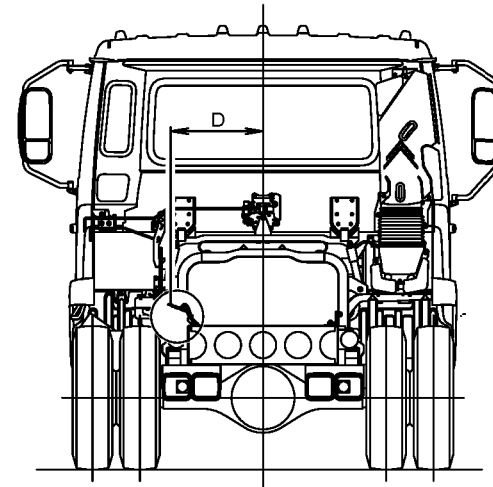
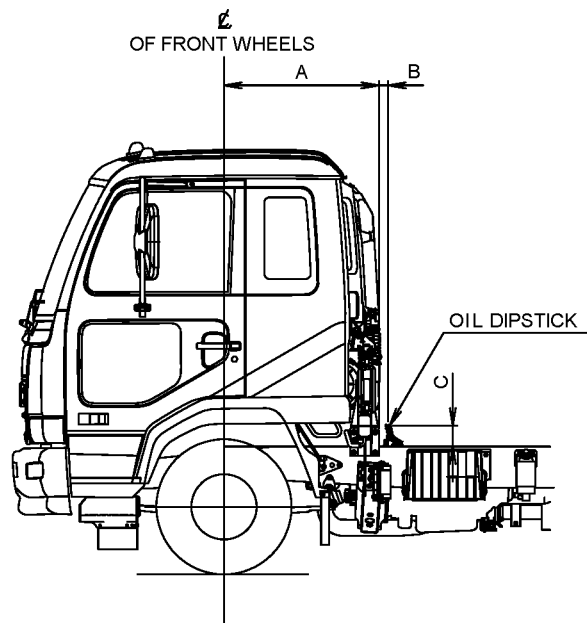
WBM114C

REAR-OF-CAB DATA

WITH AUTOMATIC TRANSMISSION:UD1800, UD2000, UD2300, UD2600, UD3300

Unit : inch (mm)

MODEL	TRANSMISSION MODEL	A	B	C	D
UD1800 UD2000	1000 SERIES	36.26 (921)	3.62 (92)	4.96 (126)	21.06 (535)
UD2300	2200 SERIES	35.28 (896)			
UD2600		32.13 (816)		5.24 (133)	
UD3300	2500 SERIES				

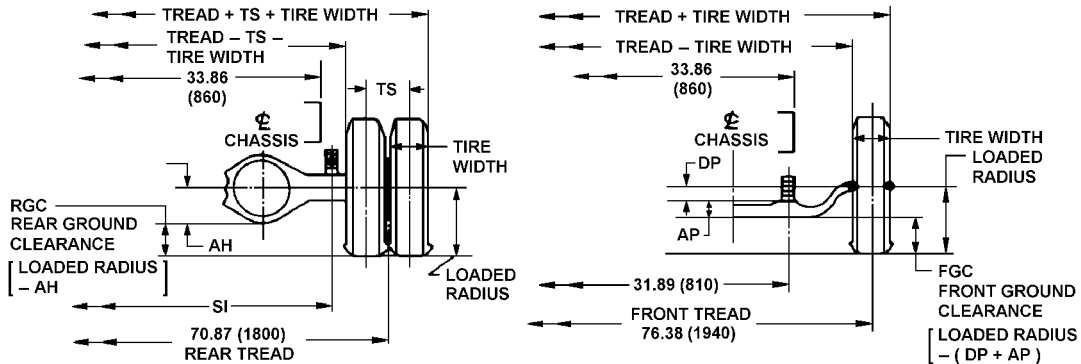


WBM112C

UD2600

AXLE INFORMATION

Unit : inch (mm)



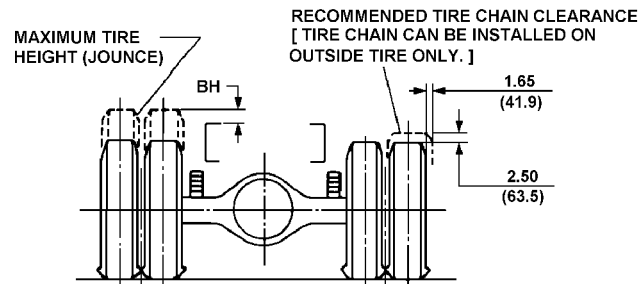
AXLE INFORMATION CHART (SEE FIG. 1 & 2)

MODEL		REAR AXLE		FRONT AXLE	
		SI	AH	AP	DP
UD2600 SERIES	LEAF SUSPENSION	39.92 (1014)	9.65 (245)	5.59 (142)	3.63 (92.3)
	AIR SUSPENSION	40.00 (1016)			

FIG. 1 REAR AXLE & WHEEL

FIG. 2 FRONT AXLE & WHEEL

WHEEL INFORMATION



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 8.25	6.50 (165)	10	13.00 (330)	8.07 (205)	11.16 (283.5)	9.65 (245)
255/70R22.5					5.91 (150)	9.00 (228.5)	7.48 (190)

MODEL	WHEEL - RIM
UD2600 SERIES	22.5 X 8.25

TIRE INFORMATION

MODEL	TIRE SIZE	RIM	* TIRE WIDTH	** MAX. OVERALL DIA.	□ LOADED RADIUS (SINGLE)		□ LOADED RADIUS (DUAL)	
					STATIC	DYNAMIC	STATIC	DYNAMIC
UD2600	11R22.5 (G)	22.5 X 8.25	11.89 (302)	42.83 (1088)	19.25 (489)	19.96 (507)	19.29 (490)	20.00 (508)
UD2600LP	255/70R22.5	22.5 X 8.25	10.55 (268)	37.44 (951)	17.13 (435)	17.80 (452)	17.17 (436)	17.83 (453)

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)

UD3300

AXLE INFORMATION

Unit : inch (mm)

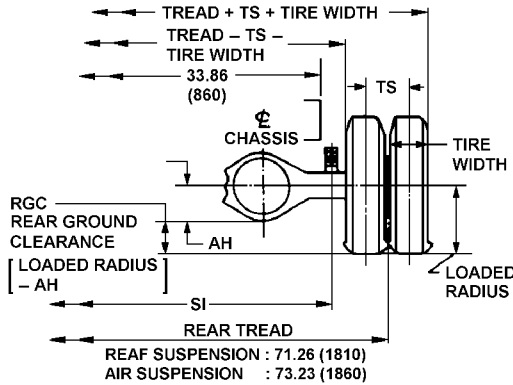


FIG. 1 REAR AXLE & WHEEL

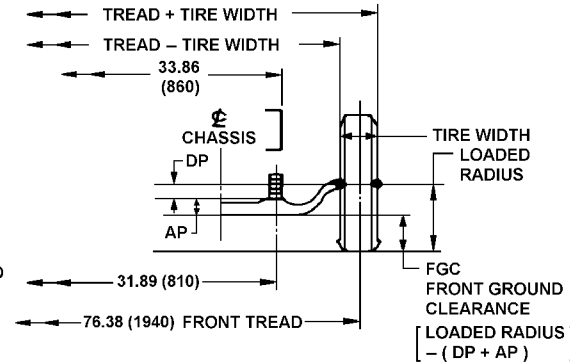


FIG. 2 FRONT AXLE & WHEEL

AXLE INFORMATION CHART (SEE FIG. 1 & 2)

MODEL		REAR AXLE		FRONT AXLE	
		SI	AH	AP	DP
UD3300 SERIES	LEAF SUSPENSION	39.92 (1014)	9.65 (245)	5.59 (142)	3.63 (92.3)
	AIR SUSPENSION	40.00 (1016)			

WHEEL INFORMATION

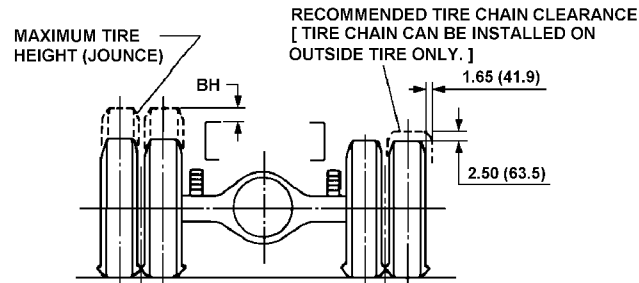


FIG. 3 REAR AXLE & WHEEL MOTION

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 8.25	6.50 (165)	10	13.00 (330)	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 8.25

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 8.25	11.89 (302)	42.83 (1088)	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.

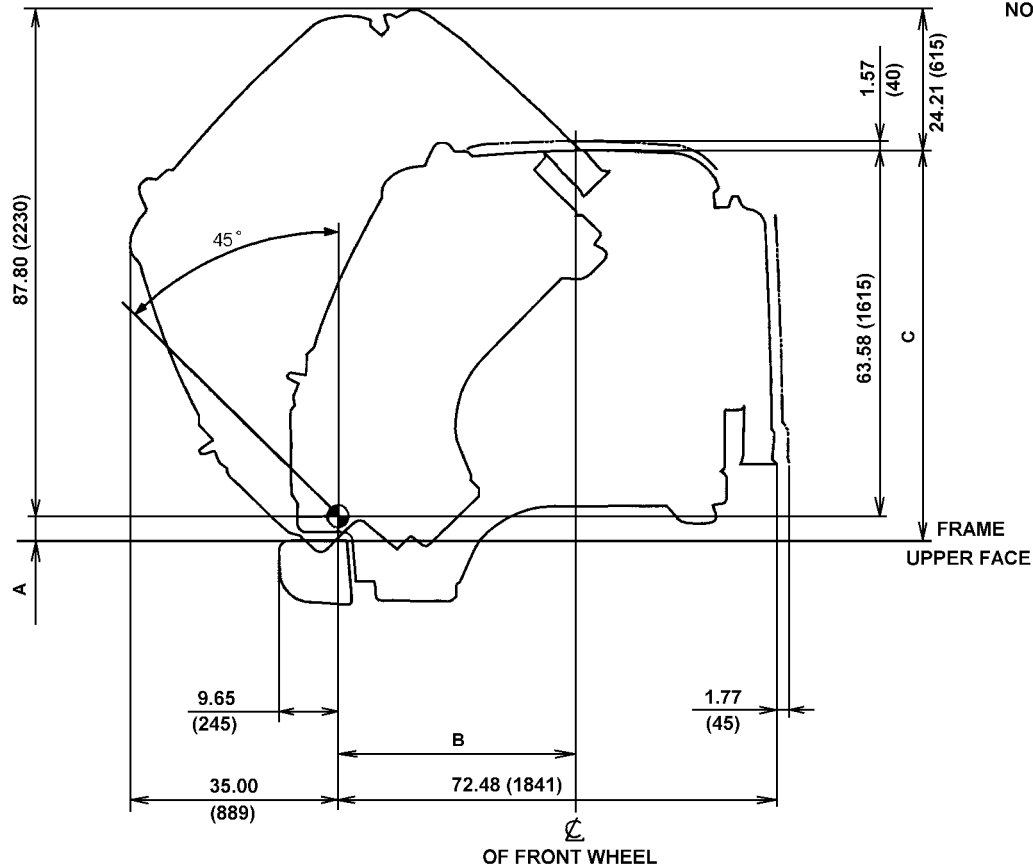
** HEAVY TREAD TIRE'S OVERALL DIA. OF MAX GROWN TIRE.

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

CAB DATA

UD1800, UD2000, UD2300, UD2600, UD3300

Unit : inch (mm)

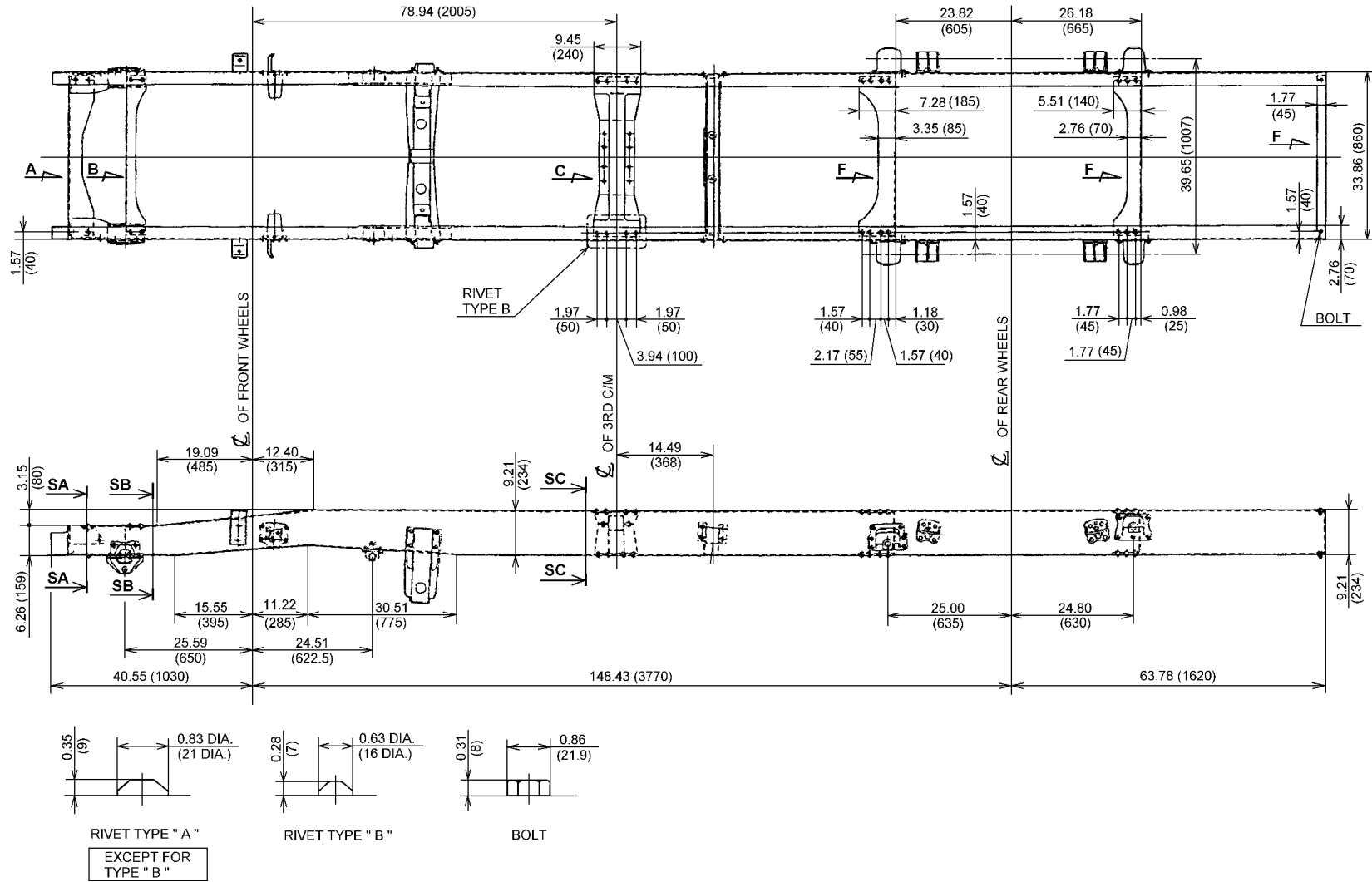


NOTE : ALLOWANCE FOR SUSPENSION CAB MOVEMENT
THE CLEARANCE BETWEEN THE MOVING PORTION OF THE CAB (CAB MAIN BODY, CAB TILT LINKAGE ETC.) AND ANY INSTALLED DEVICE MUST BE GREATER THAN 1.77 INCH (45 MM) FOR REAR SIDE. 1.571 INCH (40 MM) FOR UPSIDE.
THE CLEARANCE BETWEEN THE FIXED PART (SUCH AS CAB MOUNT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

MODEL	A	B	C
UD1800	5.71 (145)	36.22 (920)	69.29 (1760)
UD2000	5.71 (145)	37.20 (945)	69.29 (1760)
UD2300	5.71 (145)	40.35 (1025)	69.29 (1760)
UD2600	5.71 (145)	40.35 (1025)	69.29 (1760)
UD3300	5.71 (145)	40.35 (1025)	69.29 (1760)

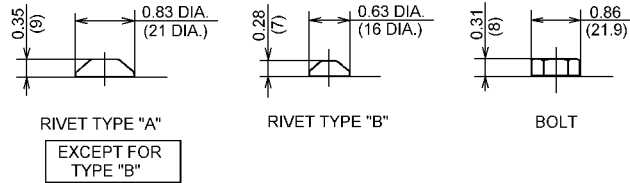
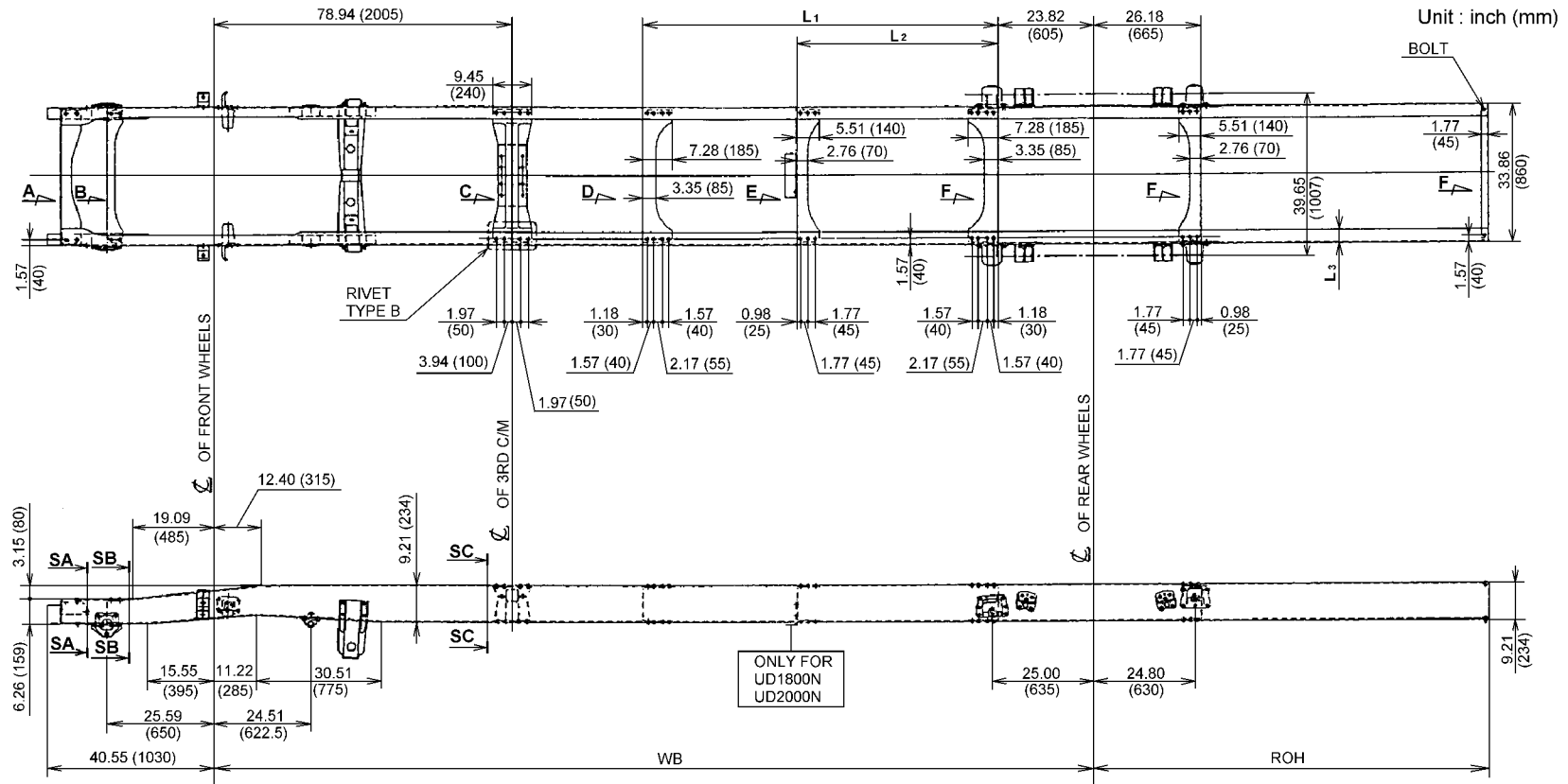
WBM772B

Unit : inch (mm)



WBM924B

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

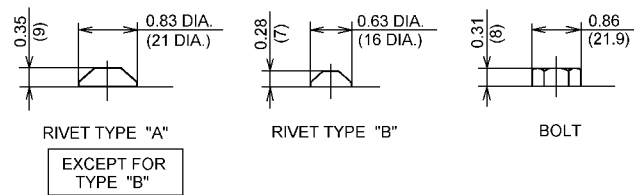
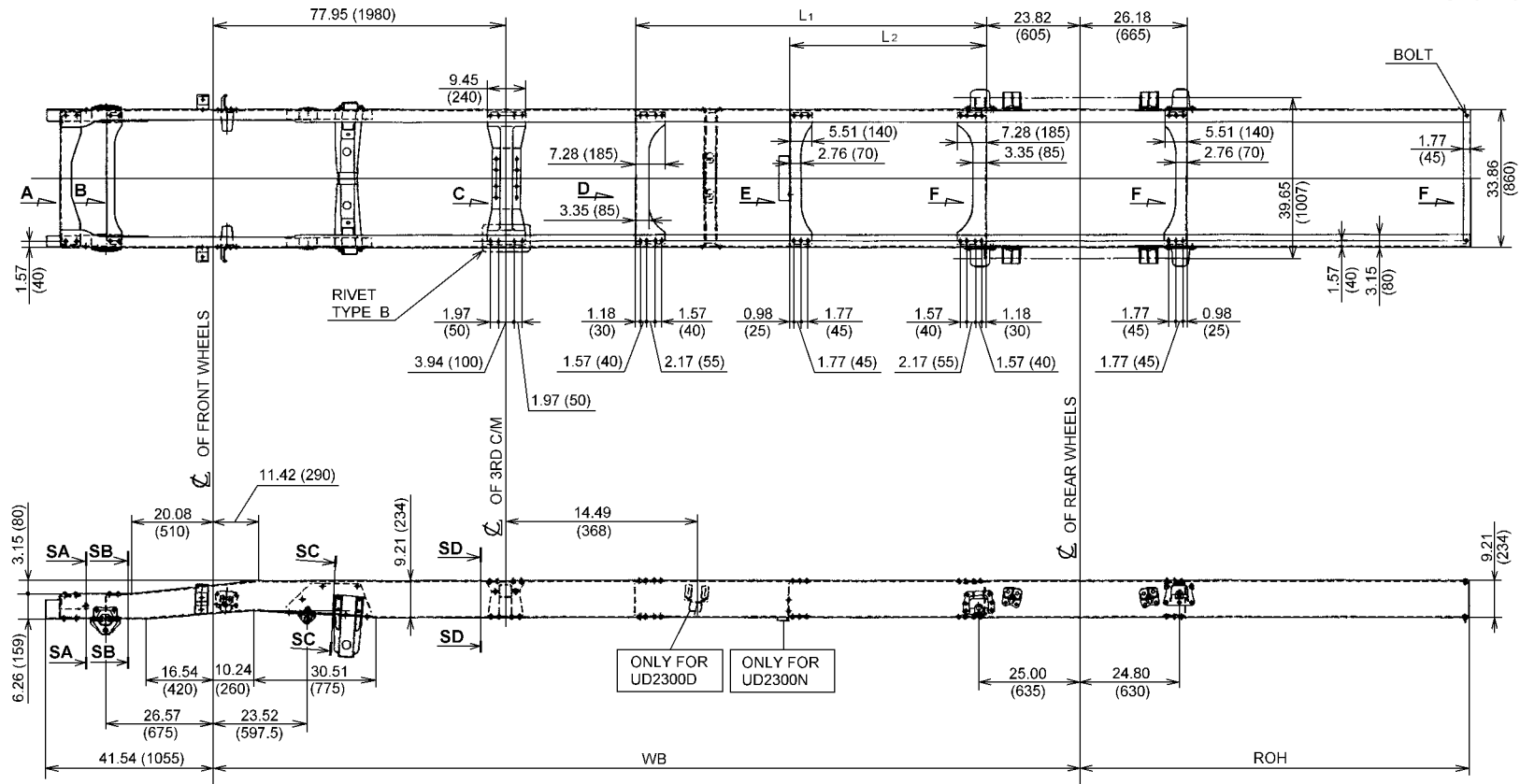


MODEL	WB	ROH	L ₁	L ₂	L ₃
UD1800F UD2000F	166.54 (4230)	63.78 (1620)	36.81 (935)		2.76 (70)
UD1800H UD2000H	178.35 (4530)	77.95 (1980)	48.62 (1235)		2.76 (70)
UD1800K UD2000K	190.16 (4830)	83.86 (2130)	50.19 (1275)		2.76 (70)
UD1800N UD2000N	216.54 (5500)	96.85 (2460)	86.81 (2205)	48.62 (1235)	3.15 (80)

WBM773B

UD2300D, UD2300F, UD2300H, UD2300K, UD2300N

Unit : inch (mm)

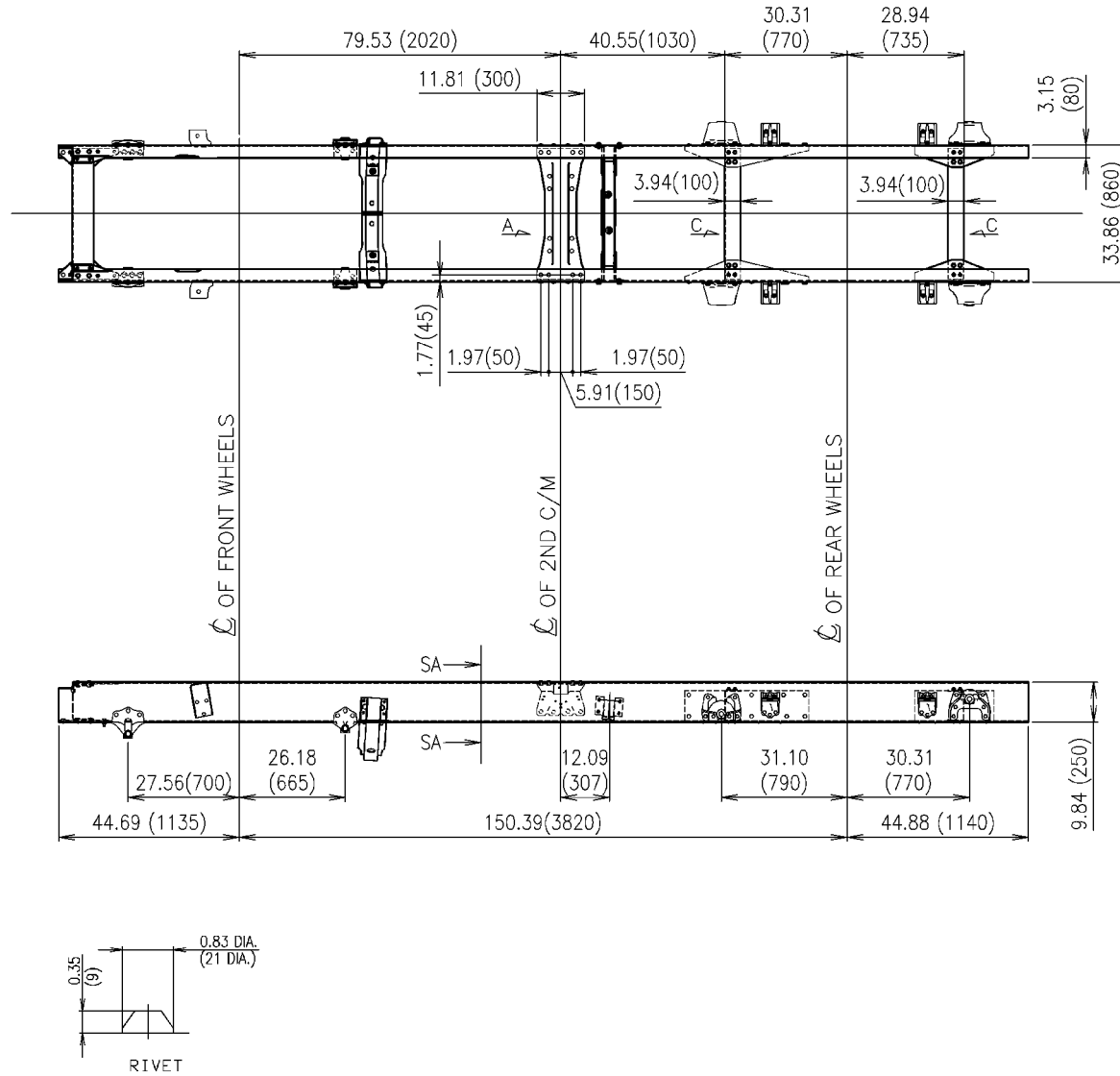


MODEL	WB	ROH	L ₁	L ₂
UD2300D	147.44 (3745)	63.78 (1620)		
UD2300F	165.55 (4205)	63.78 (1620)	36.81 (935)	
UD2300H	177.36 (4505)	77.95 (1980)	48.62 (1235)	
UD2300K	189.17 (4805)	83.86 (2130)	50.19 (1275)	
UD2300N	215.55 (5475)	96.85 (2460)	86.81 (2205)	48.62 (1235)

WBM413B

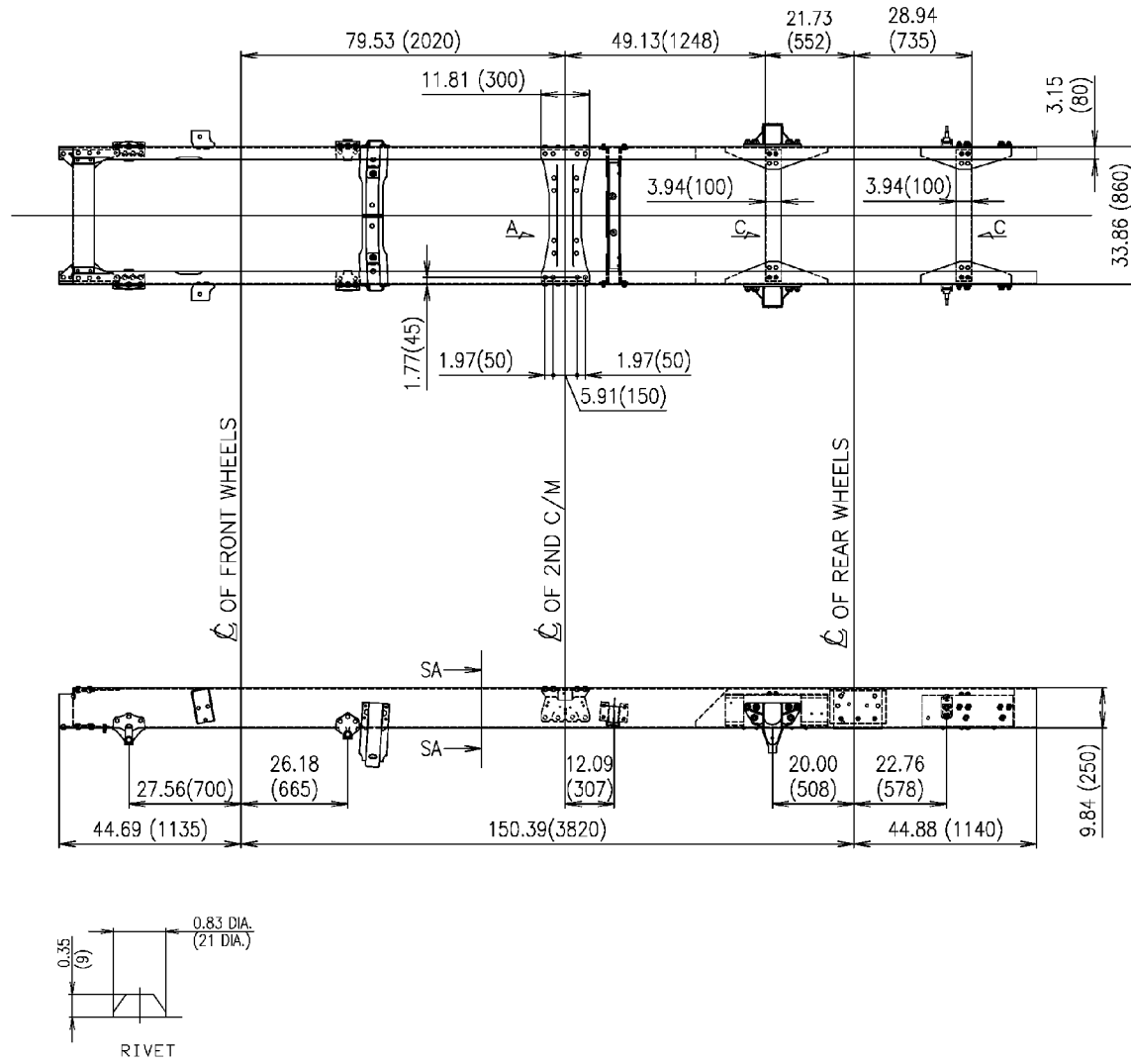
UD2600E, UD3300E (LEAF SUSPENSION)

Unit : inch (mm)



UD3300E (AIR SUSPENSION)

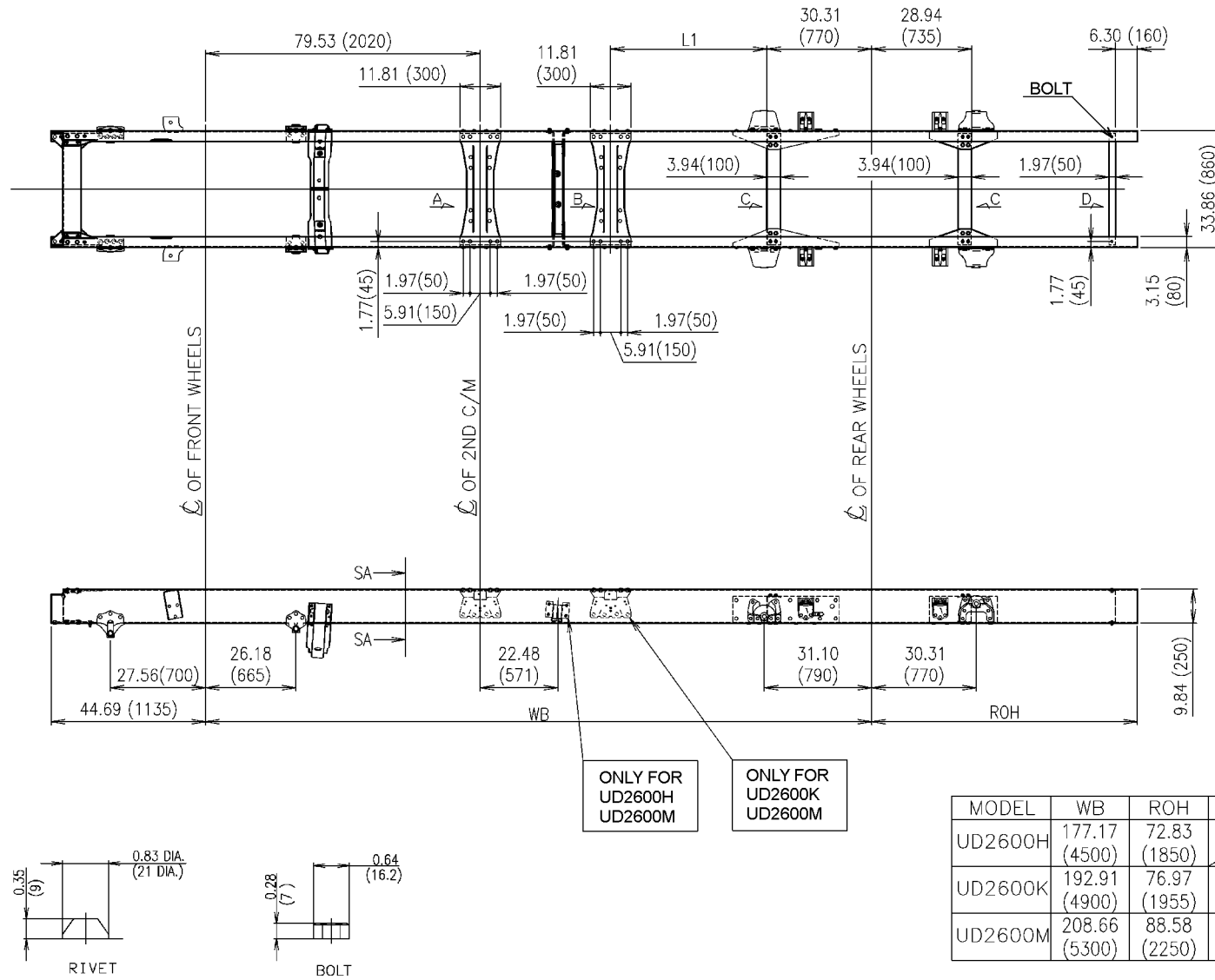
Unit : inch (mm)



WBM061C

UD2600H, UD2600K, UD2600M (LEAF SUSPENSION)

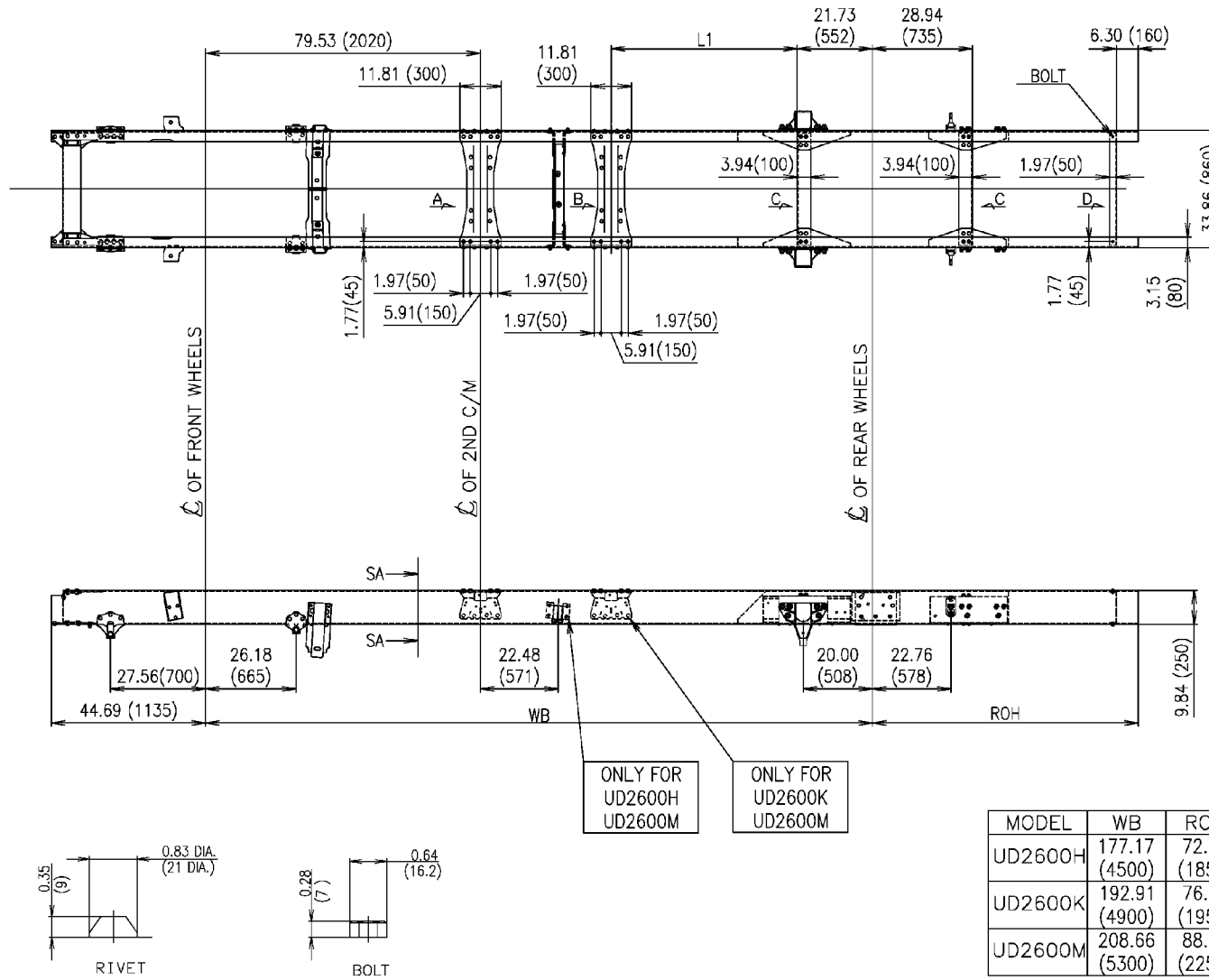
Unit : inch (mm)



WBM100C

UD2600H, UD2600K, UD2600M (AIR SUSPENSION)

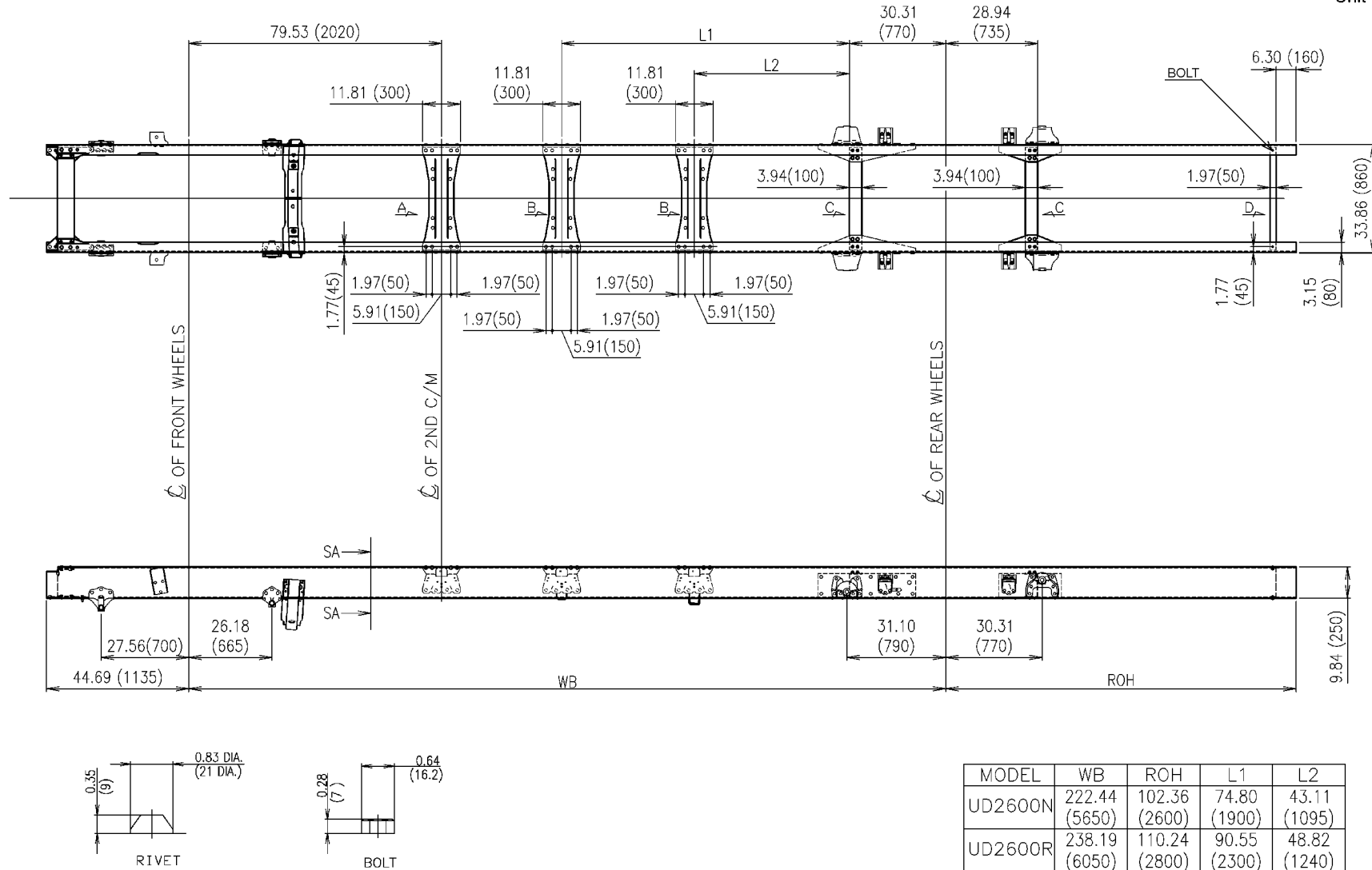
Unit : (mm)



WBM062C

UD2600N,UD2600R (LEAF SUSPENSION)

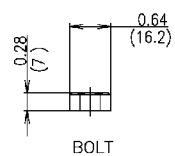
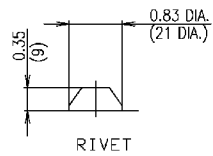
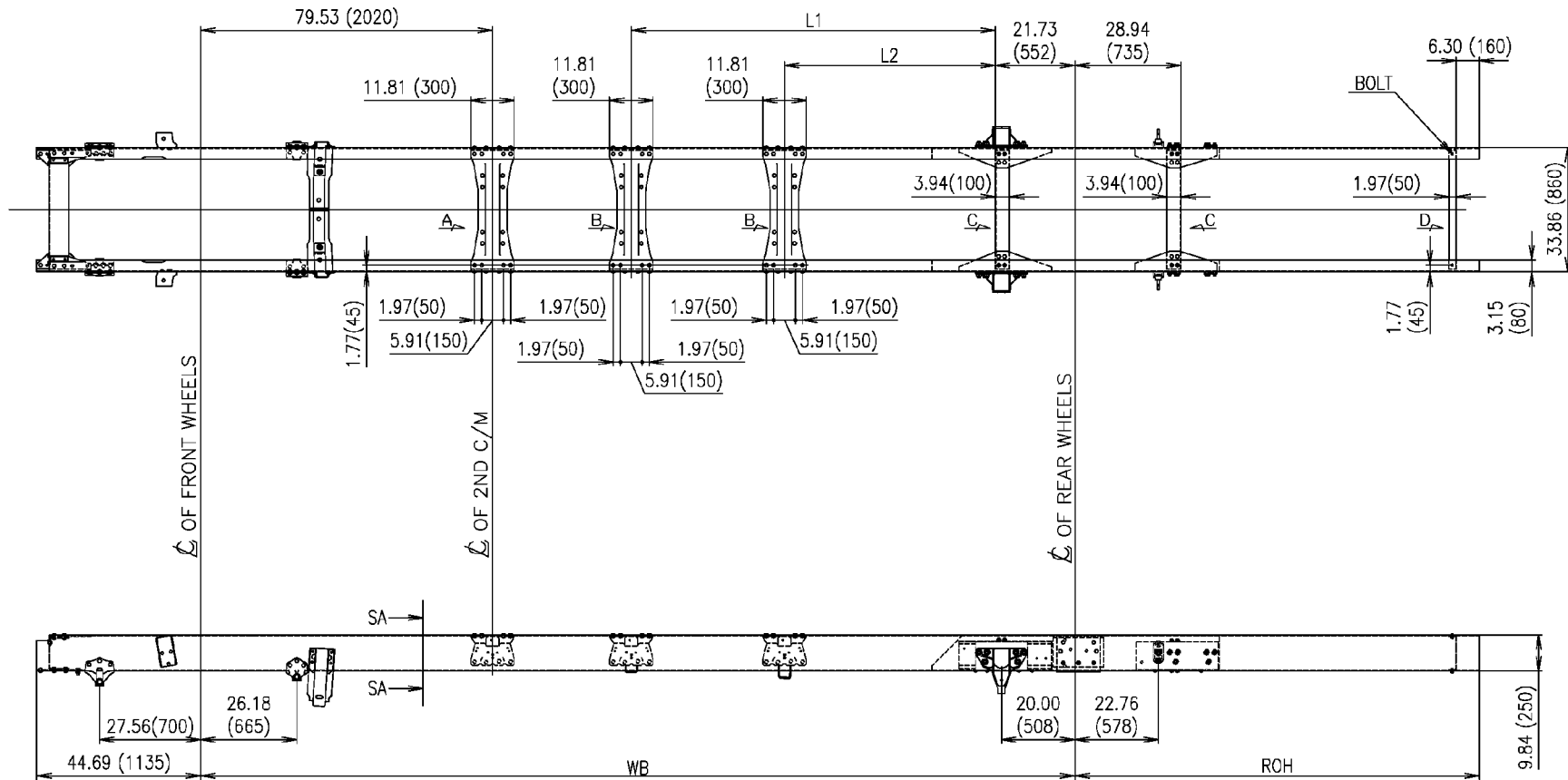
Unit : inch (mm)



WBM099C

UD2600N,2600R (AIR SUSPENSION)

Unit : inch (mm)

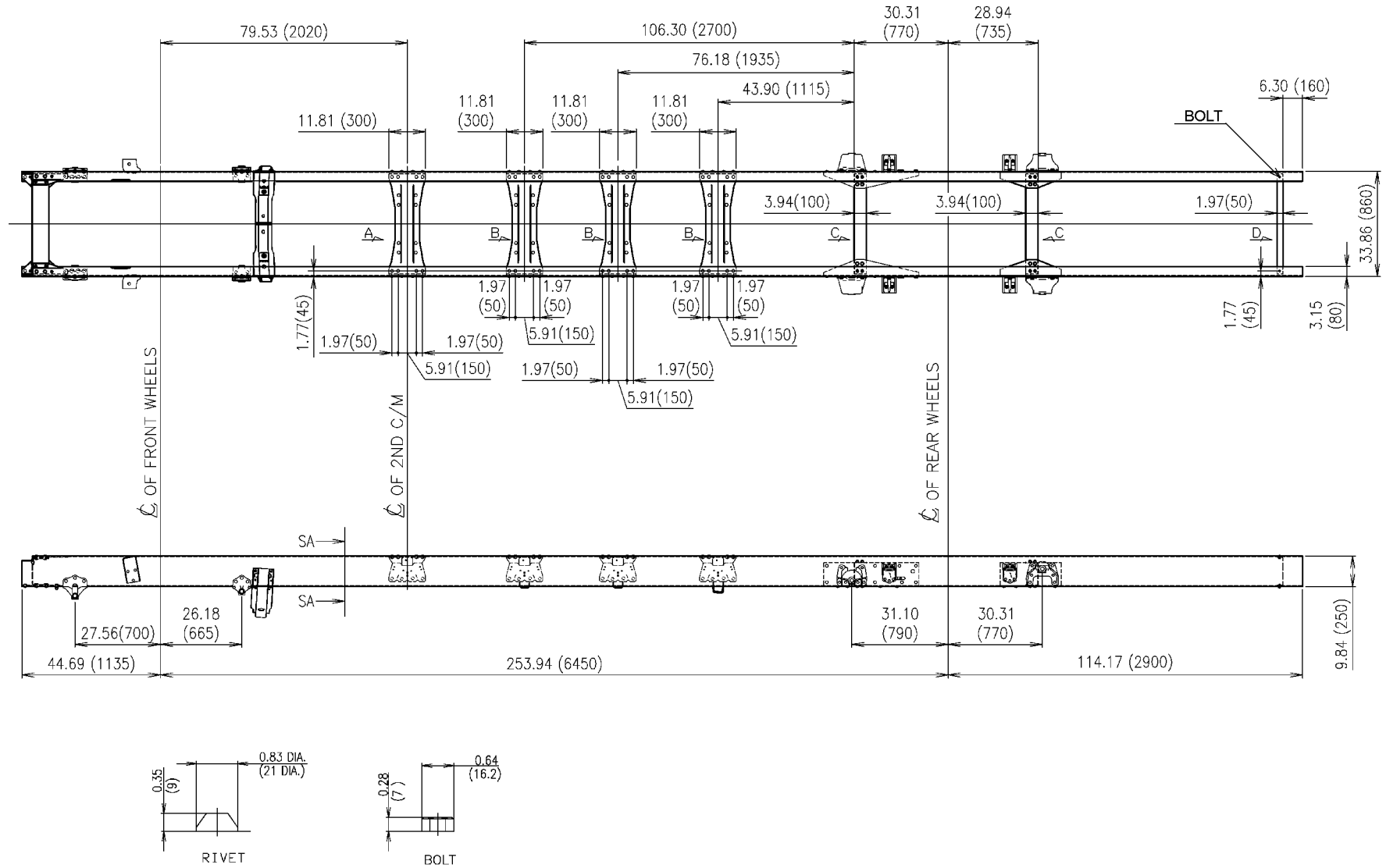


MODEL	WB	ROH	L1	L2
UD2600N	222.44 (5650)	102.36 (2600)	83.39 (2118)	51.69 (1313)
UD2600R	238.19 (6050)	110.24 (2800)	99.13 (2518)	57.40 (1458)

WBM063C

UD2600S (LEAF SUSPENSION)

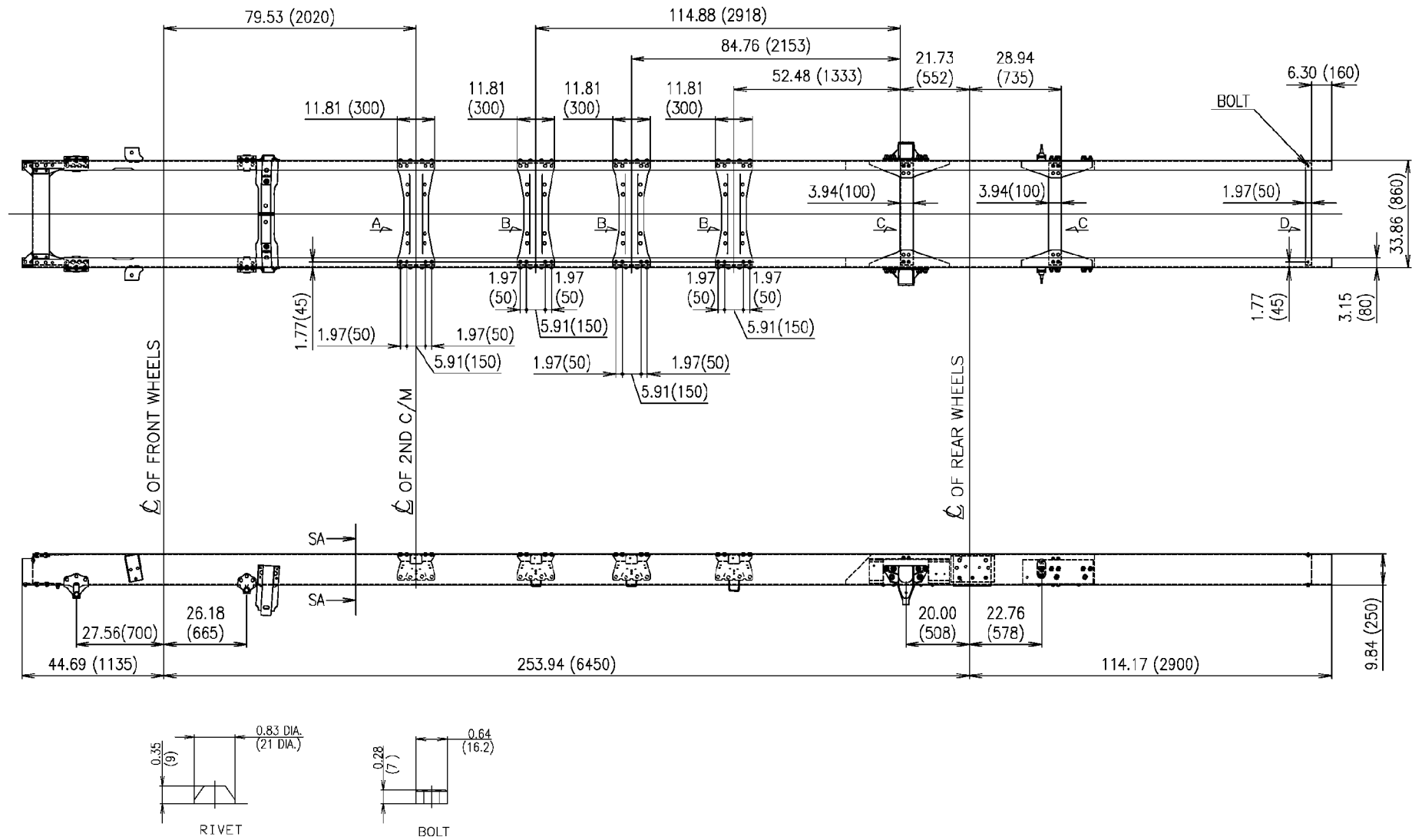
Unit : inch (mm)



WBM098C

UD2600S (AIR SUSPENSION)

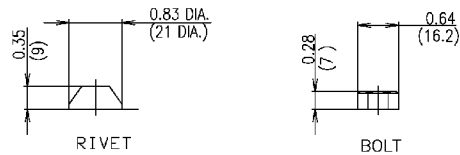
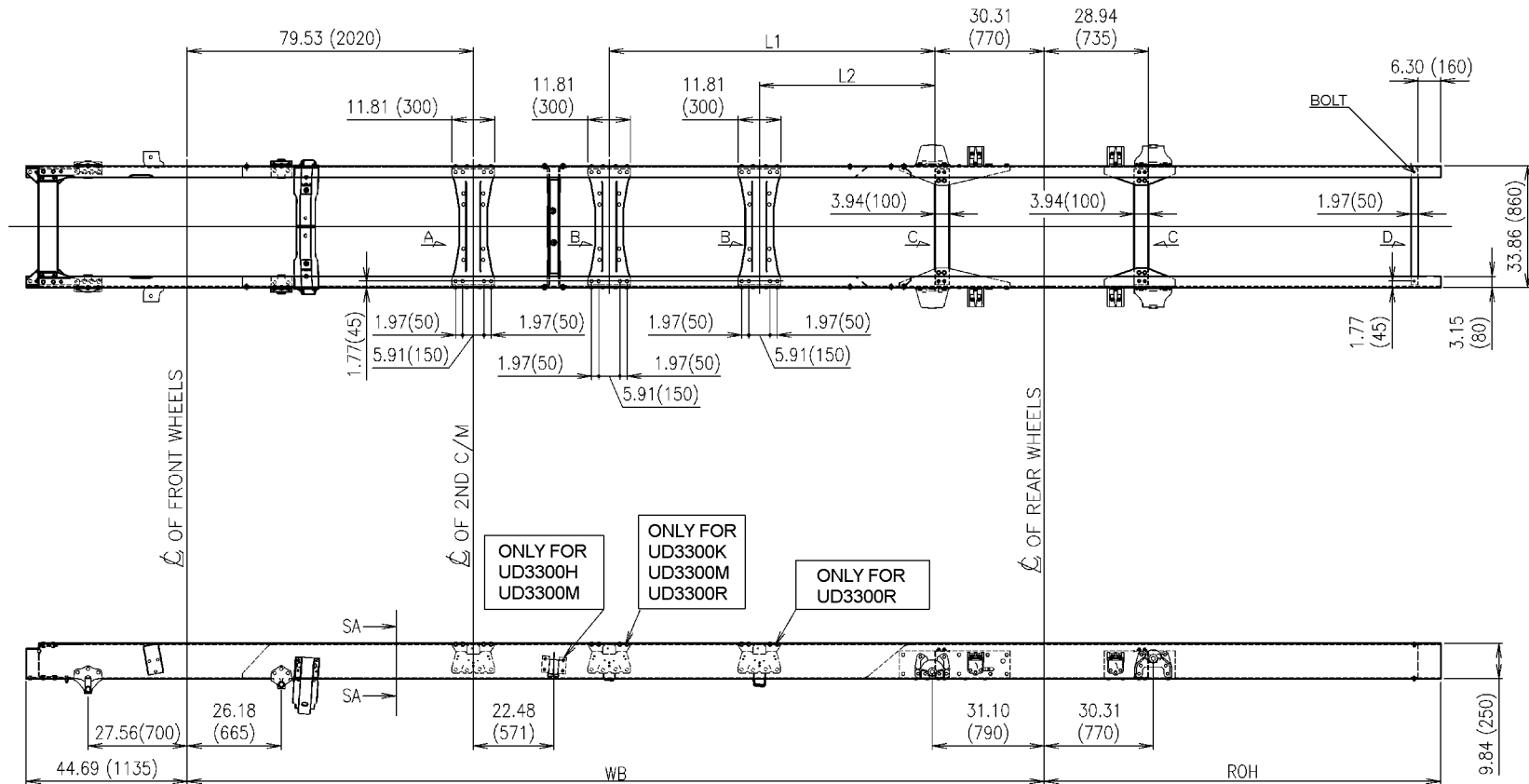
Unit : inch (mm)



WBM064C

UD3300H, UD3300K, UD3300M, UD3300R (LEAF SUSPENSION)

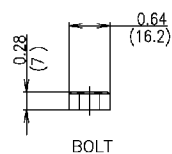
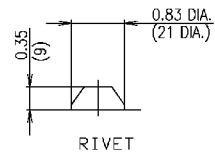
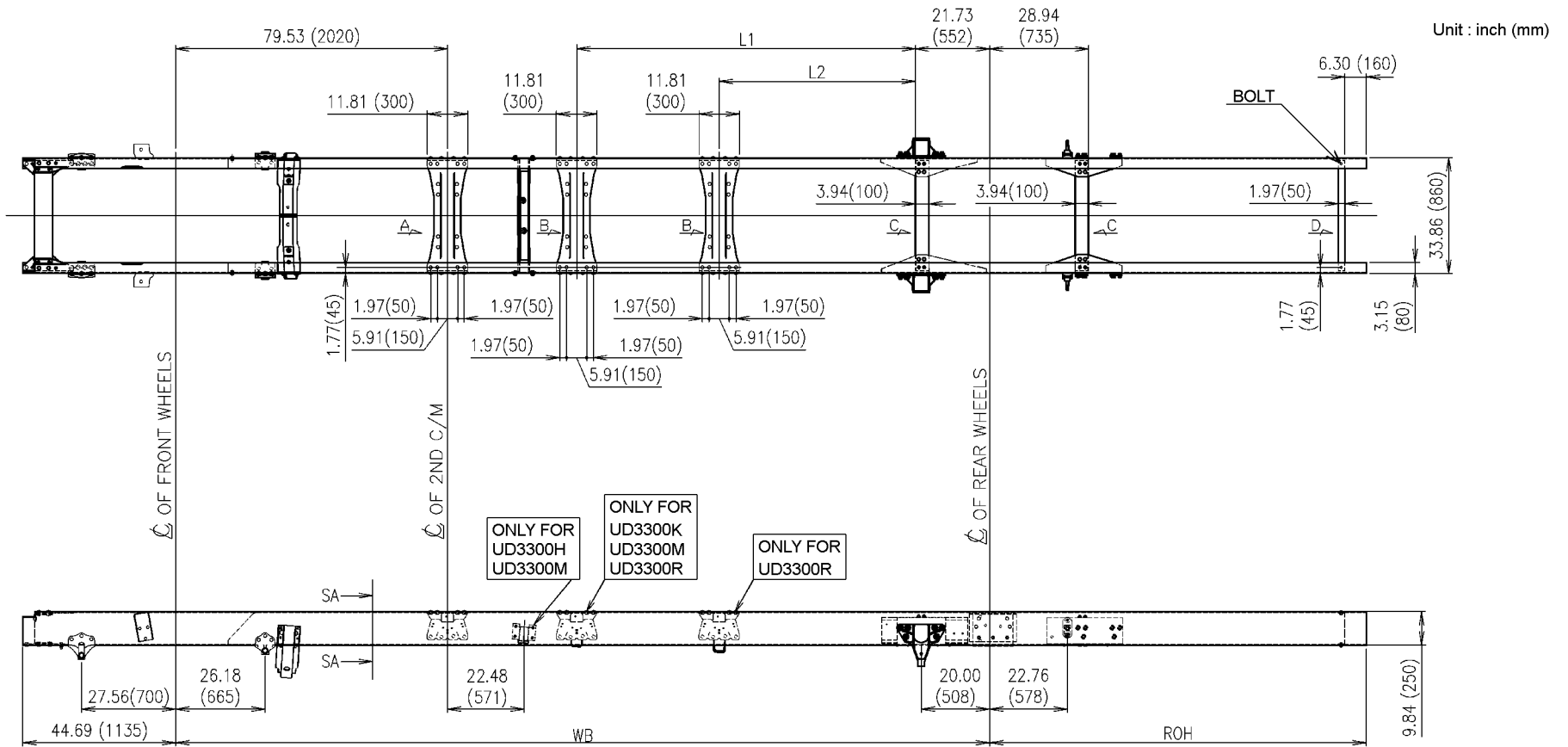
Unit : inch (mm)



MODEL	WB	ROH	L1	L2
UD3300H	177.17 (4500)	72.83 (1850)		
UD3300K	192.91 (4900)	76.97 (1955)	45.28 (1150)	
UD3300M	208.66 (5300)	88.58 (2250)	41.34 (1050)	
UD3300R	238.19 (6050)	110.24 (2800)	90.55 (2300)	48.82 (1240)

WBM097C

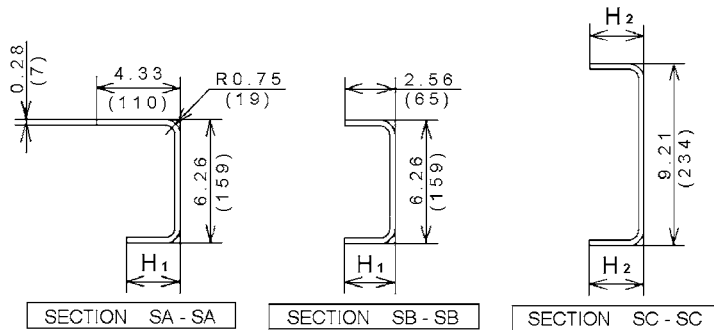
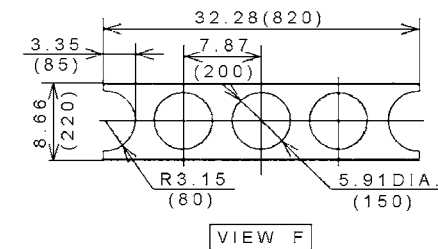
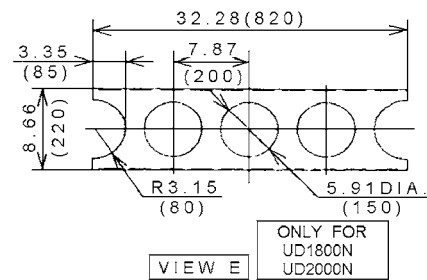
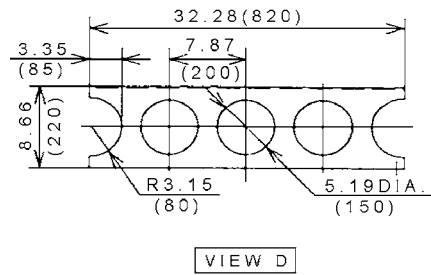
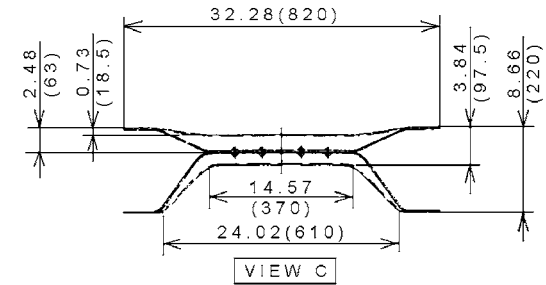
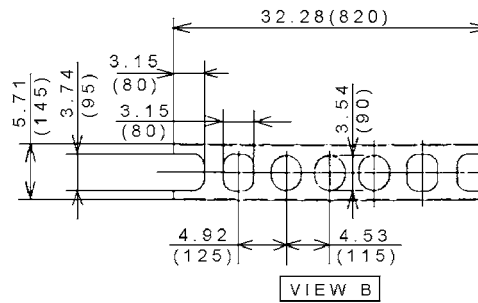
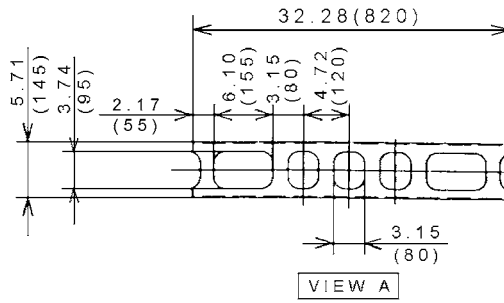
UD3300H, UD3300K, UD3300M, UD3300R (AIR SUSPENSION)



MODEL	WB	ROH	L1	L2
UD3300H	177.17 (4500)	72.83 (1850)		
UD3300K	192.91 (4900)	76.97 (1955)	53.86 (1368)	
UD3300M	208.66 (5300)	88.58 (2250)	49.92 (1268)	
UD3300R	238.19 (6050)	110.24 (2800)	99.13 (2518)	57.40 (1458)

CROSSMEMBER AND FRAME SECTION DATA UD1800, UD2000

Unit : inch (mm)

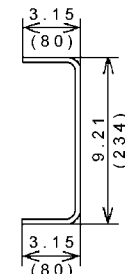
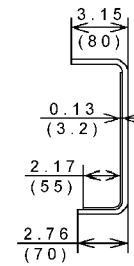
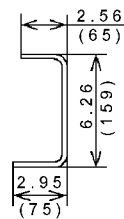
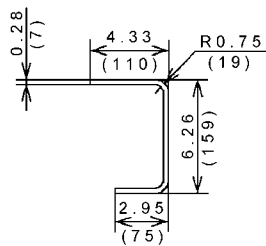
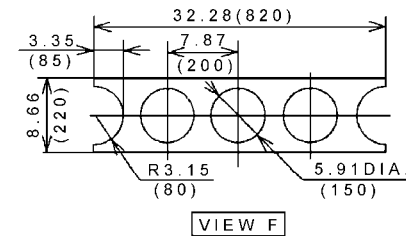
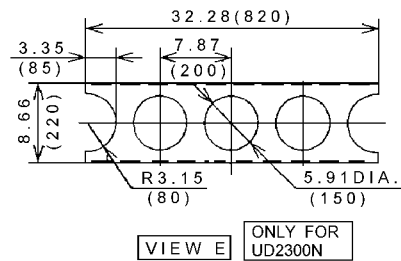
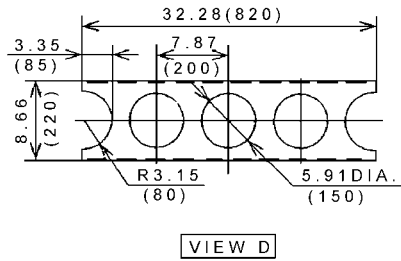
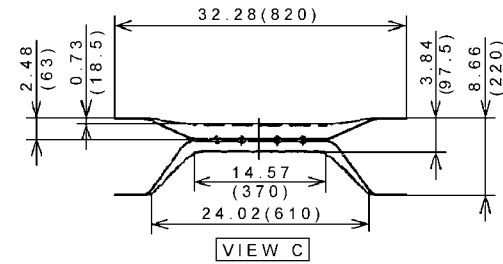
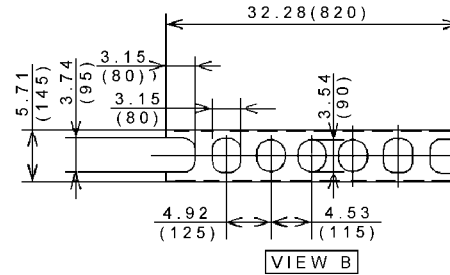
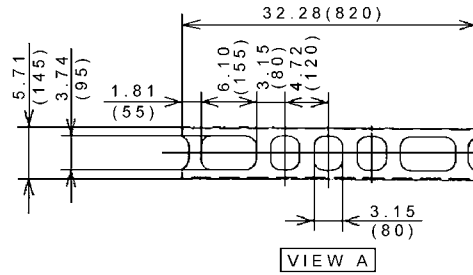


MODEL	H ₁	H ₂
UD1800E UD2000E		
UD1800F UD2000F	2.56 (65)	2.76 (70)
UD1800H UD2000H		
UD1800K UD2000K		
UD1800N UD2000N	2.95 (75)	3.15 (80)

WBM797A

UD2300

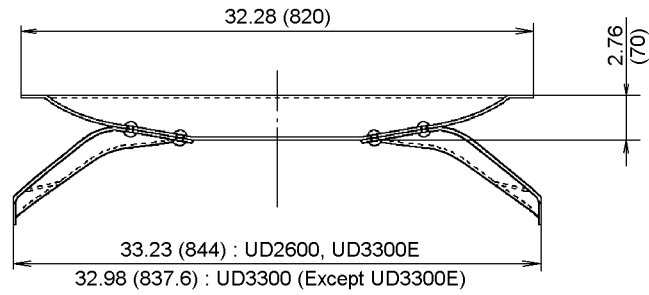
Unit : inch (mm)



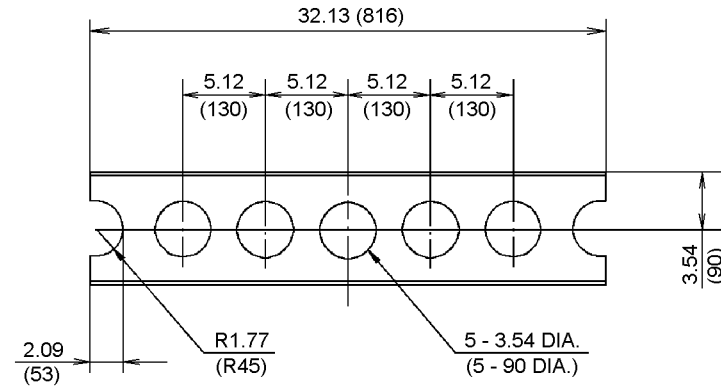
WBM414B

UD2600, UD3300

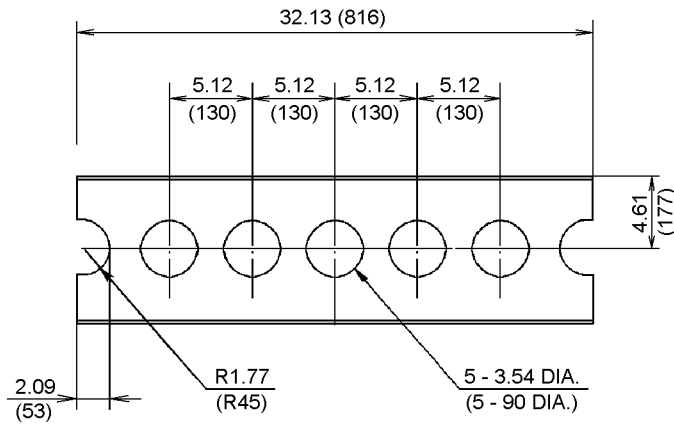
Unit : inch (mm)



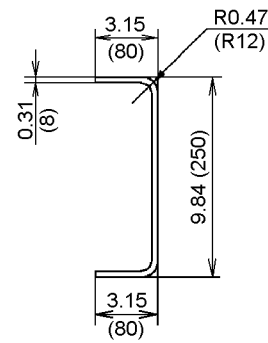
VIEW A , B



VIEW C

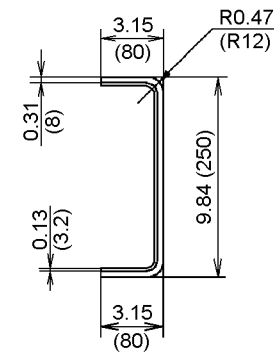


VIEW D



UD2600, UD3300E

SECTION SA - SA



UD3300 (Except UD3300E)

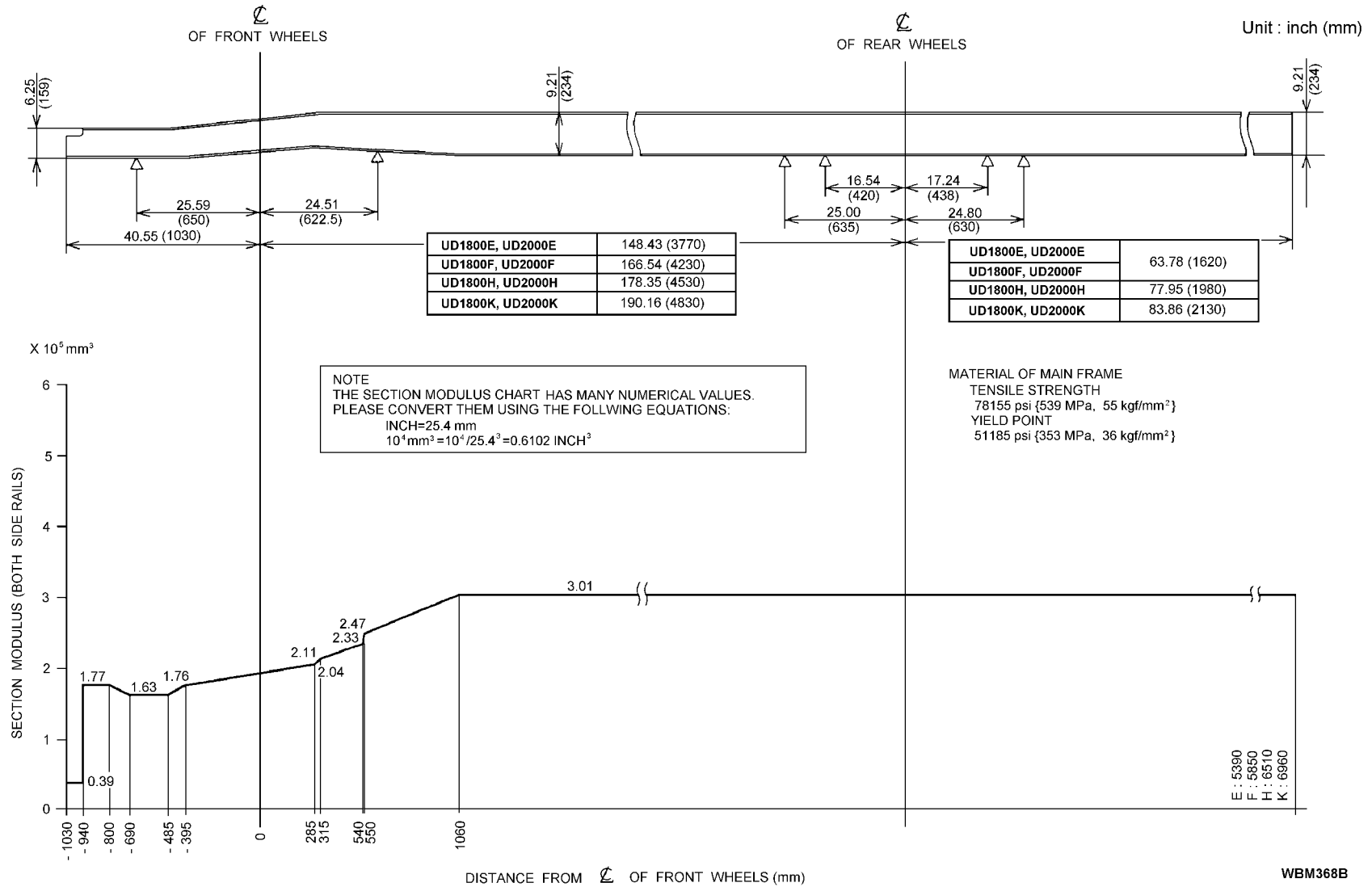
SECTION SA - SA

WBM925B

SIDE RAIL DATA

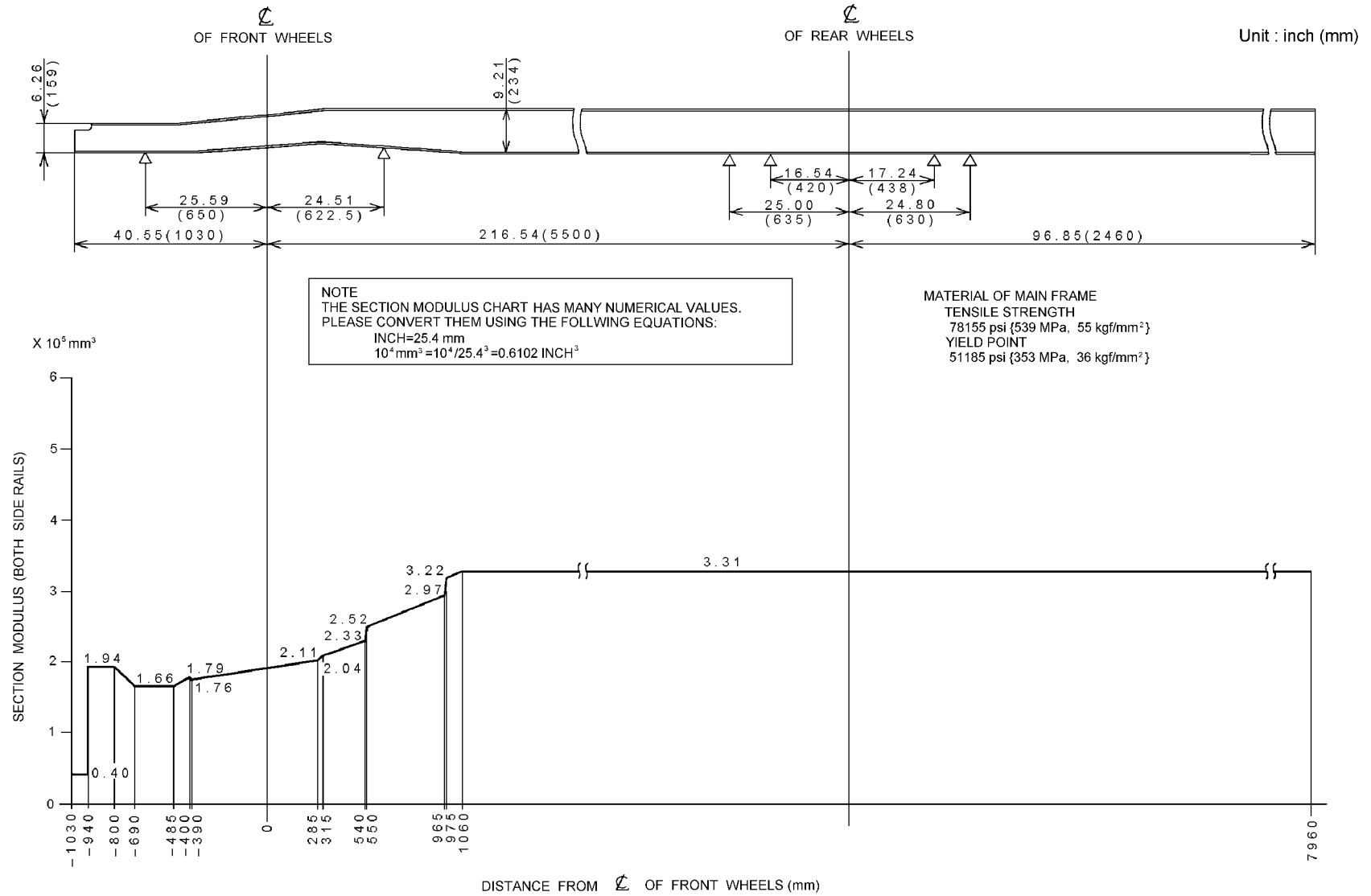
UD1800E, UD1800F, UD1800H, UD1800K

UD2000E, UD2000F, UD2000H, UD2000K



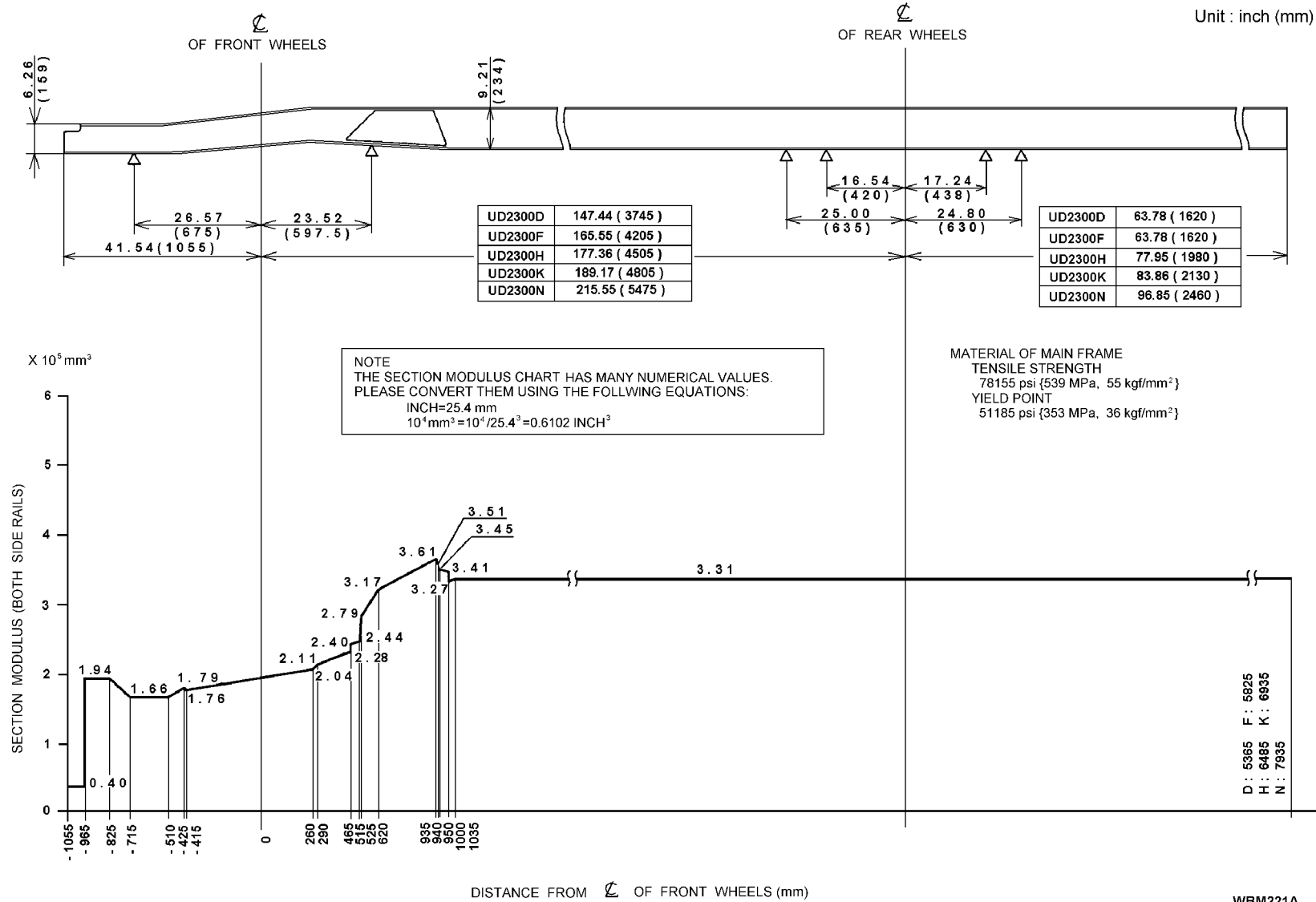
WBM368B

UD1800N, UD2000N



WBM369B

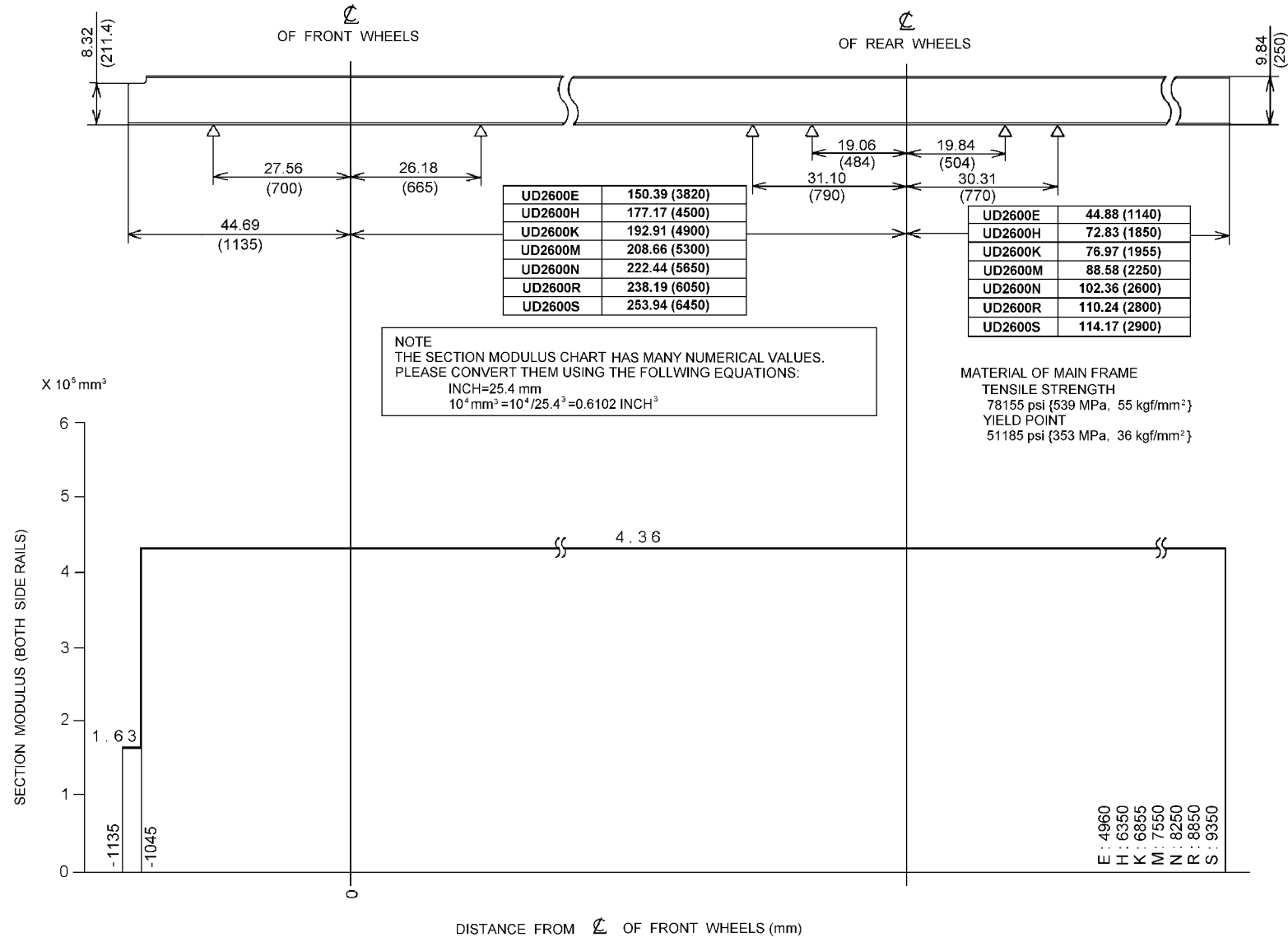
UD2300



WBM221A

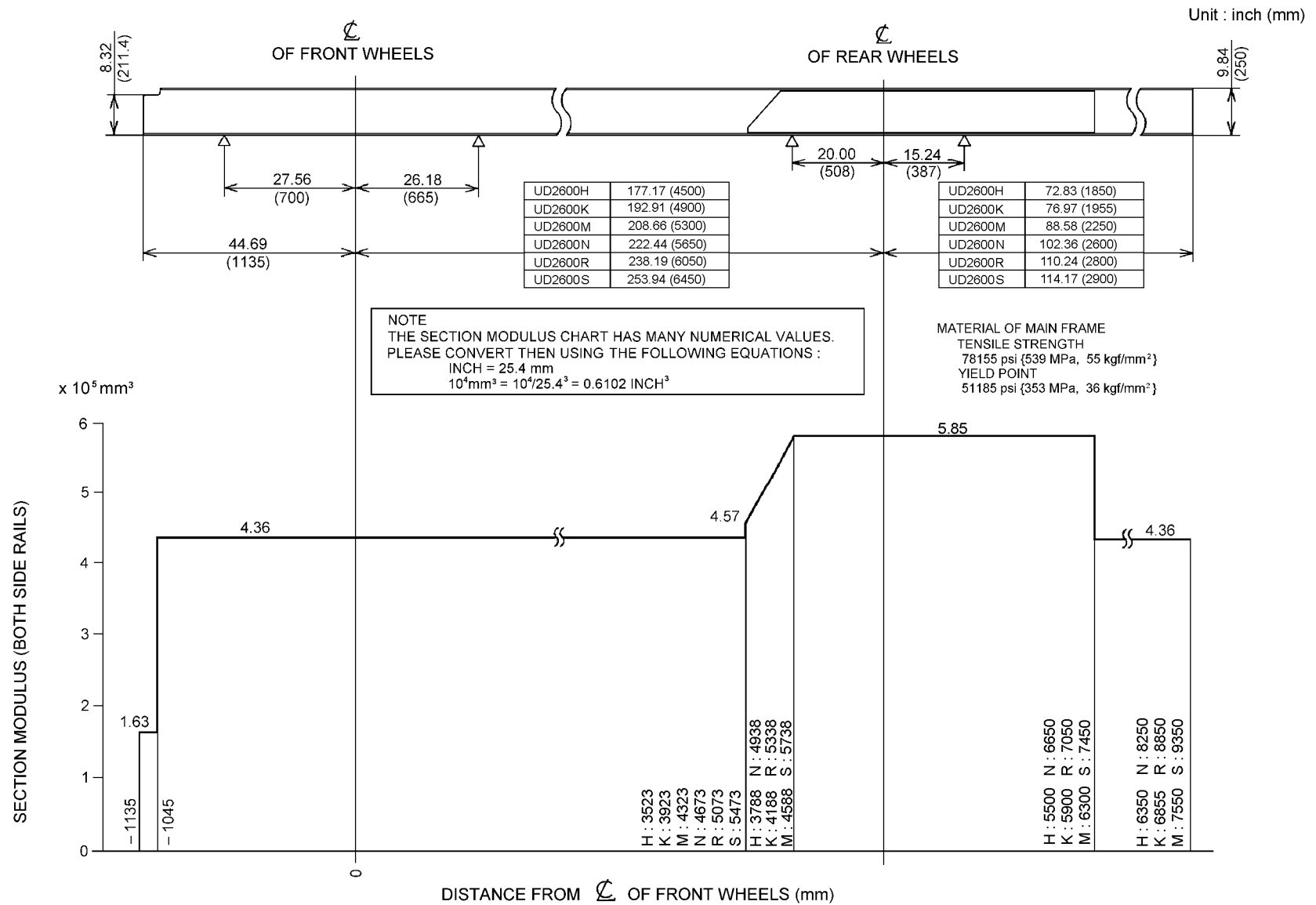
UD2600E, UD2600H, UD2600K, UD2600M, UD2600N, UD2600R, UD2600S (LEAF SUSPENSION)

Unit : inch (mm)



WBM780B

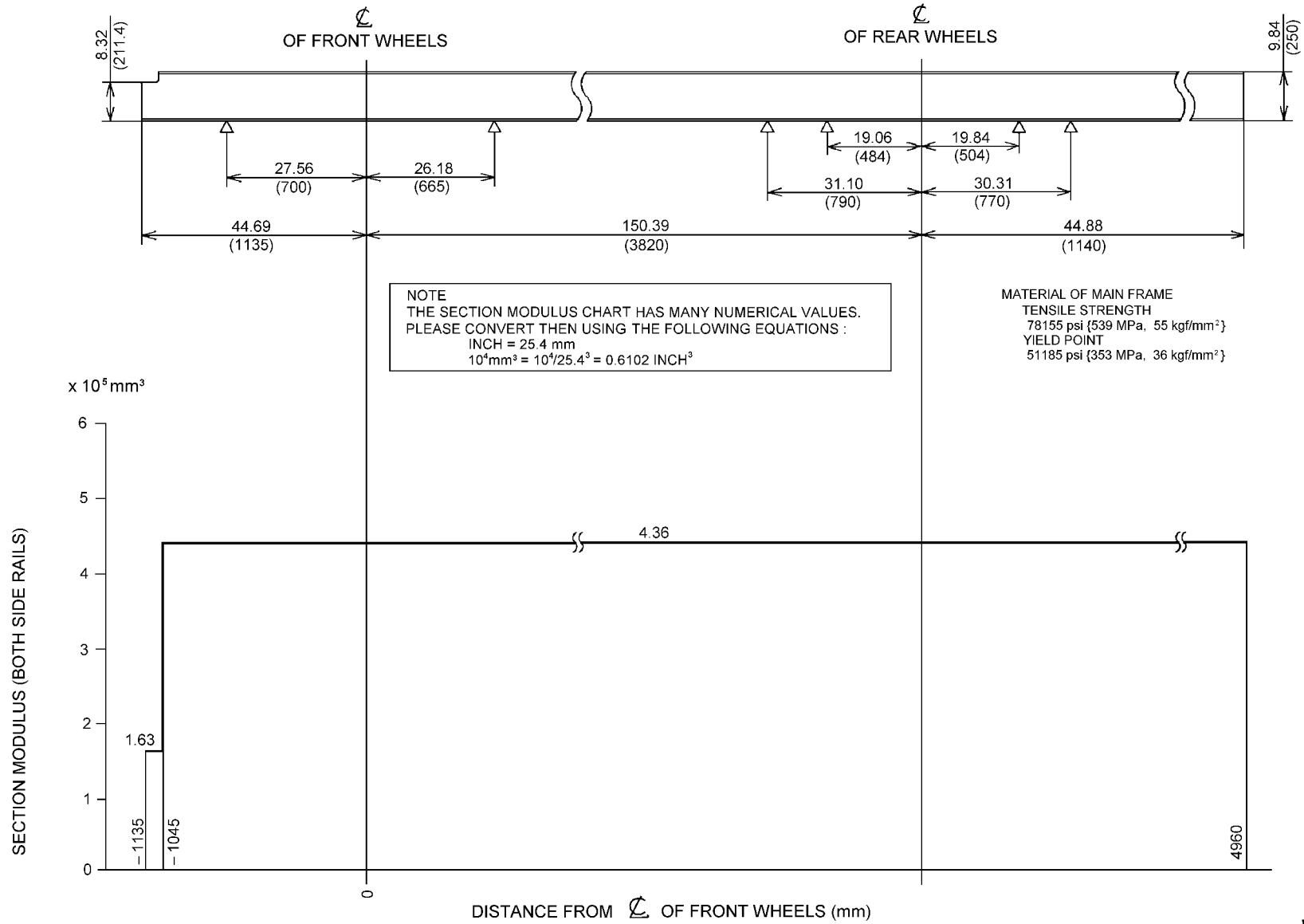
UD2600H, UD2600K, UD2600M, UD2600N, UD2600R, UD2600S (AIR SUSPENSION)



WBM085C

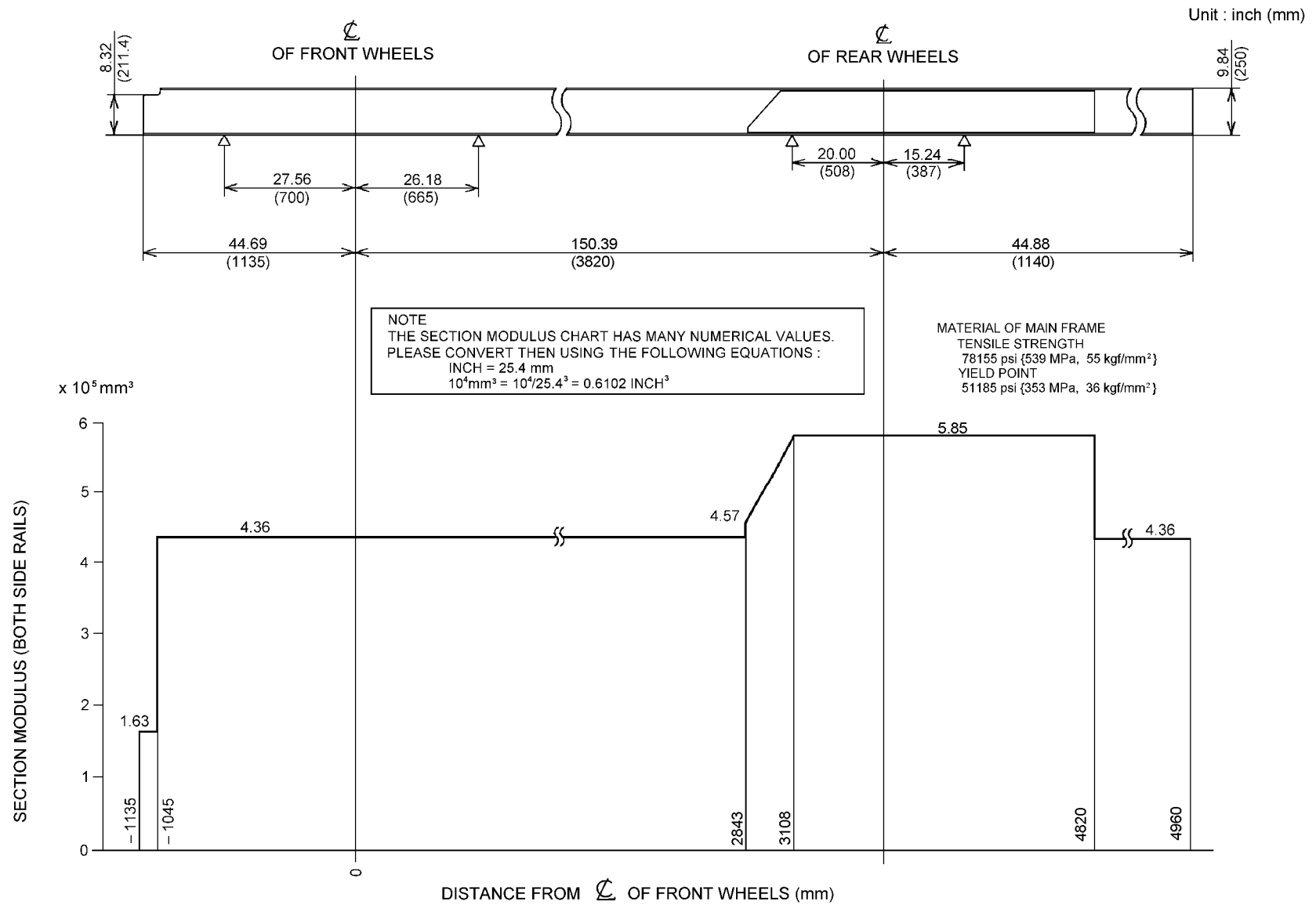
UD3300E (LEAF SUSPENSION)

Unit : inch (mm)



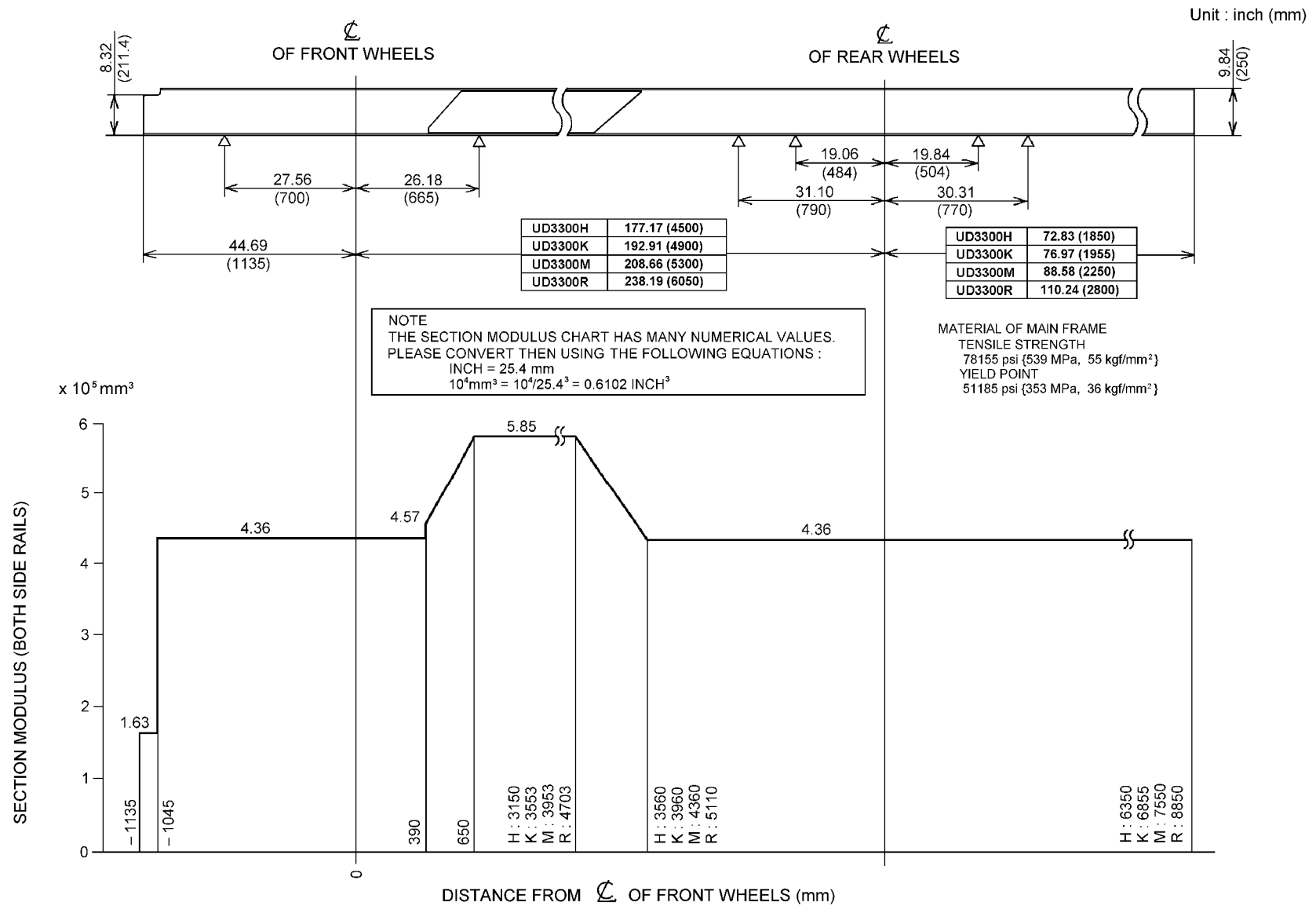
WBM781B

UD3300E (AIR SUSPENSION)

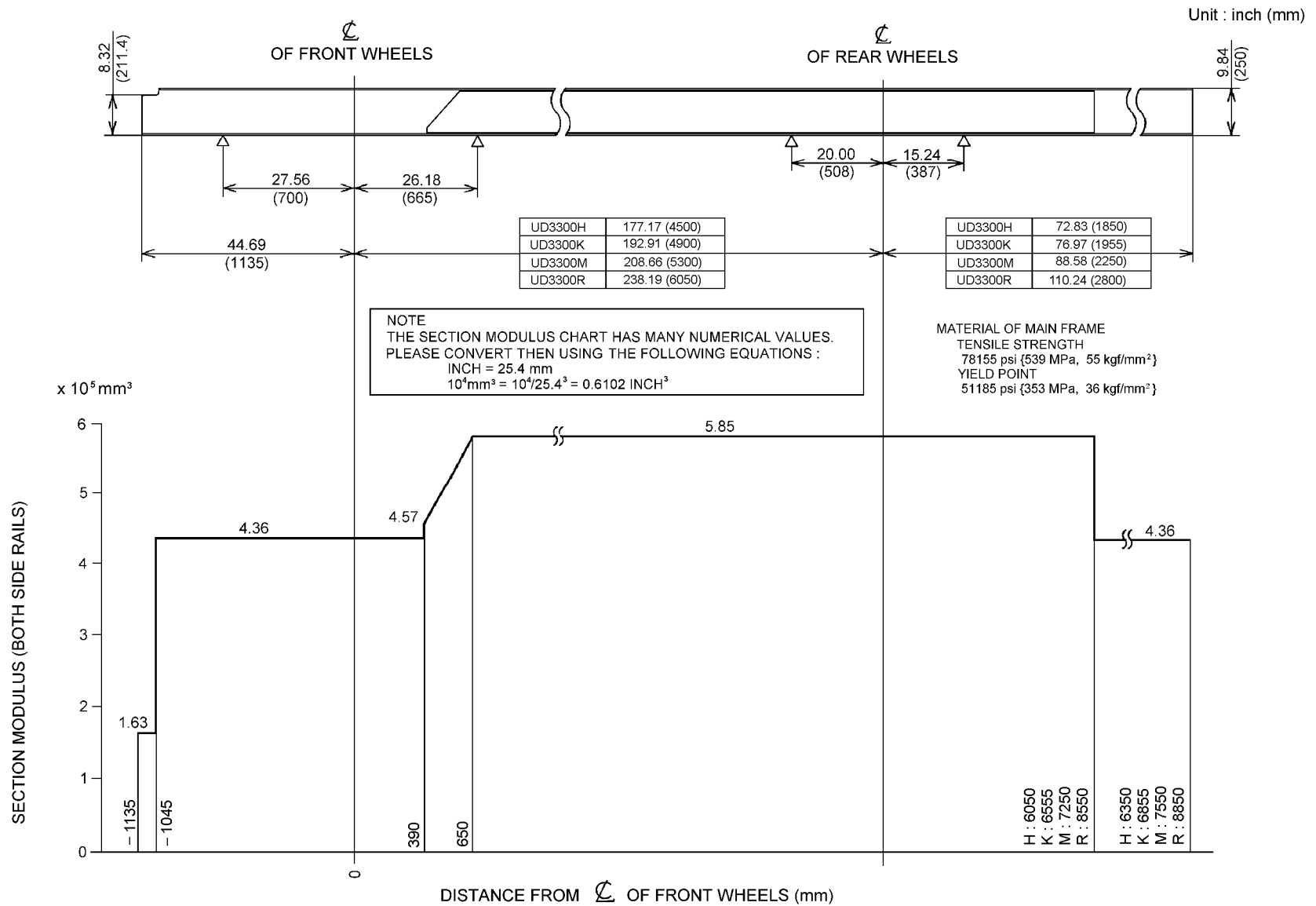


WBM086C

UD3300H, UD3300K, UD3300M, UD3300R (LEAF SUSPENSION)



UD3300H, UD3300K, UD3300M, UD3300R (AIR SUSPENSION)

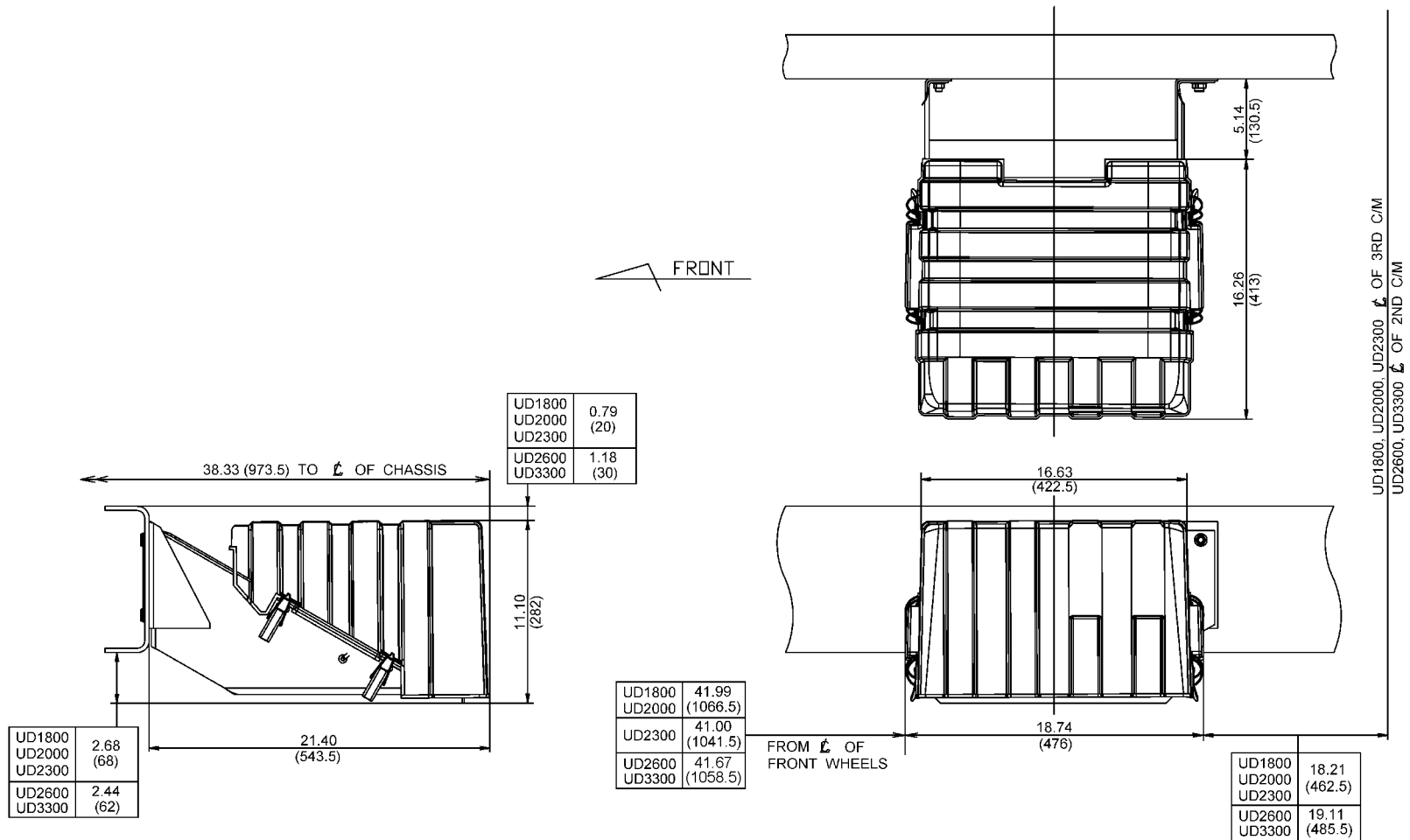


WBM087C

BATTERY BOX DATA

UD1800, UD2000, UD2300, UD2600, UD3300

Unit : inch (mm)

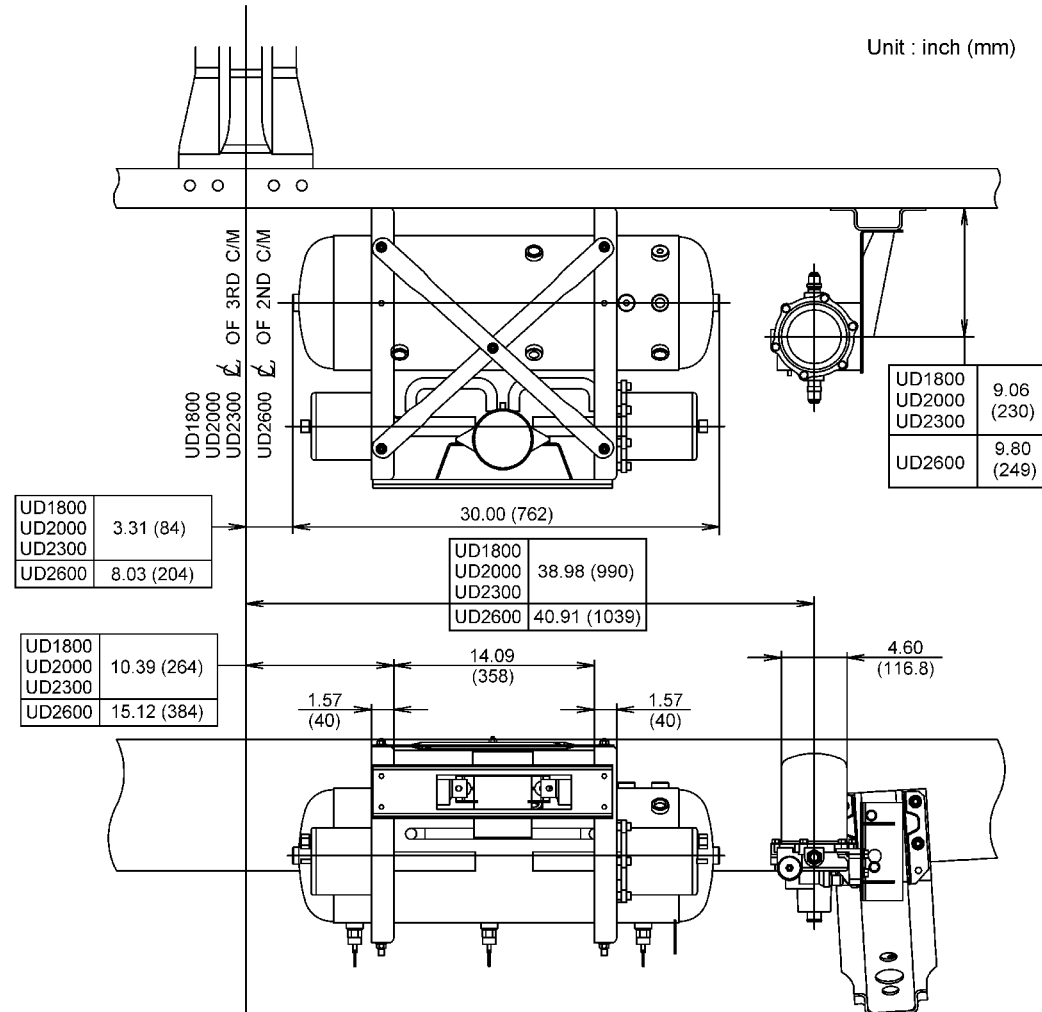
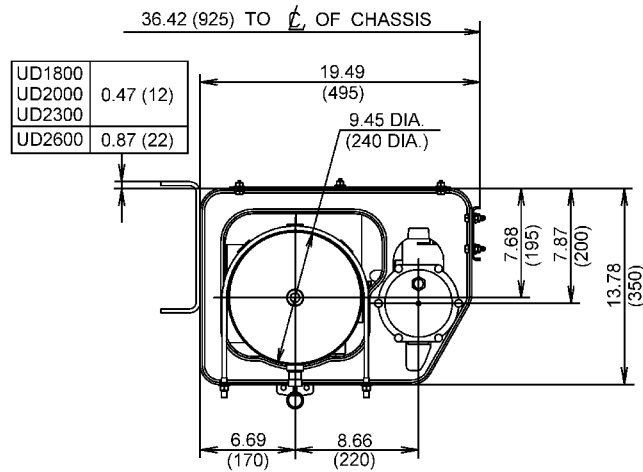


WBM783B

BRAKE POWER UNIT AND AIR RESERVOIR DATA

UD1800, UD2000, UD2300, UD2600

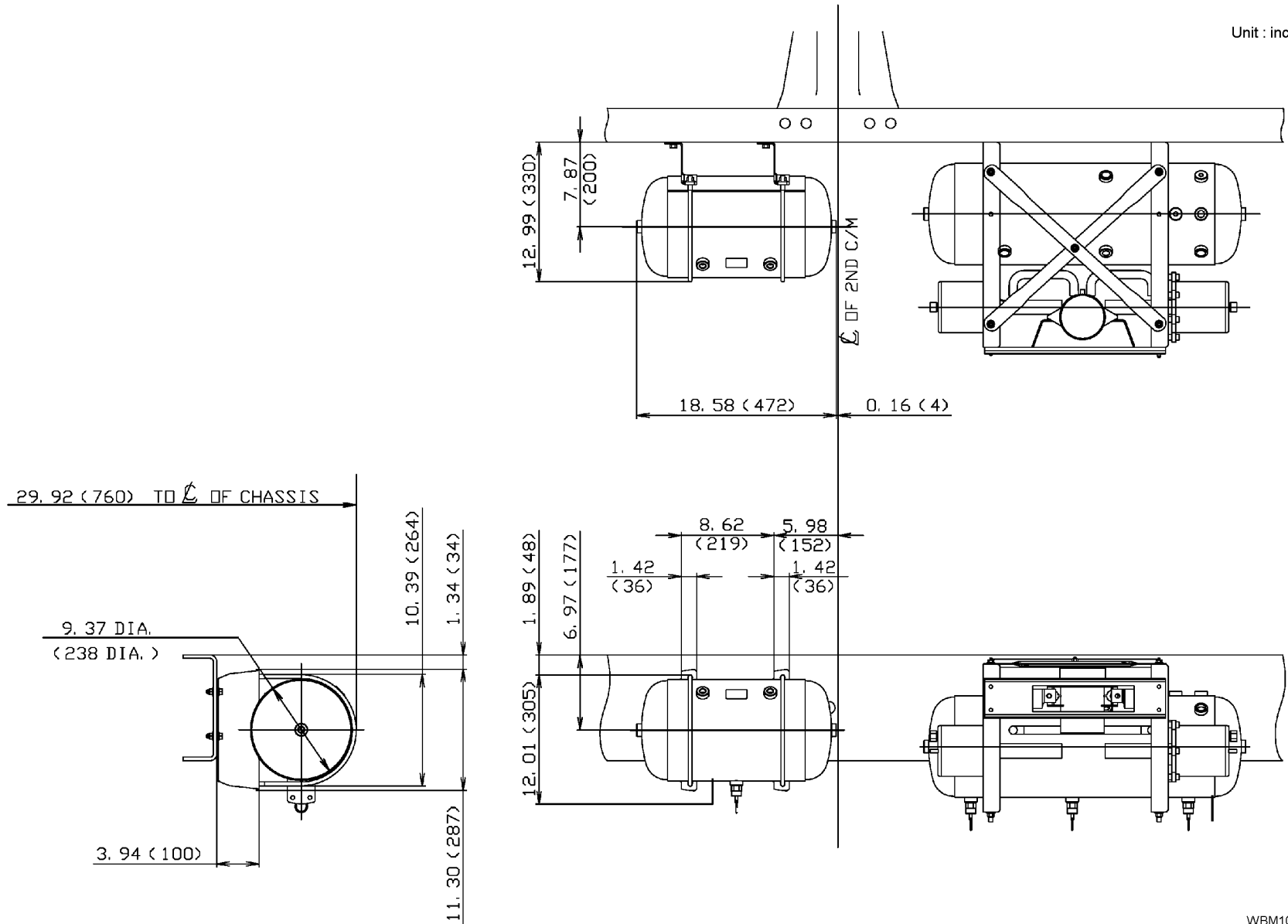
Unit : inch (mm)



WBM816B

**ONLY FOR UD2600 AIR SUSPENSION
(AIR RESERVOIR TANK FOR AIR SUSPENSION)**

Unit : inch (mm)

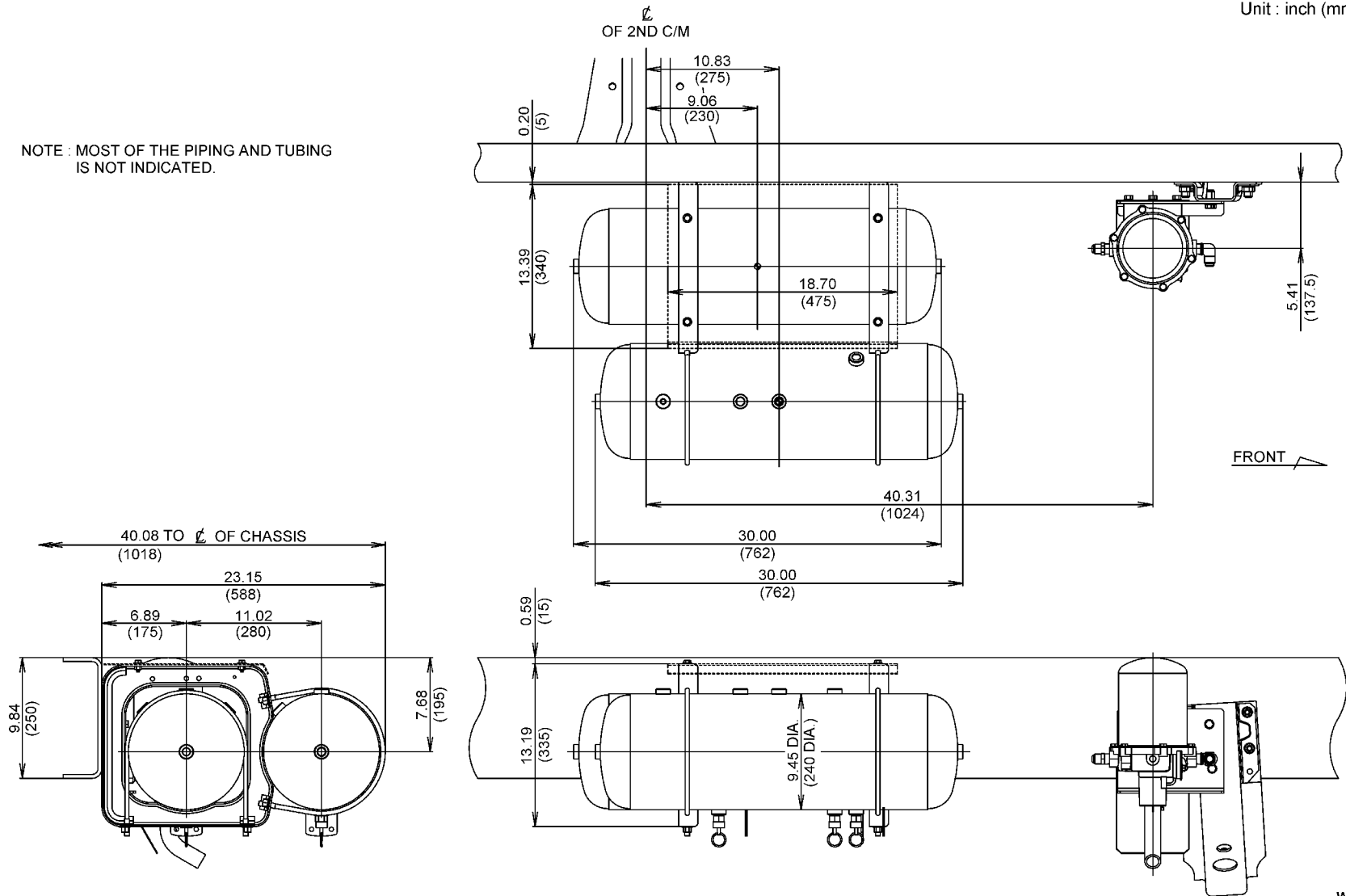


WBM103C

UD3300

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

Unit : inch (mm)

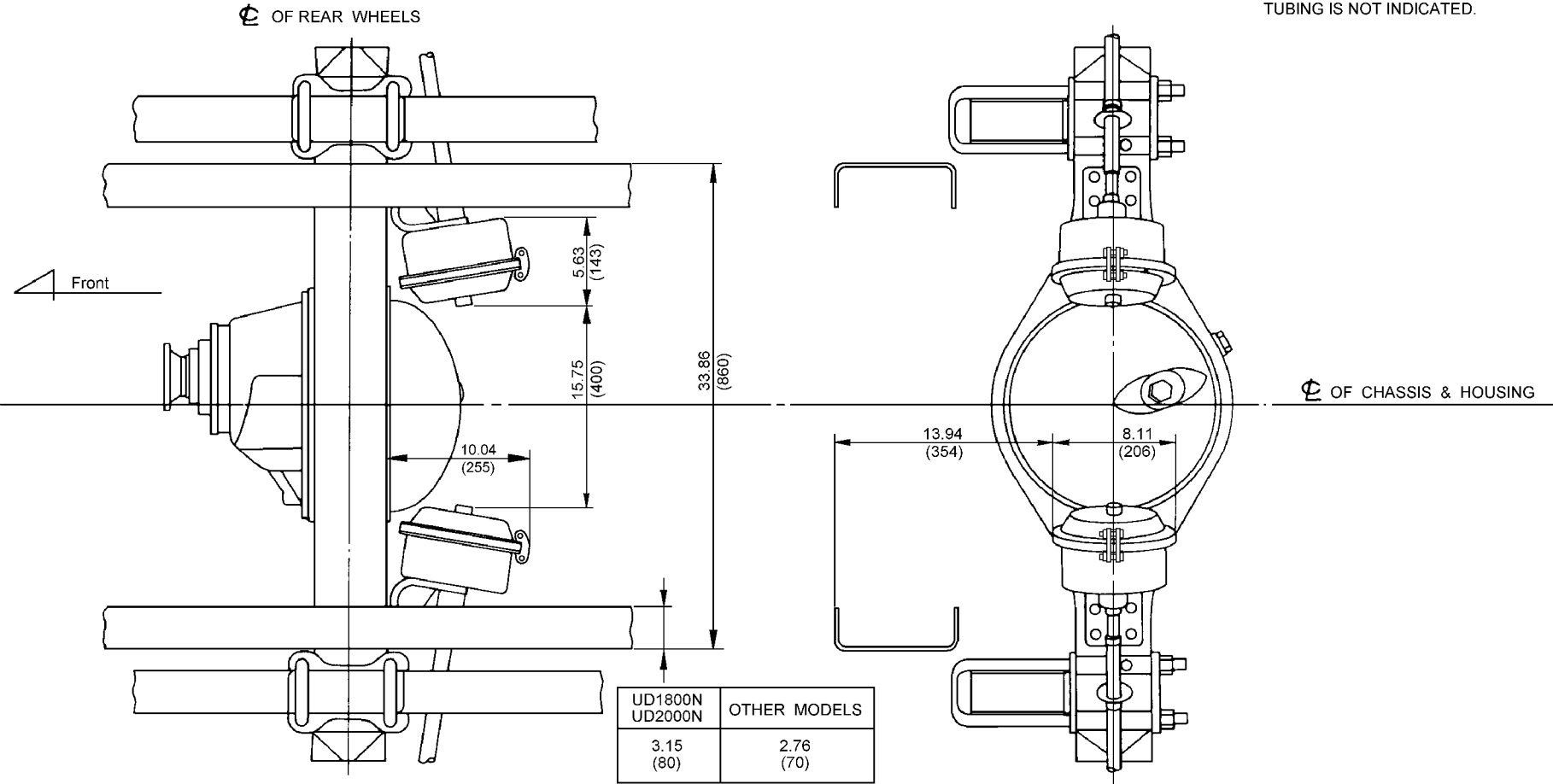


WBM817B

WHEEL PARKING BRAKE DATA
UD1800, UD2000: OPTION

Unit : inch (mm)

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

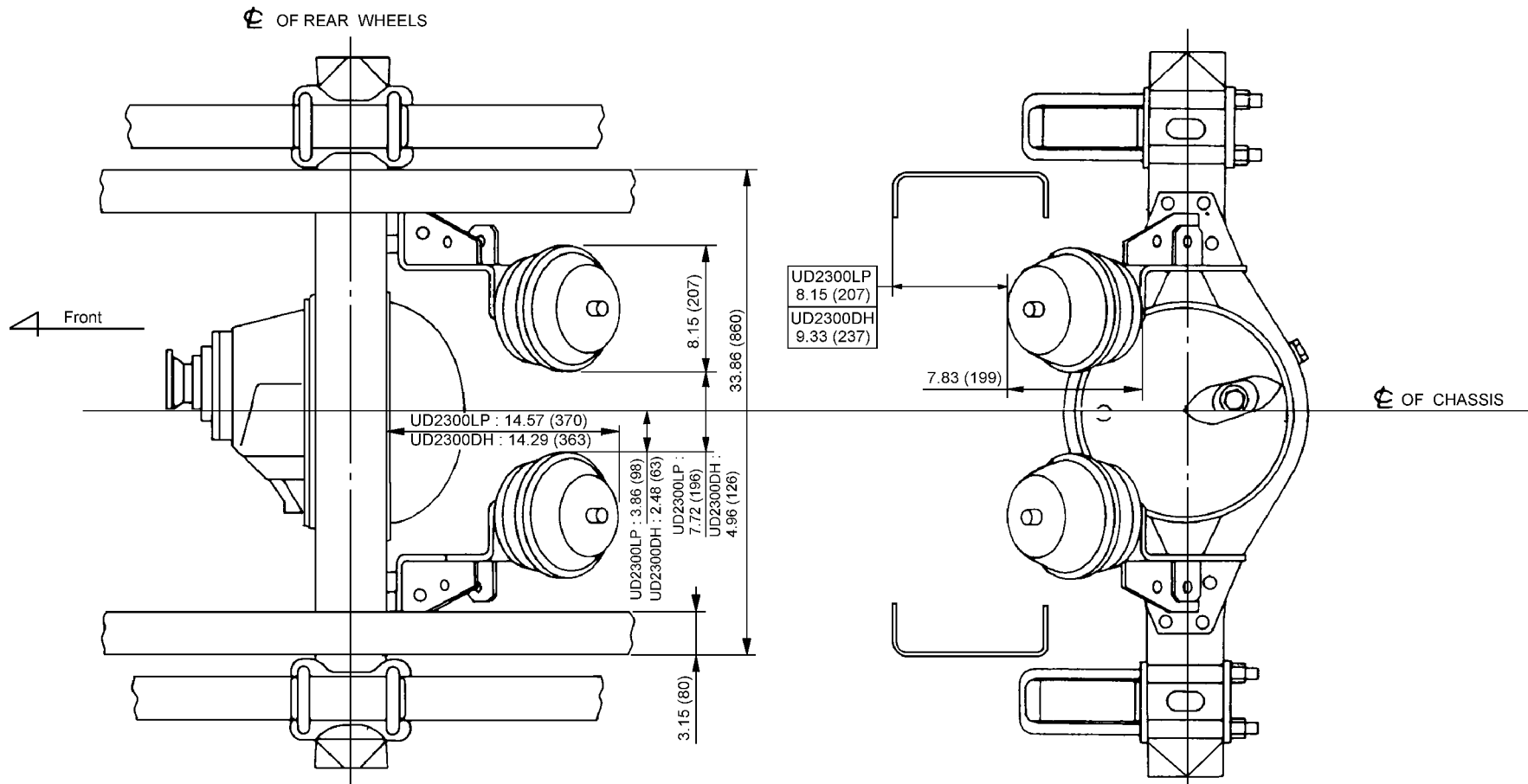


WBM784B

UD2300: OPTION

Unit : inch (mm)

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

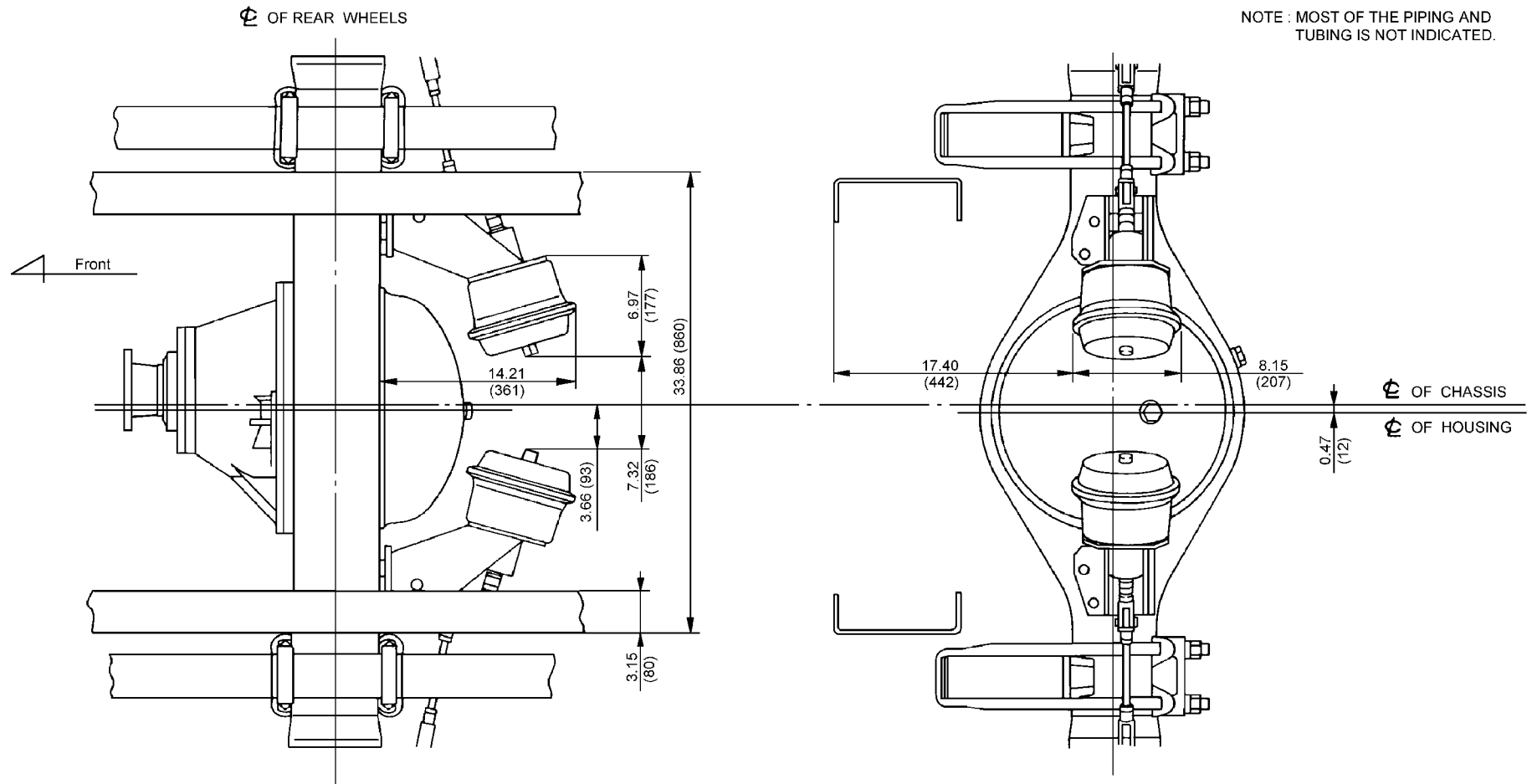


WBM785B

UD2600 (LEAF SUSPENSION): OPTION

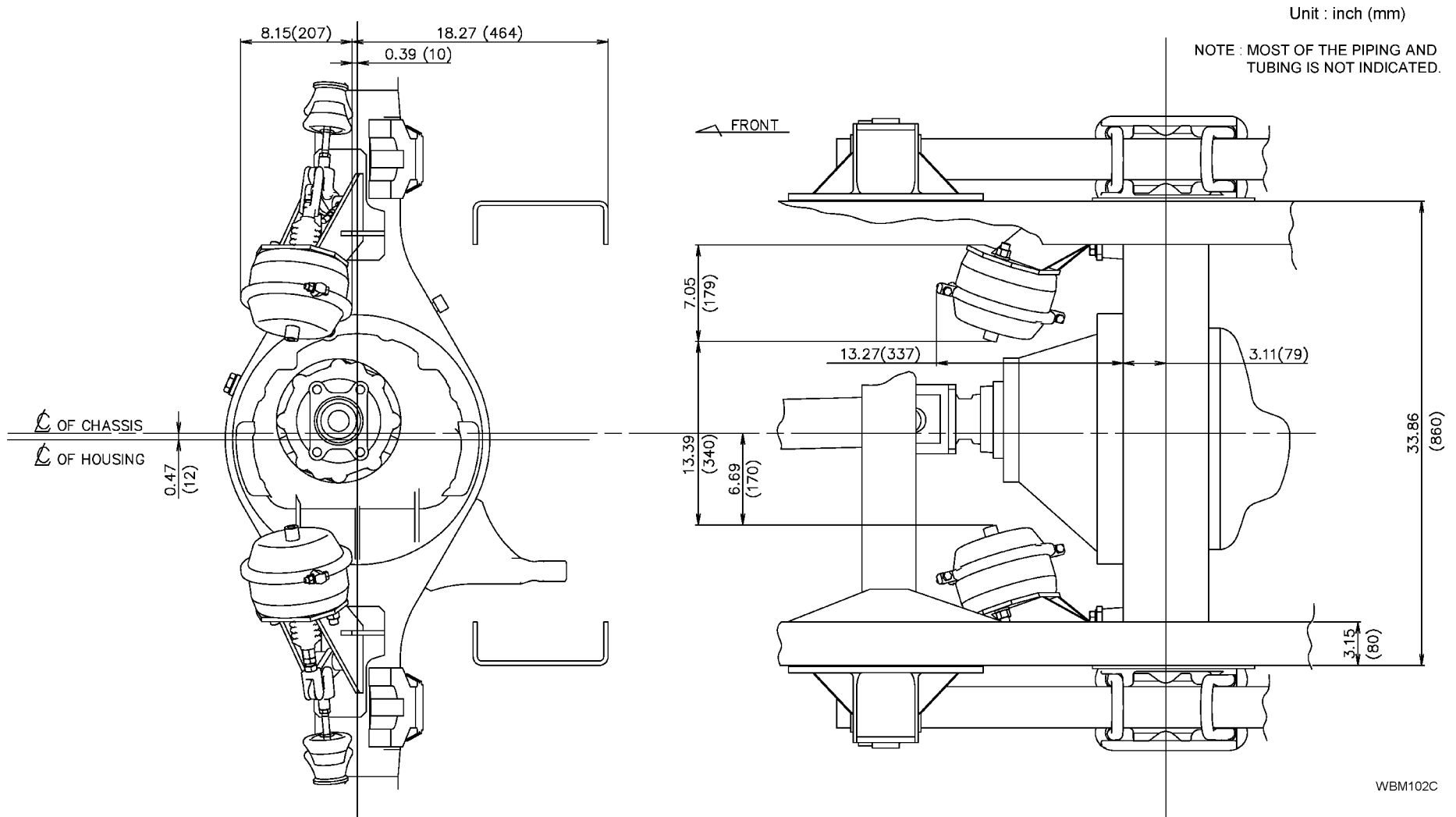
Unit : inch (mm)

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



WBM786B

UD2600 (AIR SUSPENSION): OPTION

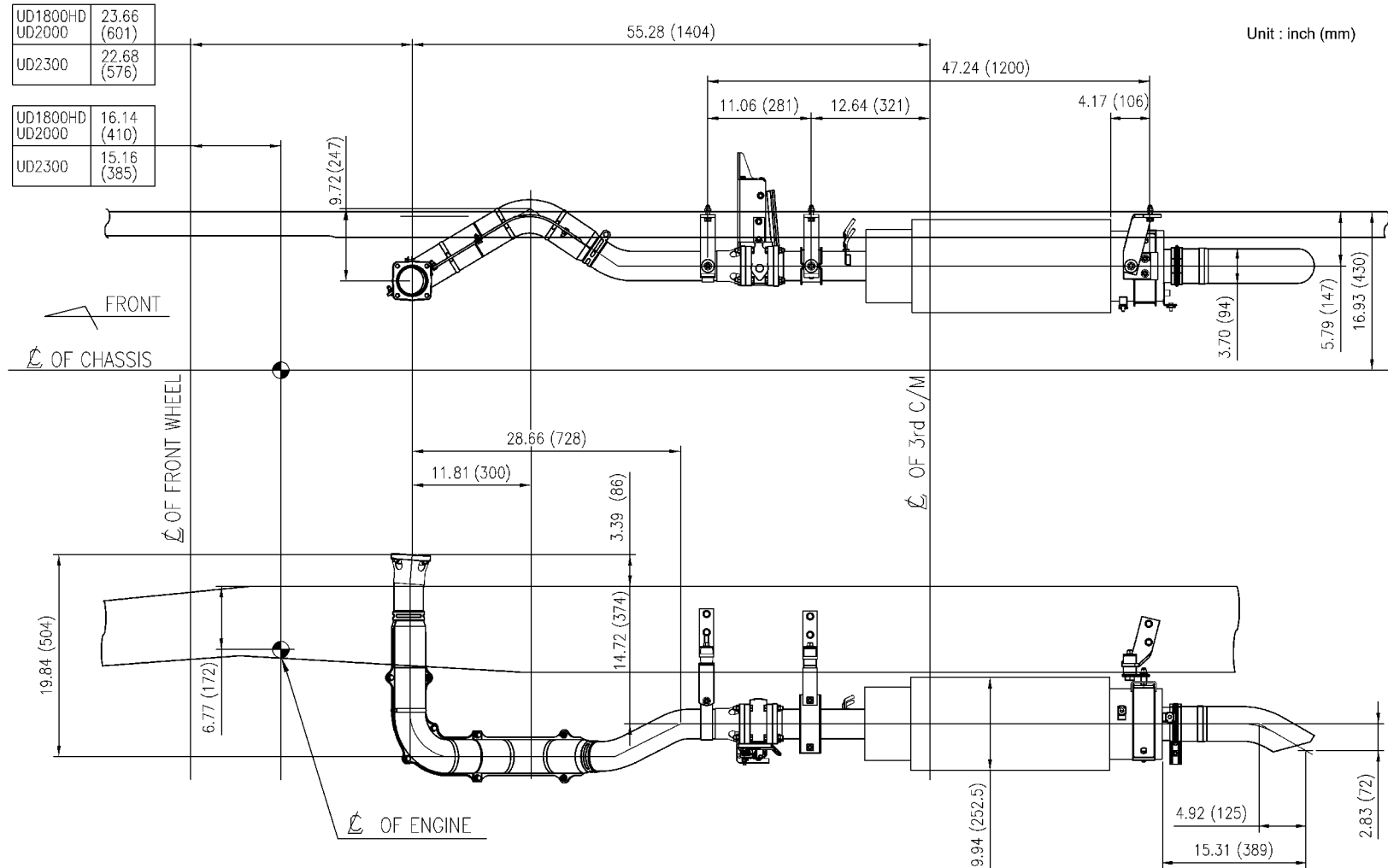


EXHAUST PIPE AND MUFFLER DATA

UD1800E, UD1800F, UD1800H, UD1800K, UD1800N

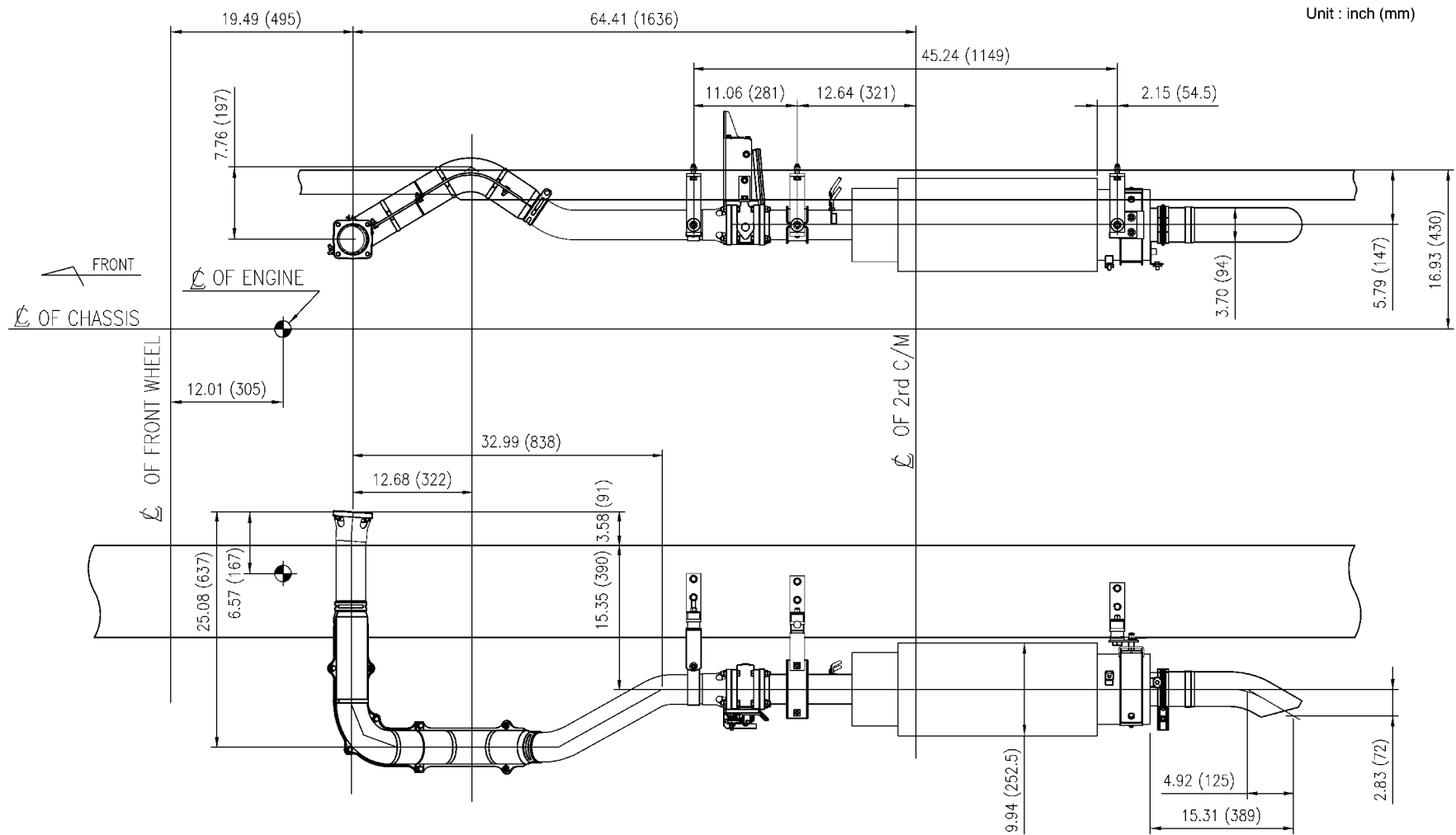
UD2000E, UD2000F, UD2000H, UD2000K, UD2000N

UD2300D, UD2300F, UD2300H, UD2300K, UD2300N



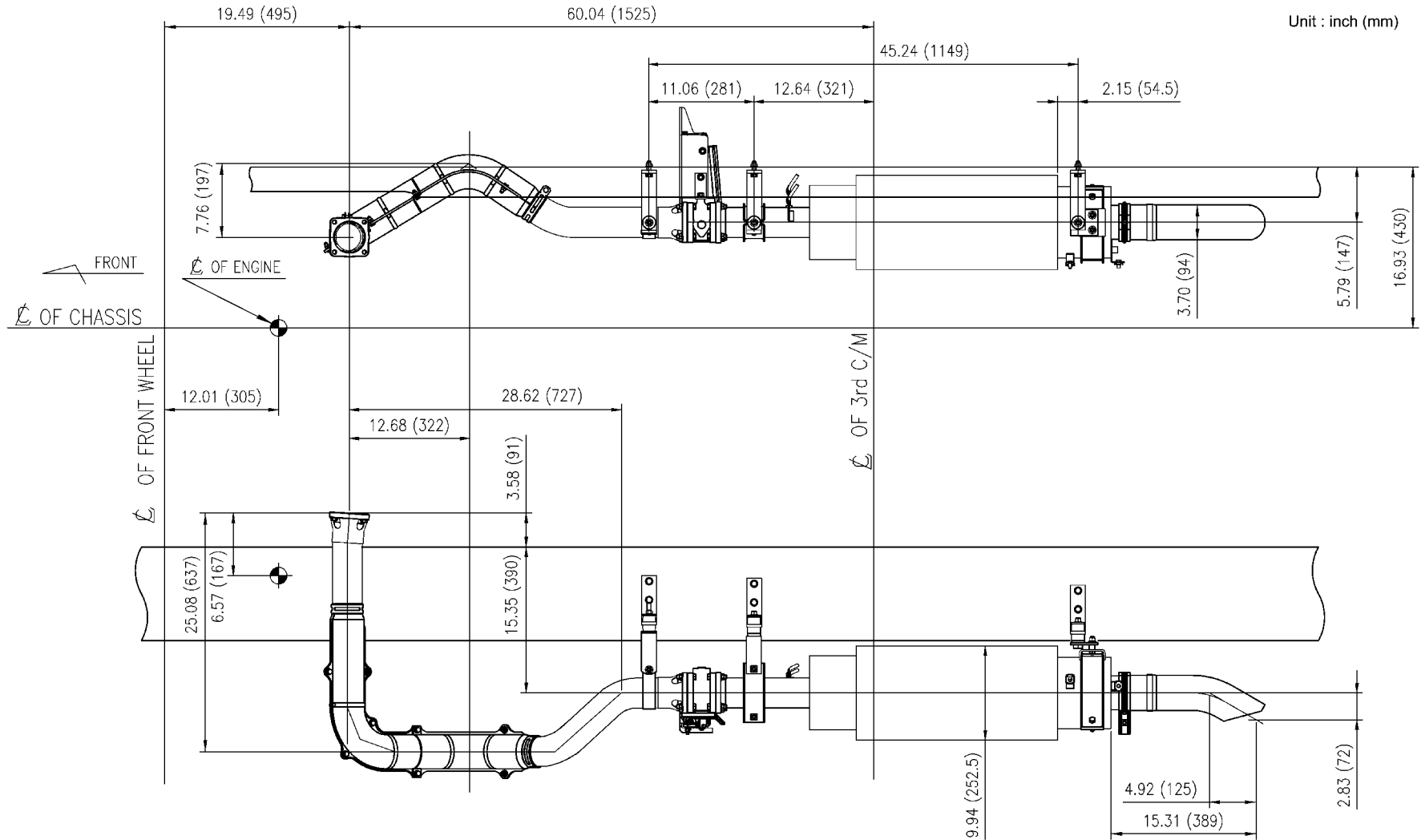
WBM787B

UD2600E



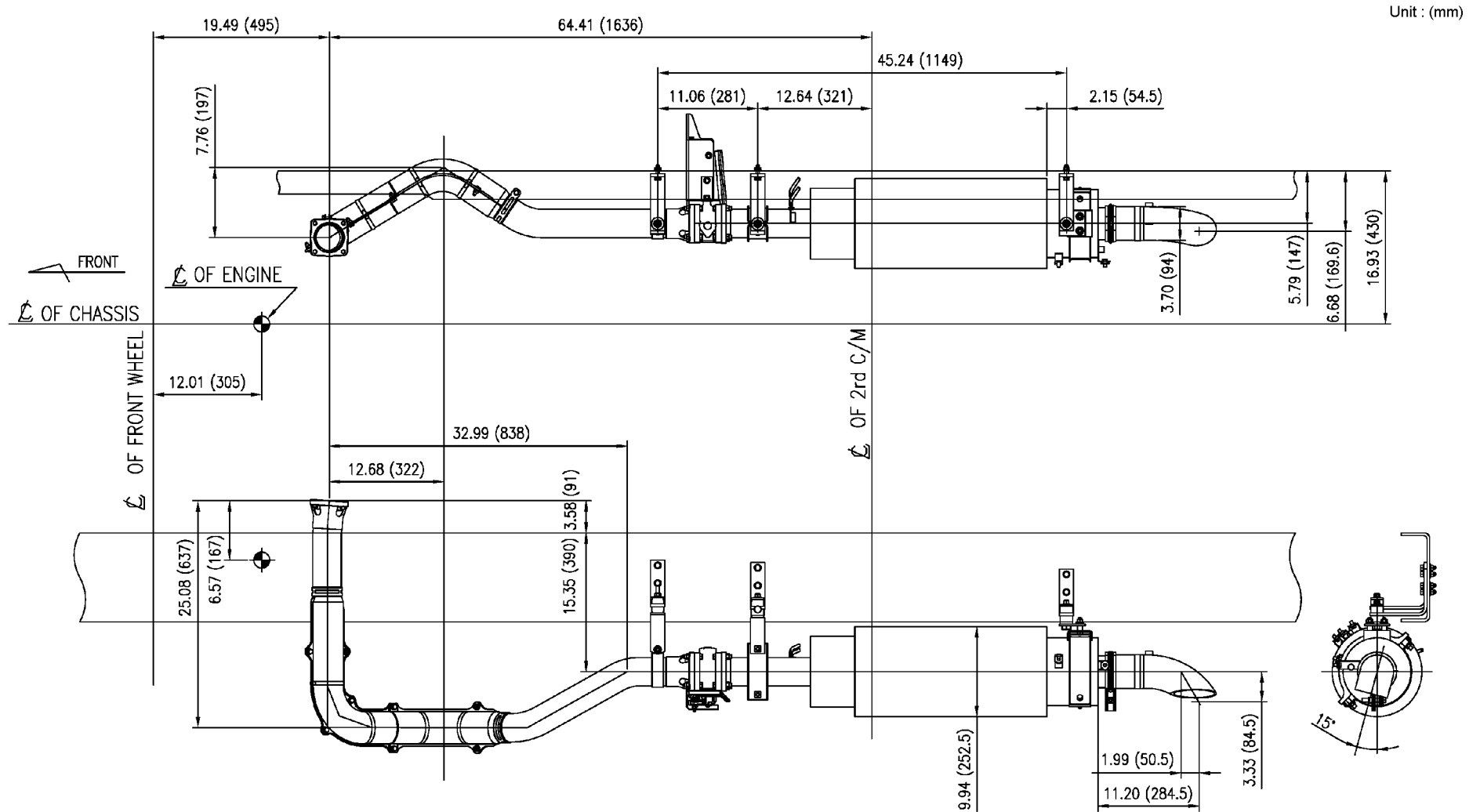
WBM788B

UD2600H, UD2600K, UD2600M, UD2600N, UD2600R, UD2600S



WBM938B

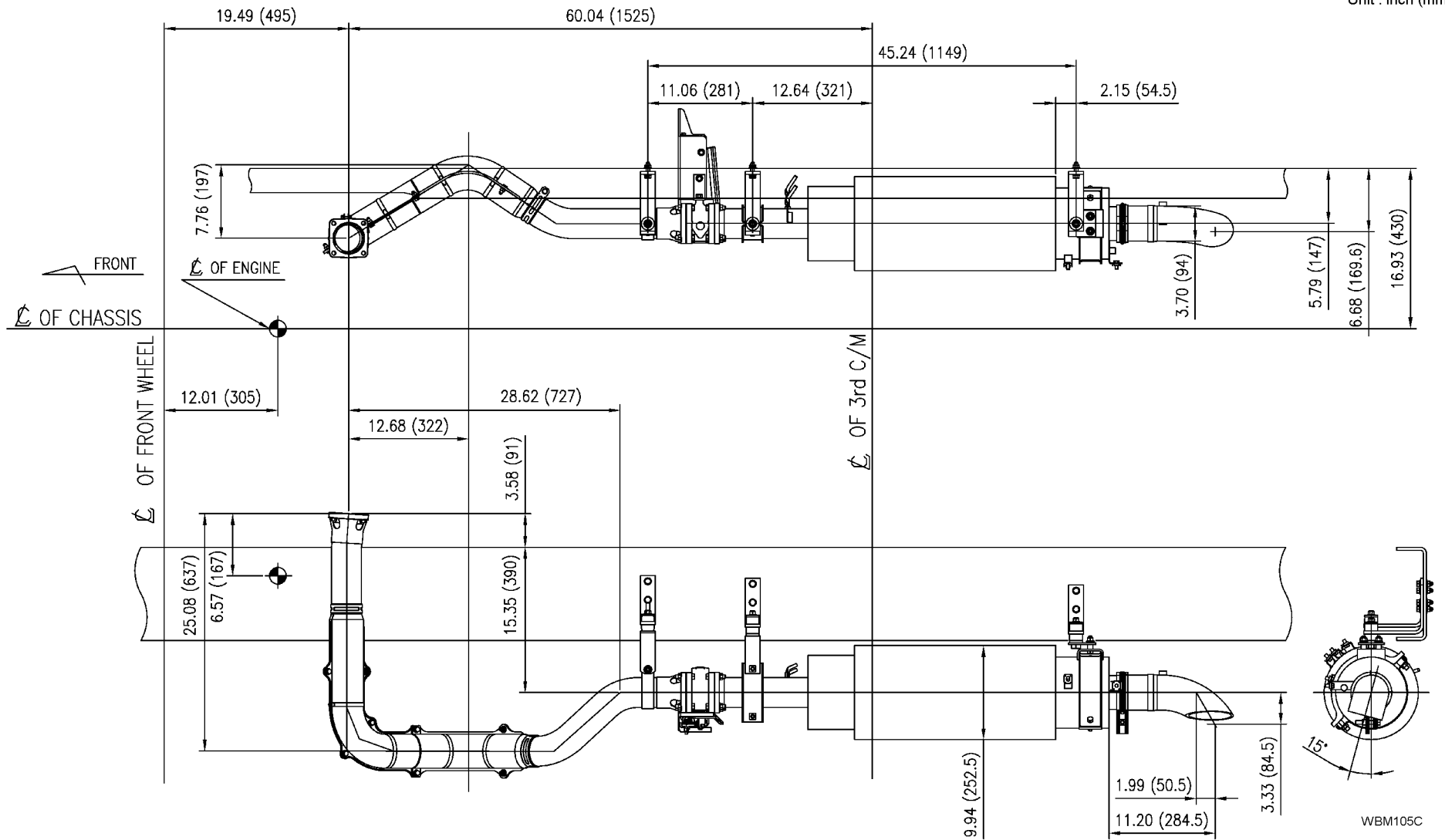
UD3300E



WBM104C

UD3300H, UD3300K, UD3300M, UD3300R

Unit : inch (mm)

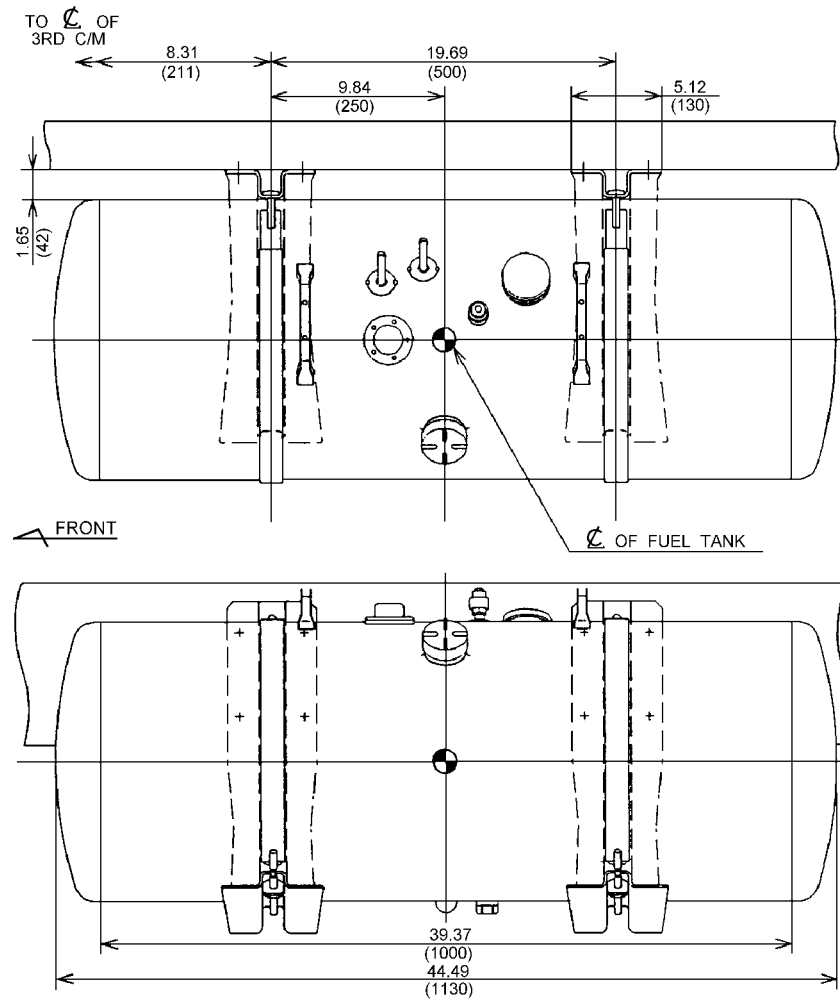


FUEL TANK DATA

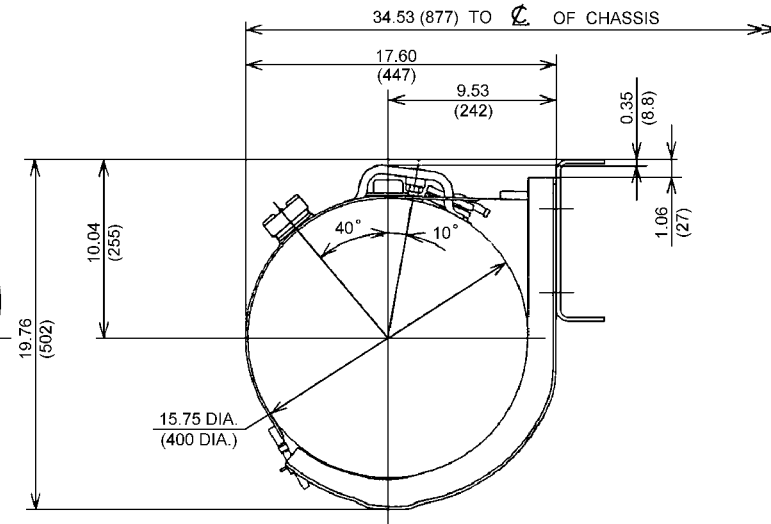
UD1800, UD2000, UD2300

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

Unit : inch (mm)



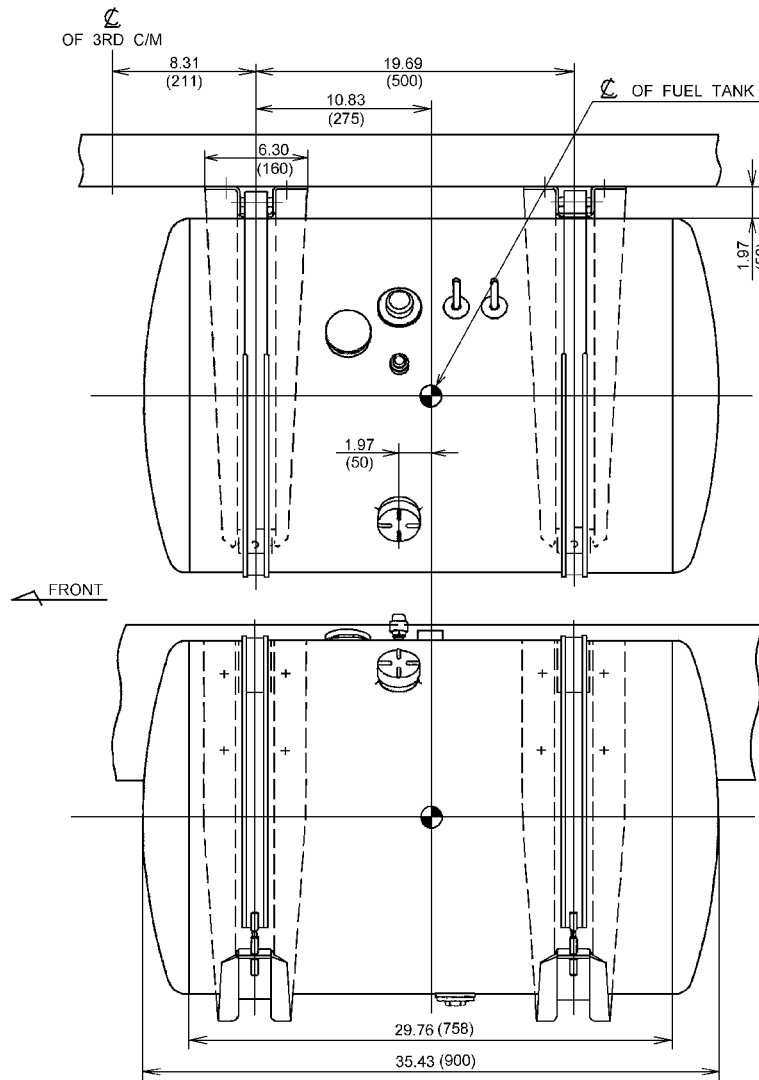
NOTE : MOST OF THE PIPING AND TUBING IS NOT INDICATED.



WBM436A

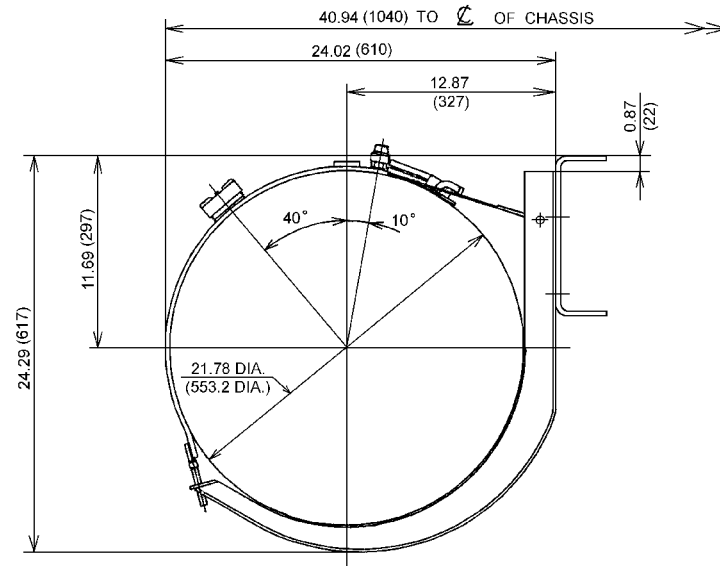
UD2300 (OPTION)

Unit : inch (mm)



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

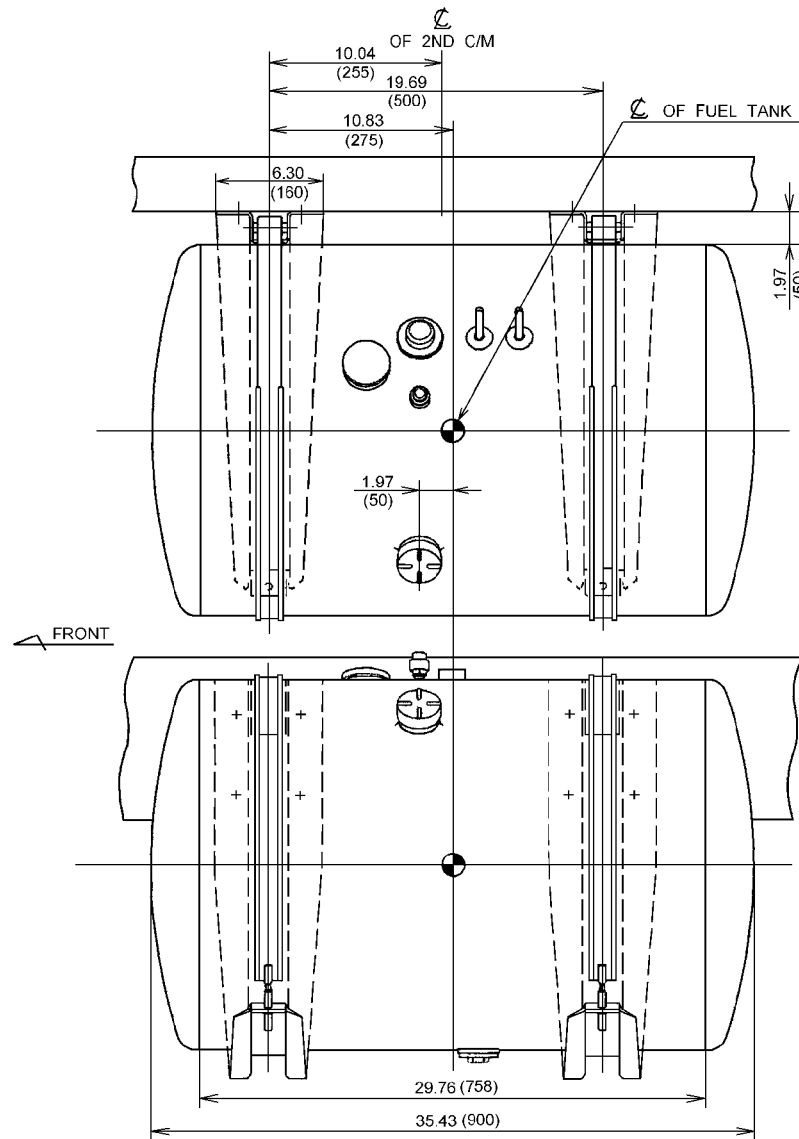
NOTE : MOST OF THE PIPING AND TUBING IS NOT INDICATED.



WBM936B

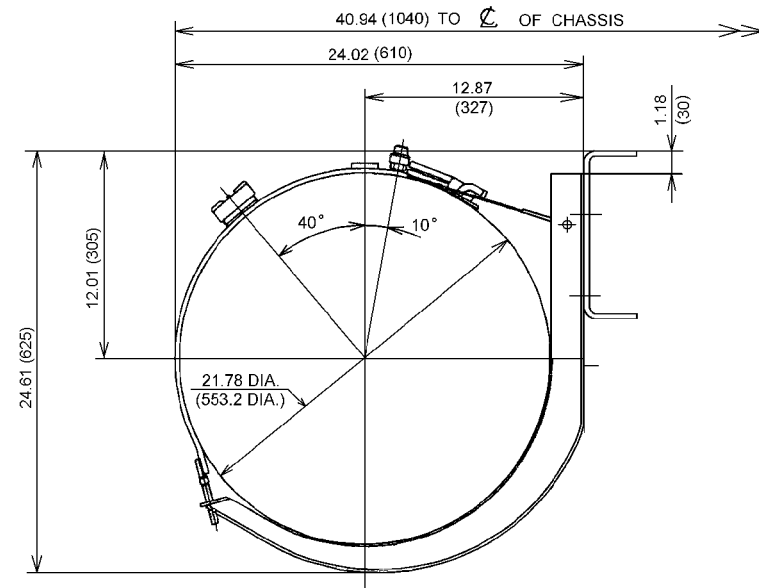
UD2600E

Unit : inch (mm)



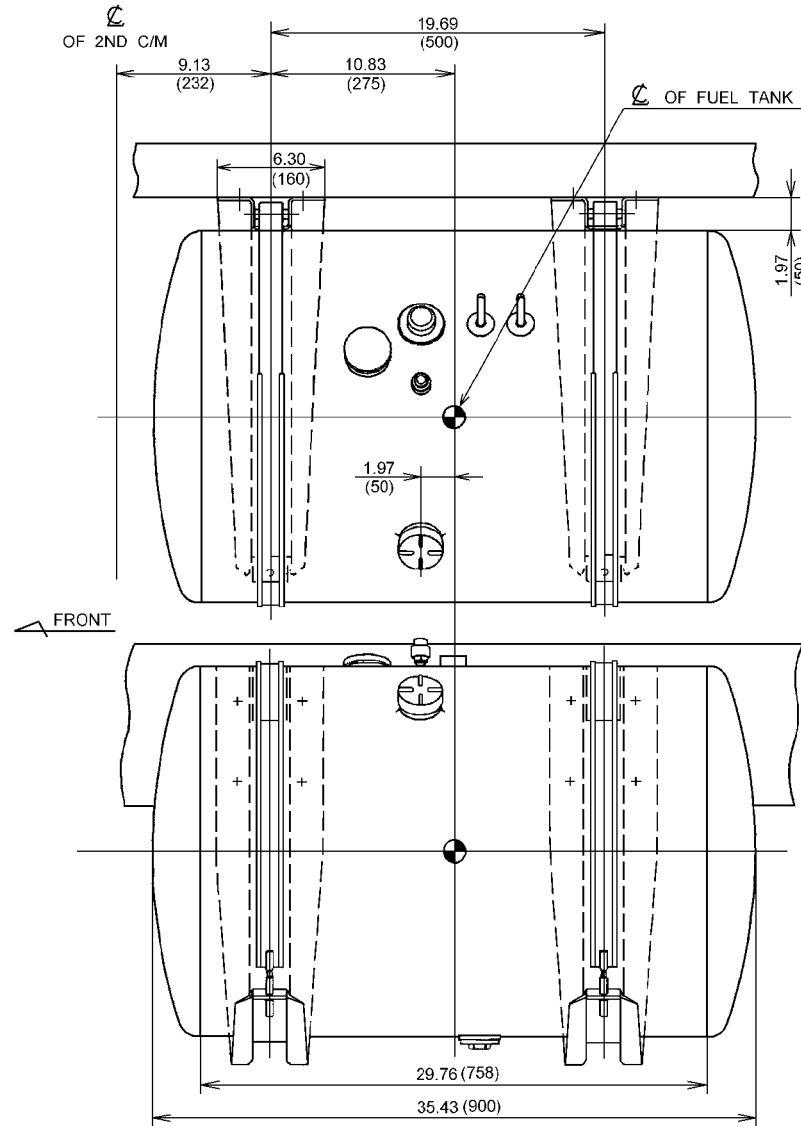
FUEL TANK CAPACITY
50.0 U.S. gal (185 Liter)

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



WBM057C

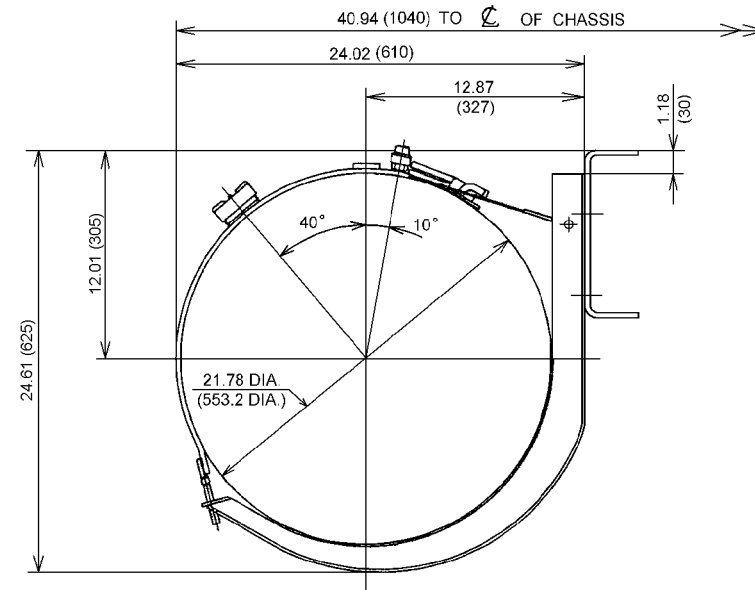
UD2600H,UD2600K,UD2600M,UD2600N,UD2600R,UD2600S



Unit : inch (mm)

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

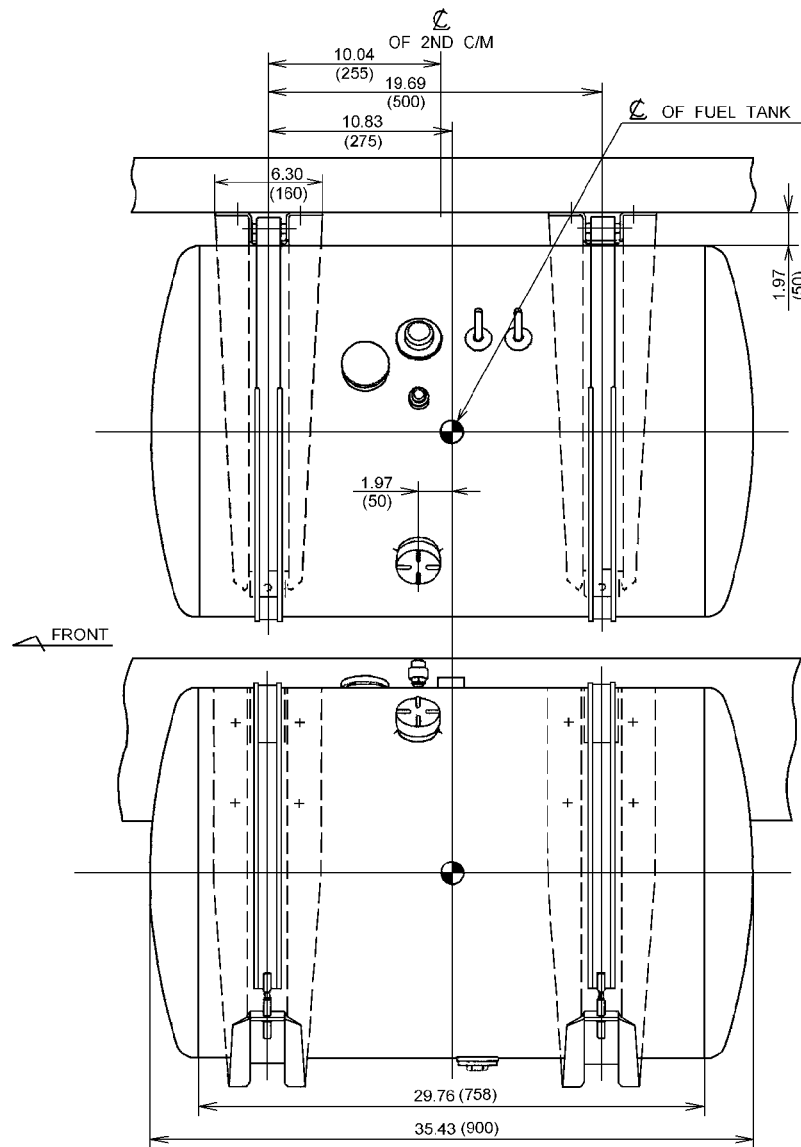
NOTE : MOST OF THE PIPING AND TUBING IS NOT INDICATED.



WBM058C

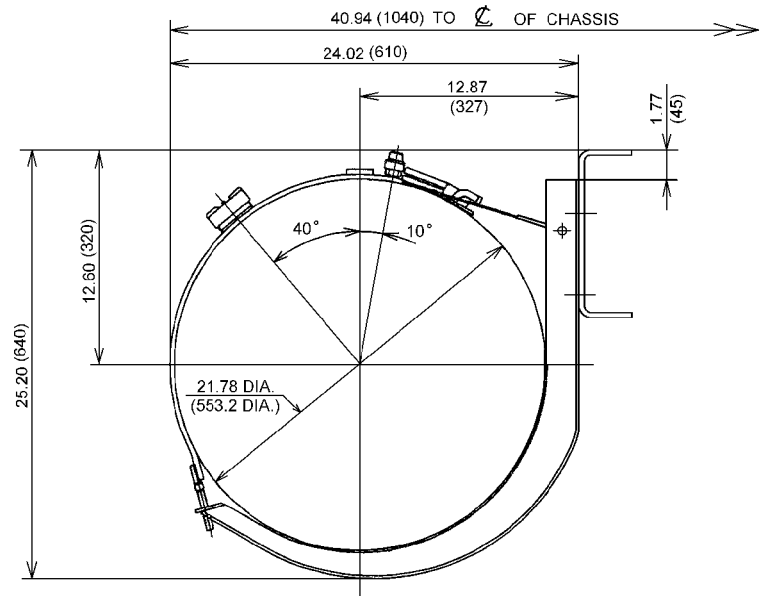
UD3300E,

Unit : inch (mm)



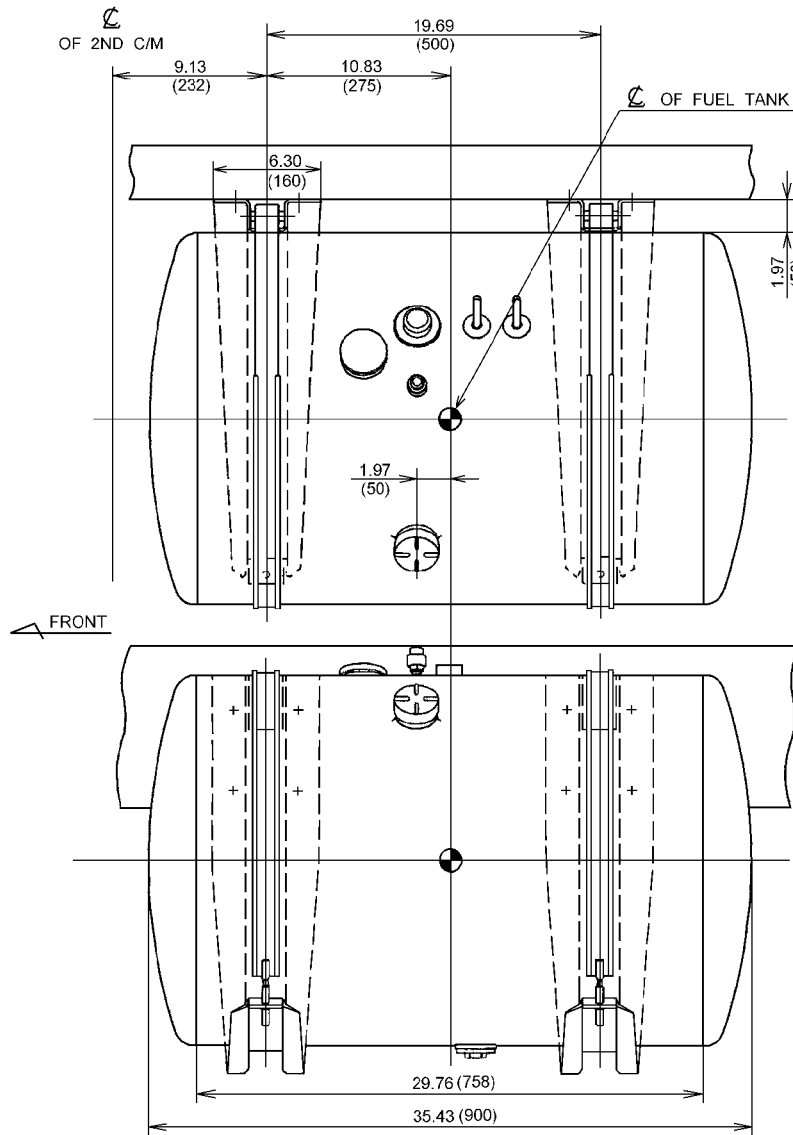
FUEL TANK CAPACITY
50.0 U.S. gal (185 Liter)

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



WBM935B

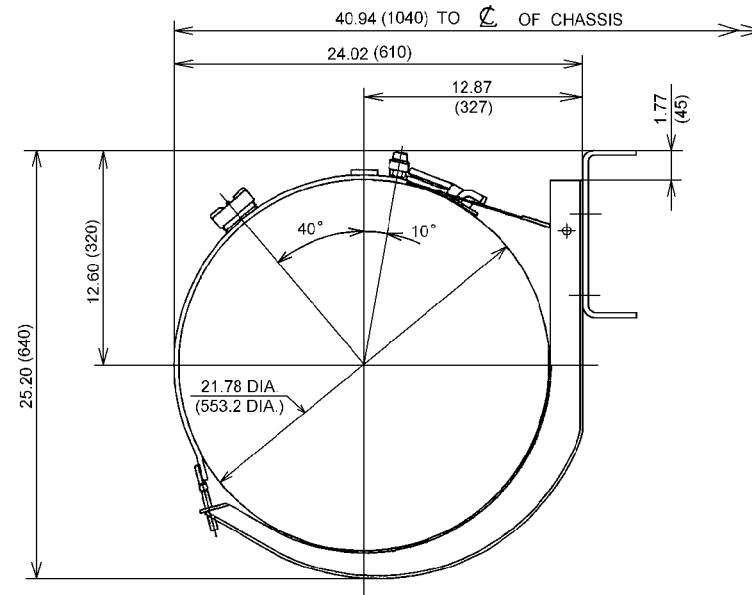
UD3300H, UD3300K, UD3300M, UD3300R



Unit : inch (mm)

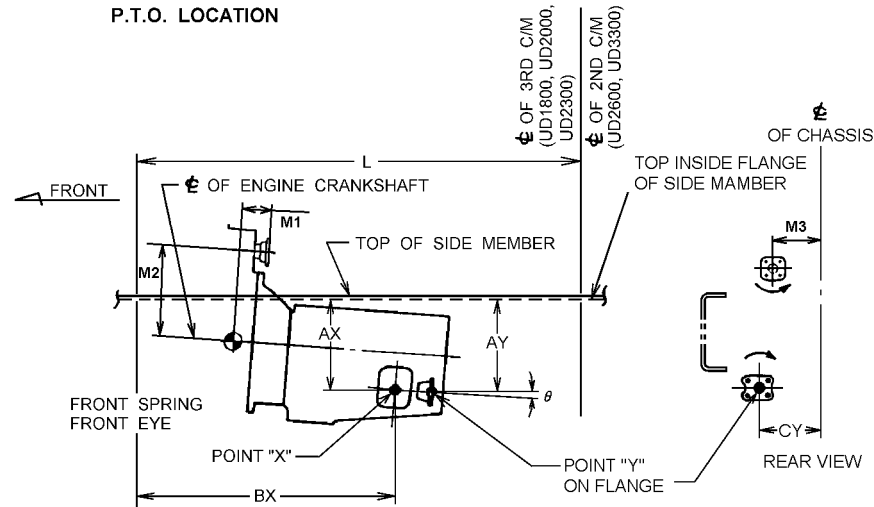
FUEL TANK CAPACITY
50.0 U.S. gal (185 Liter)

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

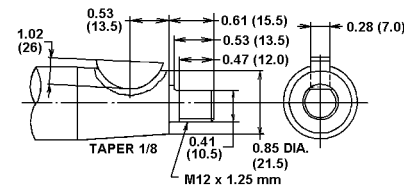


WBM820B

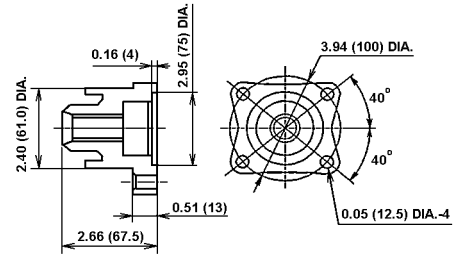
TRANSMISSION P.T.O. AND ENGINE REAR P.T.O. DATA UD1800, UD2000, UD2300, UD2600, UD3300



P.T.O. SHAFT



ENGINE REAR P.T.O. FLANGE



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

TRANSMISSION P.T.O. SPECIFICATION

P.T.O. P/#	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

ENGINE REAR P.T.O. SPECIFICATION

REDUCTION RATIO	1.385
ALLOWABLE MAXIMUM TORQUE	253.2 ft-lbf (35 kgf-m)
DIRECTION OF ROTATION	COUNTER CLOCKWISE AS SEEN FROM REAR

TRANSMISSION P.T.O. LOCATION

MODEL USAGE	TRANSMISSION MODEL	P.T.O. P/#	L	AX	BX	AY	CY	θ
UD1800 UD2000 UD2300 SERIES	MLS63B	33300 Z5176	104.53 (2655)	13.90 (353)	84.92 (2157)	14.17 (360)	6.54 (166.1)	3° 30'
UD2600 UD3300 SERIES			107.09 (2720)	13.66 (347)	82.76 (2102)	13.94 (354)		

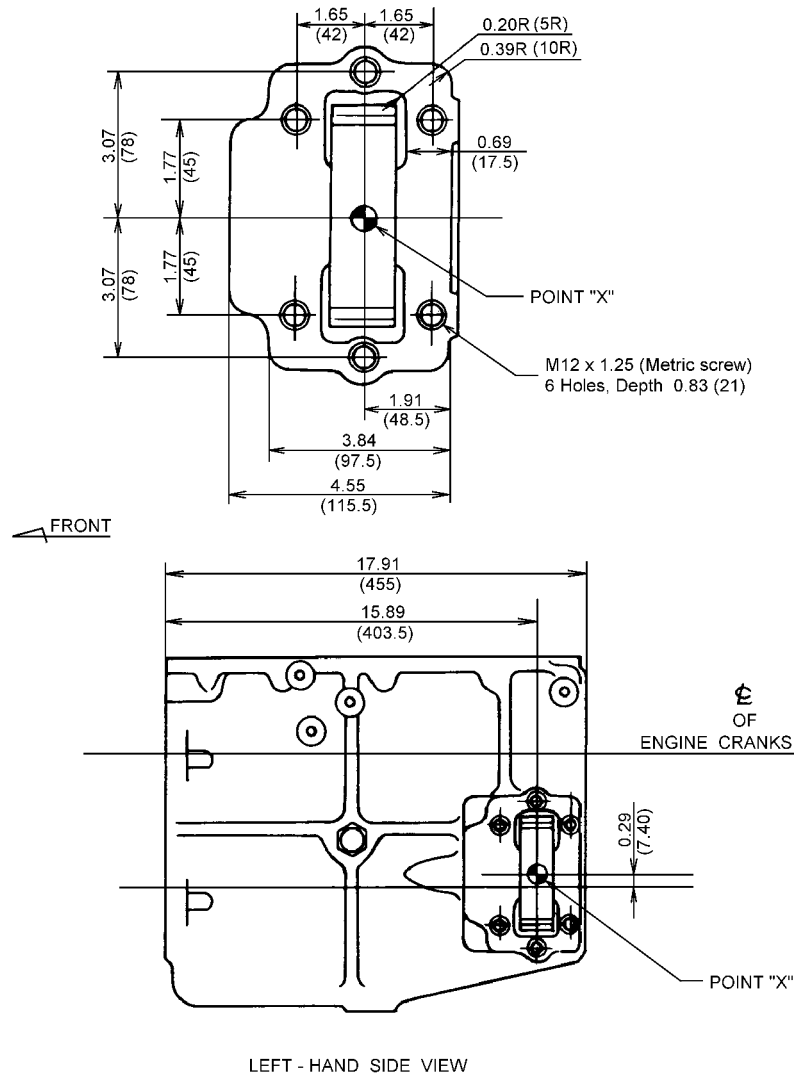
ENGINE REAR P.T.O. LOCATION

MODEL	M1	M2	M3
UD2600E, UD3300E WITH ATM TRANSMISSION	2.33 (59.1)	13.85 (351.8)	4.72 (120)

WBM789B

TRANSMISSION P.T.O. OPENING DATA TRANSMISSION MODEL:MLS63B UD1800, UD2000, UD2300, UD2600, UD3300

Unit : inch (mm)

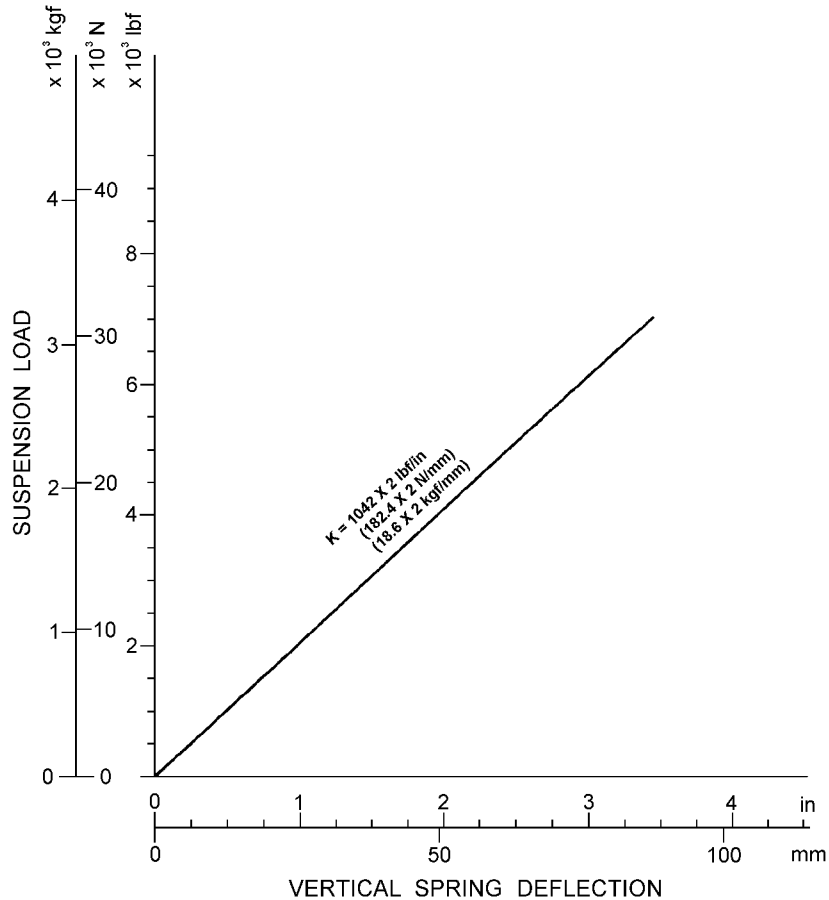


P.T.O. DRIVE GEAR DATA	
Teeth form	Involute
Number of teeth	25
Module	(4.5)
Helix angle	0°
Pressure angle	22.5°
Pitch circle diameter	4.4291 (112.500)
Tooth base circle diameter	4.0920 (103.936)
Tooth outside circle diameter	4.8661 (123.600)
Width of tooth	1.9449 (49.400)
Amount of addendum modification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

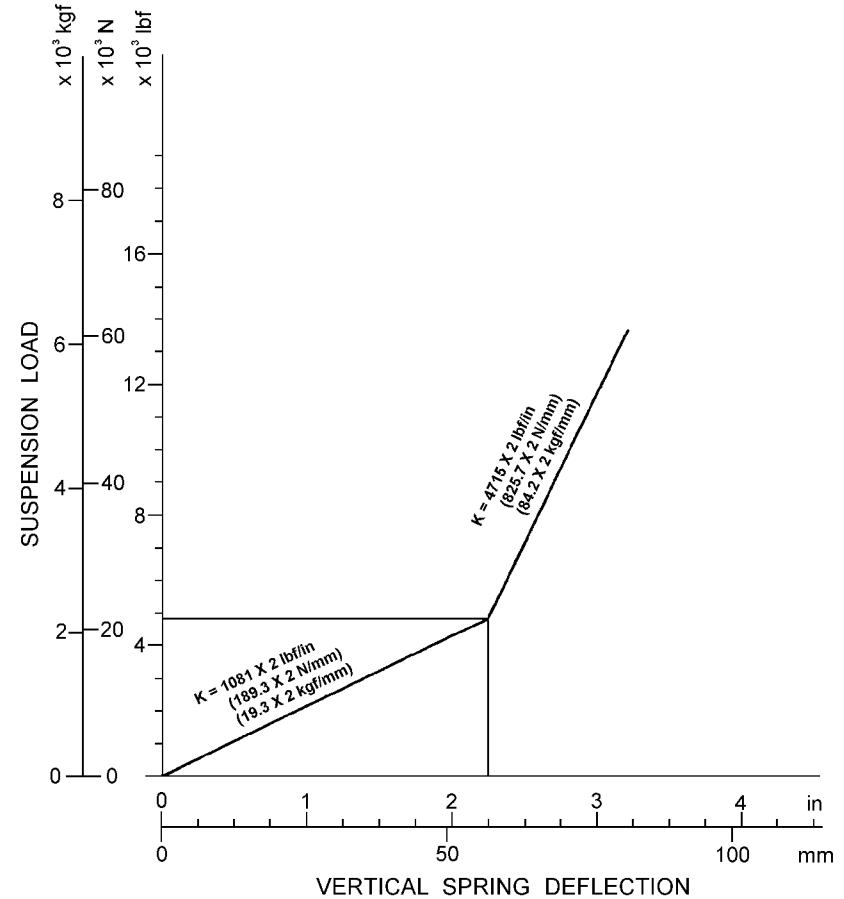
SPRING DATA

UD1800

FRONT LEAF SPRING LOAD VS
DEFLECTION CURVE
(PER AXLE)



REAR LEAF SPRING LOAD VS
DEFLECTION CURVE
(PER AXLE)

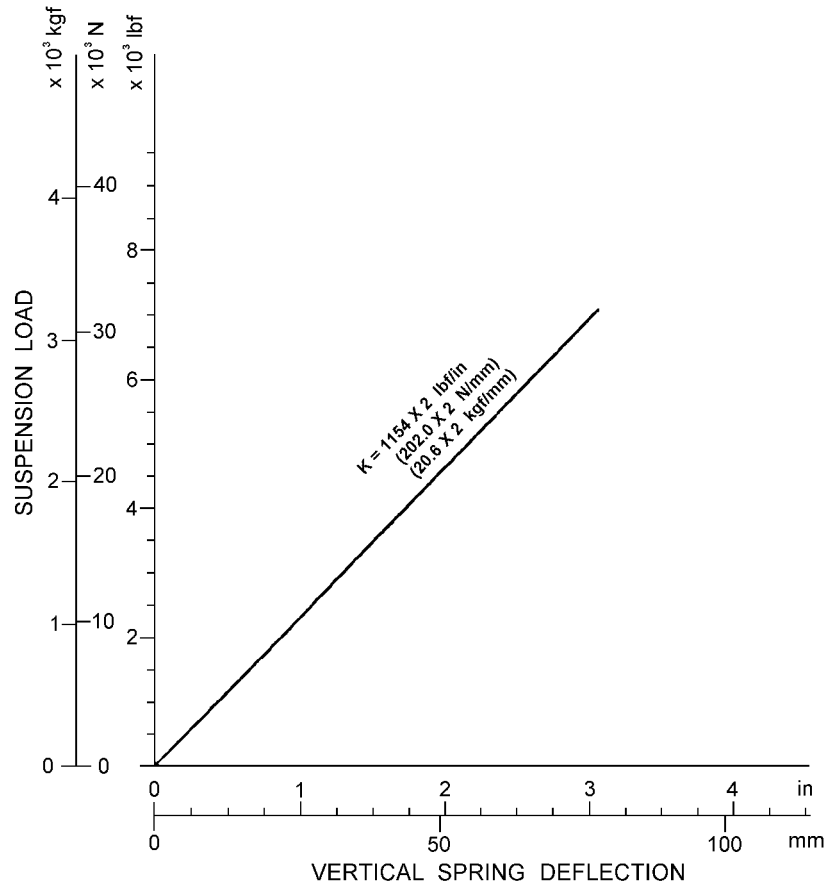


NOTE: SUSPENSION LOAD DOES NOT INCLUDE UNSPRUNG MASS.
 (UNSPRUNG MASS: MASS WHICH IS NOT SUPPORTED BY SPRINGS).
 MAXIMUM LOADING OF SYSTEM MUST NOT EXCEED GAWR AND
 MAXIMUM CAPACITY OF OTHER COMPONENTS.

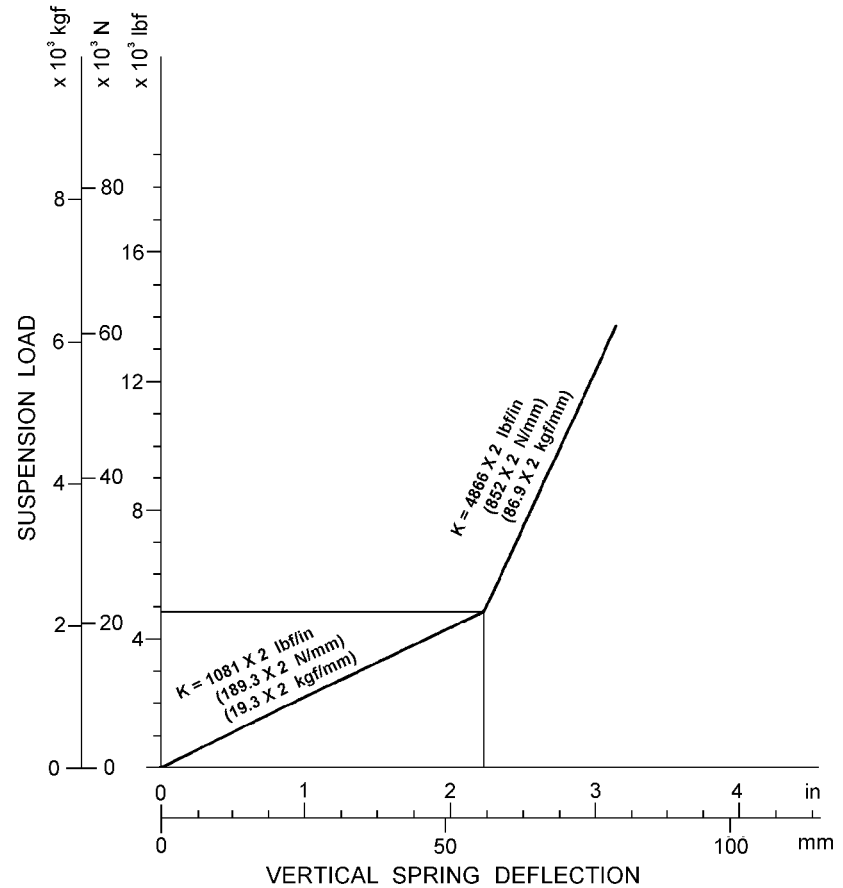
WBM223A

UD2000

FRONT LEAF SPRING LOAD VS
DEFLECTION CURVE
(PER AXLE)



REAR LEAF SPRING LOAD VS
DEFLECTION CURVE
(PER AXLE)

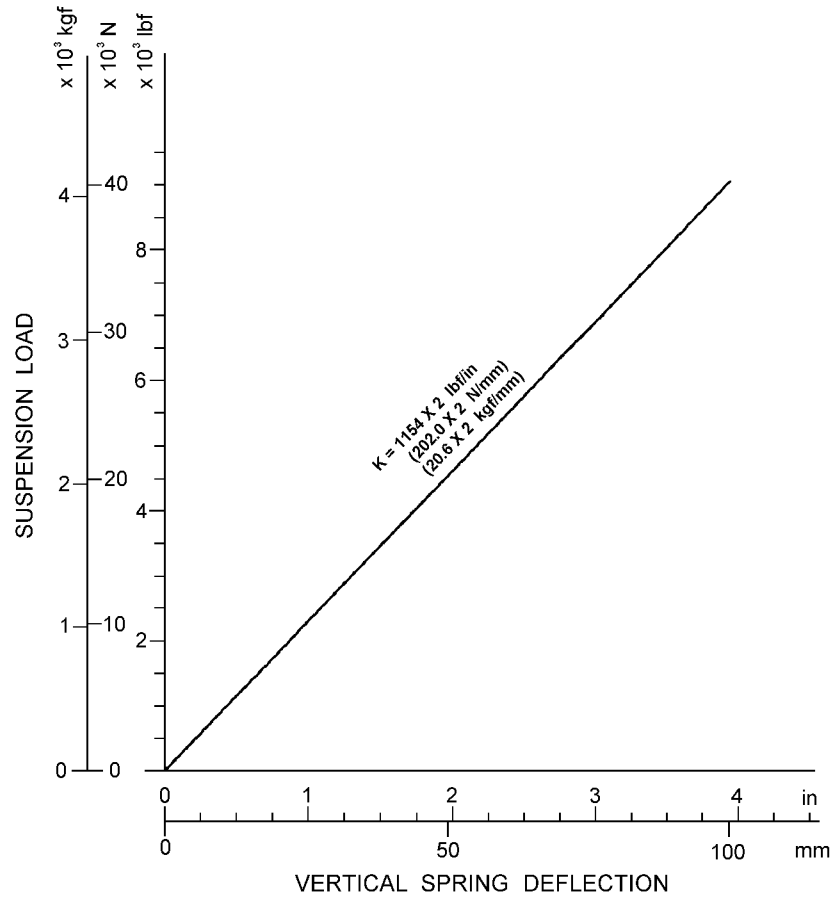


NOTE : SUSPENSION LOAD DOES NOT INCLUDE UNSPRUNG MASS
(UNSPRUNG MASS : MASS WHICH IS NOT SUPPORTED BY SPRINGS).
MAXIMUM LOADING OF SYSTEM MUST NOT EXCEED GAMR AND
MAXIMUM CAPACITY OF OTHER COMPONENTS.

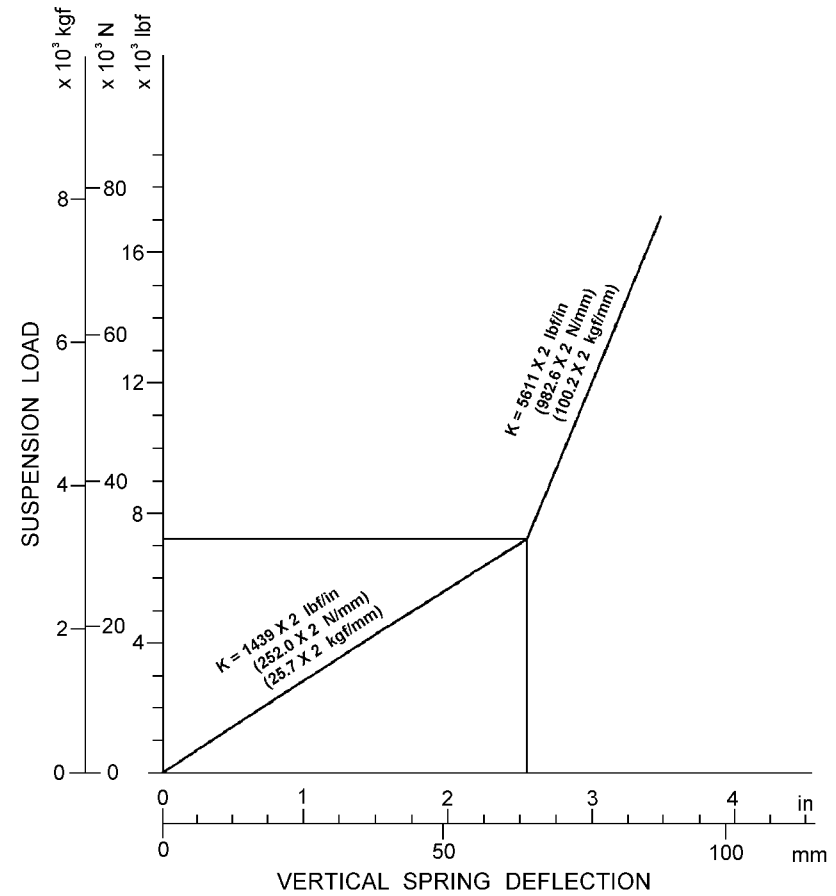
WBM811A

UD2300

FRONT LEAF SPRING LOAD VS
DEFLECTION CURVE
(PER AXLE)



REAR LEAF SPRING LOAD VS
DEFLECTION CURVE
(PER AXLE)

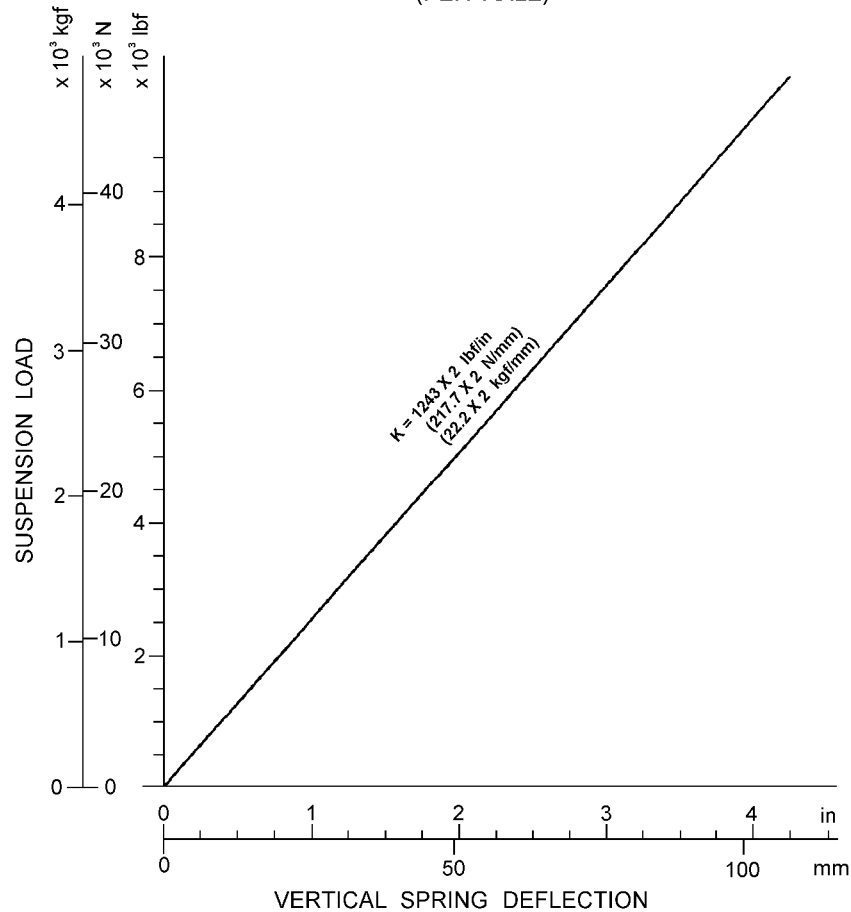


NOTE : SUSPENSION LOAD DOES NOT INCLUDE UNSPRUNG MASS
(UNSPRUNG MASS : MASS WHICH IS NOT SUPPORTED BY SPRINGS).
MAXIMUM LOADING OF SYSTEM MUST NOT EXCEED GAMR AND
MAXIMUM CAPACITY OF OTHER COMPONENTS.

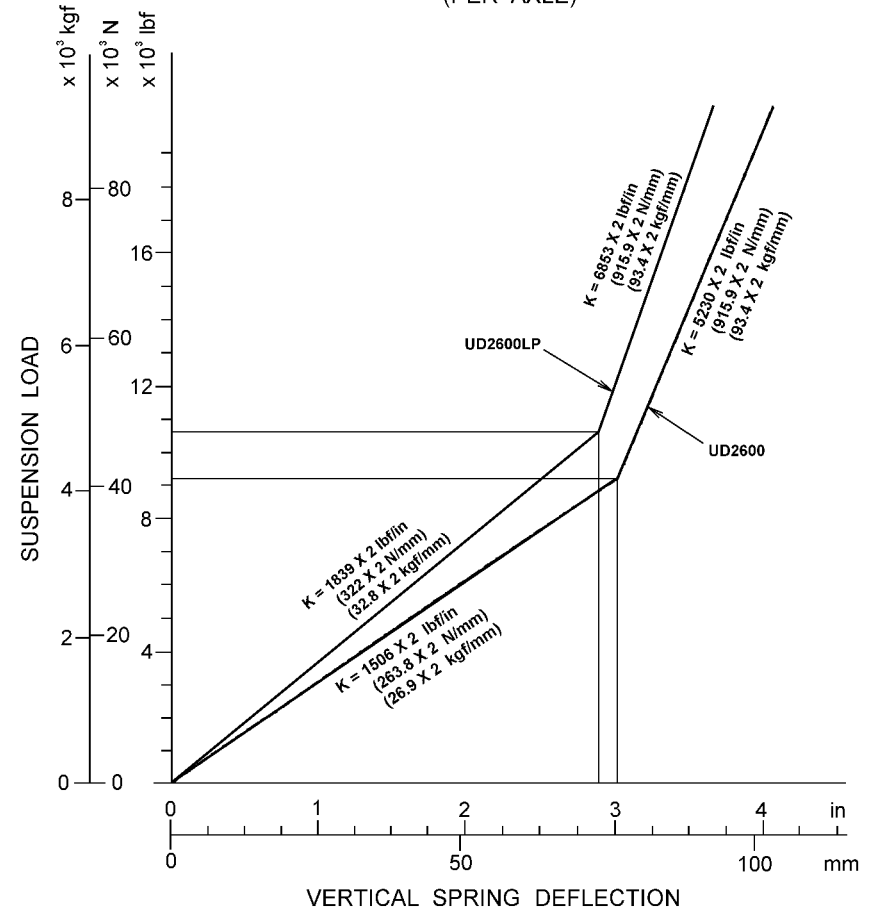
WBM822A

UD2600

FRONT LEAF SPRING LOAD VS
DEFLECTION CURVE
(PER AXLE)



REAR LEAF SPRING LOAD VS
DEFLECTION CURVE
(PER AXLE)

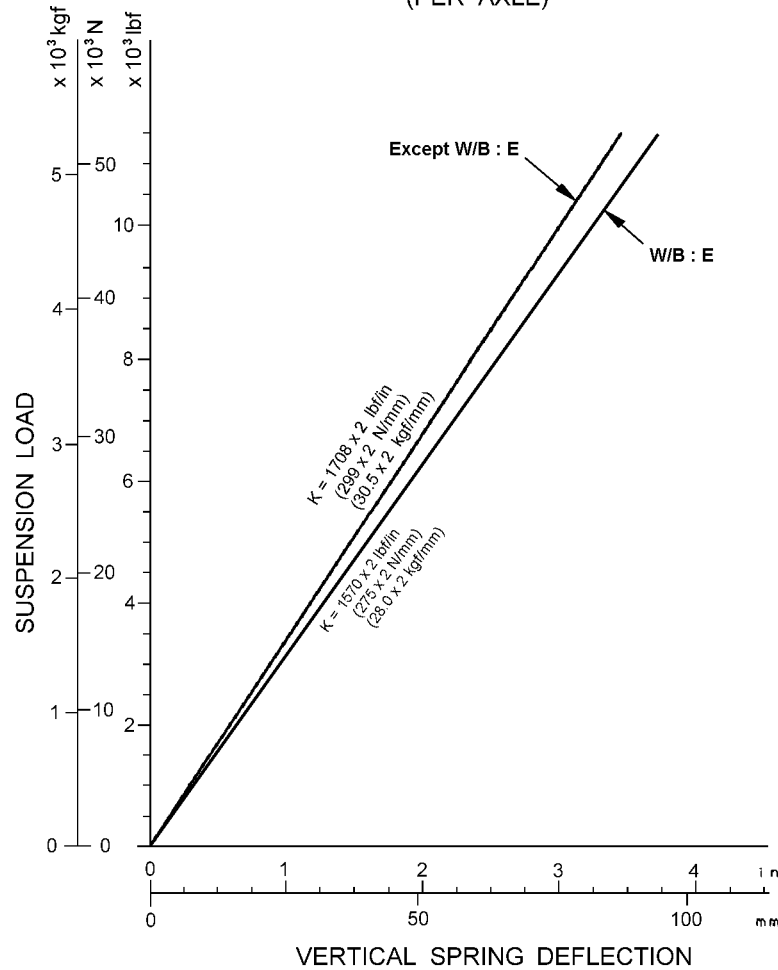


NOTE : SUSPENSION LOAD DOES NOT INCLUDE UNSPRUNG MASS
(UNSPRUNG MASS : MASS WHICH IS NOT SUPPORTED BY SPRINGS).
MAXIMUM LOADING OF SYSTEM MUST NOT EXCEED GAMR AND
MAXIMUM CAPACITY OF OTHER COMPONENTS.

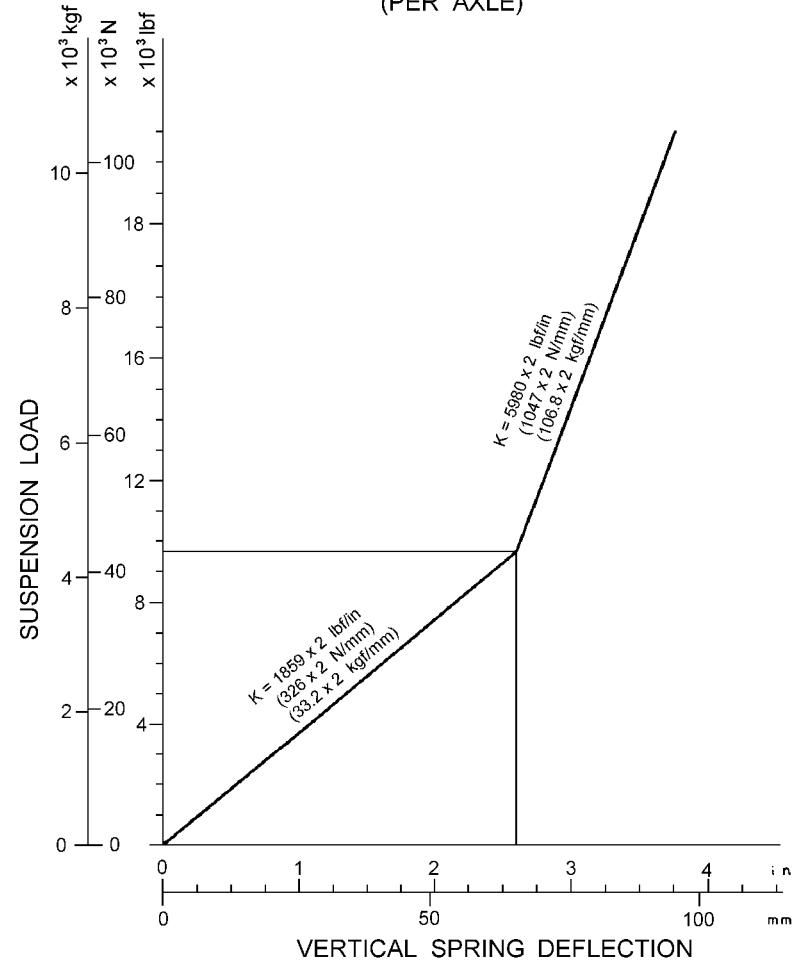
WBM790B

UD3300

FRONT LEAF SPRING LOAD VS
DEFLECTION CURVE
(PER AXLE)



REAR LEAF SPRING LOAD VS
DEFLECTION CURVE
(PER AXLE)



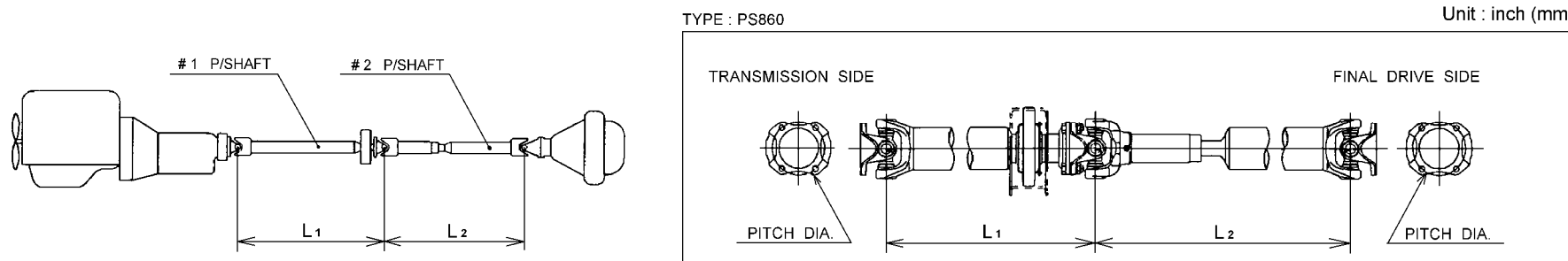
NOTE : SUSPENSION LOAD DOES NOT INCLUDE UNSPRUNG MASS
(UNSPRUNG MASS : MASS WHICH IS NOT SUPPORTED BY
SPRINGS).
MAXIMUM LOADING OF SYSTEM MUST NOT EXCEED GAMR
AND MAXIMUM CAPACITY OF OTHER COMPONENTS.

WBM791B

PROPELLER SHAFT DATA

UD1800E, UD1800F, UD1800H, UD1800K

UD2000E, UD2000F, UD2000H, UD2000K



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

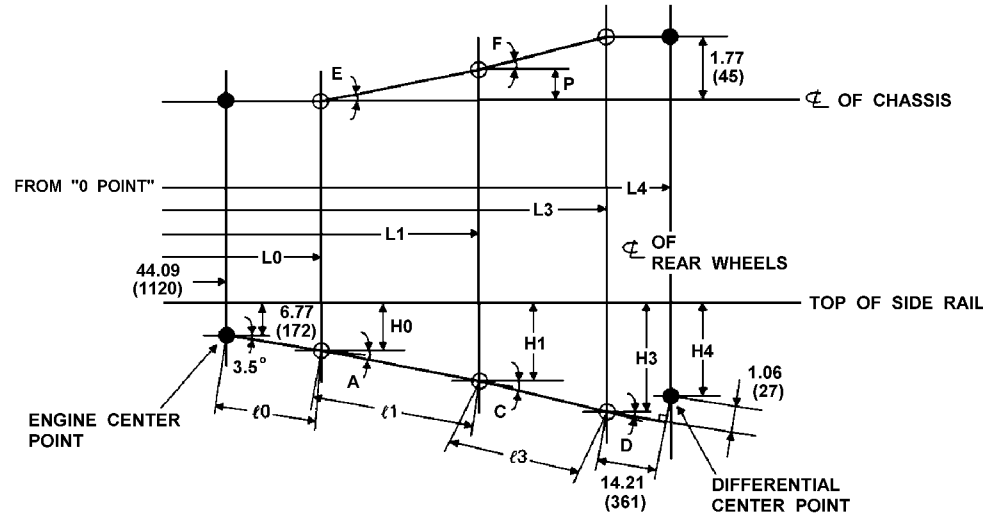
	T/M TYPE	P/S MODEL	INSTALLING LENGTH		P/S DIMENSION OD X ID X T	PERMISSIBLE LENGTH		
			L ₁	L ₂		* L ₁	L ₂ MAX	L ₂ MIN
UD1800E UD2000E	MTM	PS860	29.84 (758)	36.26 (921)	3.54 X 3.29 X 0.13 (90 X 83.6 X 3.2)	29.84 (758)	36.77 (934)	35.35 (898)
	ATM	PS860	28.27 (718)	36.06 (916)	3.54 X 3.29 X 0.13 (90 X 83.6 X 3.2)	28.27 (718)	36.77 (934)	35.35 (898)
UD1800F UD2000F	MTM	PS860	44.41 (1128)	39.72 (1009)	3.54 X 3.29 X 0.13 (90 X 83.6 X 3.2)	44.41 (1128)	40.71 (1034)	39.29 (998)
	ATM	PS860	42.83 (1088)	34.49 (1003)	3.54 X 3.29 X 0.13 (90 X 83.6 X 3.2)	42.83 (1088)	40.71 (1034)	39.29 (998)
UD1800H UD2000H	MTM	PS860	44.41 (1128)	51.46 (1307)	3.54 X 3.29 X 0.13 (90 X 83.6 X 3.2)	44.41 (1128)	52.52 (1334)	51.10 (1298)
	ATM	PS860	42.83 (1088)	51.26 (1302)	3.54 X 3.29 X 0.13 (90 X 83.6 X 3.2)	42.83 (1088)	51.73 (1314)	50.31 (1278)
UD1800K UD2000K	MTM	PS860	54.65 (1388)	53.03 (1347)	3.54 X 3.29 X 0.13 (90 X 83.6 X 3.2)	54.65 (1388)	54.09 (1374)	52.68 (1338)
	ATM	PS860	53.07 (1348)	52.80 (1341)	3.54 X 3.29 X 0.13 (90 X 83.6 X 3.2)	53.07 (1348)	53.31 (1354)	51.89 (1318)

OD: OUTSIDE DIAMETER * "L₁" 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.

NOTE:
THE PROPELLER SHAFT SHOULD NOT BE SHORT-
ENED TO A LENGTH SHORTER THAN THE SHORT-
EST 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 COR-
RESPOND WITH A WHEELBASE OFFERED BY
NISSAN DIESEL MOTOR CO., LTD.

Unit : inch (mm)

MODEL	TRANSMISSION	L ₀	H ₀	ℓ ₀
UD1800/2000E UD1800/2000F	MLS63B	96.46 (2450)	9.96 (253)	52.48 (1333)
UD1800/2000H UD1800/2000K	ATM 1000 SERIES	98.23 (2495)	10.08 (256)	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	126.18 (3205)	12.40 (315)	162.13 (4118)	17.01 (432)	176.34 (4479)	16.85 (428)	29.84 (758)	36.26 (921)	4.7°	7.3°	3.7°	0.0°	2.8° (0)
		ATM 1000 SERIES	126.42 (3211)	12.44 (316)	162.13 (4118)	17.01 (432)	176.34 (4479)	16.85 (428)	28.27 (718)	36.06 (916)	4.8°	7.3°	3.7°	0.0°	2.8° (0)
	UD1800F UD2000F	MLS63B	140.79 (3576)	12.76 (324)	180.24 (4578)	17.01 (432)	194.45 (4939)	16.85 (428)	44.41 (1128)	39.72 (1009)	3.6°	6.2°	3.7°	0.6°	1.9° (11)
		ATM 1000 SERIES	140.98 (3581)	12.80 (325)	180.24 (4578)	17.05 (433)	194.45 (4939)	16.89 (429)	42.83 (1088)	39.49 (1003)	3.6°	6.2°	3.7°	0.6°	2.0° (11)
	UD1800H UD2000H	MLS63B	140.79 (3576)	12.76 (324)	192.05 (4878)	17.01 (432)	206.26 (5239)	16.85 (428)	44.41 (1128)	51.46 (1307)	3.6°	4.7°	3.7°	0.6°	1.5° (11)
		ATM 1000 SERIES	140.98 (3581)	12.80 (325)	192.05 (4878)	17.05 (433)	206.26 (5239)	16.89 (429)	42.83 (1088)	51.26 (1302)	3.6°	4.7°	3.7°	0.6°	1.5° (11)
	UD1800K UD2000K	MLS63B	151.02 (3836)	12.68 (322)	203.86 (5178)	17.01 (432)	218.07 (5539)	16.85 (428)	54.65 (1388)	53.03 (1347)	2.9°	4.7°	3.7°	0.5°	1.5° (11)
		ATM 1000 SERIES	151.22 (3841)	12.72 (323)	203.86 (5178)	17.05 (433)	218.07 (5539)	16.89 (429)	53.07 (1348)	52.80 (1341)	2.8°	4.7°	3.7°	0.5°	1.5° (11)

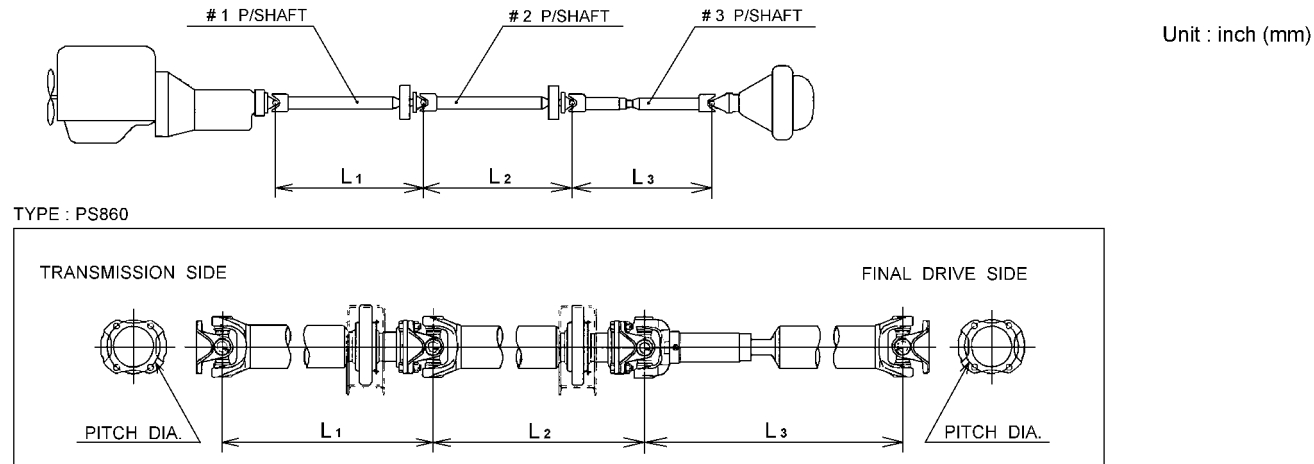
WBM792B

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	126.18 (3205)	12.40 (315)	162.40 (4125)	15.43 (392)	176.65 (4487)	15.28 (388)	29.84 (758)	36.38 (924)	4.7°	4.8°	3.6°	0.0°	2.8°	0.00 (0)
		ATM 1000 SERIES	126.42 (3211)	12.44 (316)	162.40 (4125)	15.43 (392)	176.65 (4487)	15.28 (388)	28.27 (718)	36.18 (919)	4.8°	4.8°	3.6°	0.0°	2.8°	0.00 (0)
	UD1800F UD2000F	MLS63B	140.79 (3576)	12.76 (324)	180.51 (4585)	15.43 (392)	194.76 (4947)	15.28 (388)	44.41 (1128)	39.88 (1013)	3.6°	3.9°	3.6°	0.6°	1.9°	0.43 (11)
		ATM 1000 SERIES	140.98 (3581)	12.80 (325)	180.51 (4585)	15.47 (393)	194.76 (4947)	15.31 (389)	42.83 (1088)	39.65 (1007)	3.6°	3.9°	3.6°	0.6°	1.9°	0.43 (11)
	UD1800H UD2000H	MLS63B	140.79 (3576)	12.76 (324)	192.32 (4885)	15.43 (392)	206.57 (5247)	15.28 (388)	44.41 (1128)	51.65 (1312)	3.6°	3.0°	3.6°	0.6°	1.5°	0.43 (11)
		ATM 1000 SERIES	140.98 (3581)	12.80 (325)	192.32 (4885)	15.47 (393)	206.57 (5247)	16.38 (416)	42.83 (1088)	51.46 (1307)	3.6°	3.0°	3.6°	0.6°	1.5°	0.43 (11)
	UD1800K UD2000K	MLS63B	151.02 (3836)	12.68 (322)	204.13 (5185)	15.43 (392)	218.39 (5547)	15.28 (388)	54.65 (1388)	53.19 (1351)	2.9°	3.0°	3.6°	0.5°	1.4°	0.43 (11)
		ATM 1000 SERIES	151.22 (3841)	12.72 (323)	204.13 (5185)	15.47 (393)	218.39 (5547)	15.31 (389)	53.07 (1348)	52.99 (1346)	2.8°	3.0°	3.6°	0.5°	1.4°	0.43 (11)

WBM793B

UD1800N, UD2000N, UD2300N



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

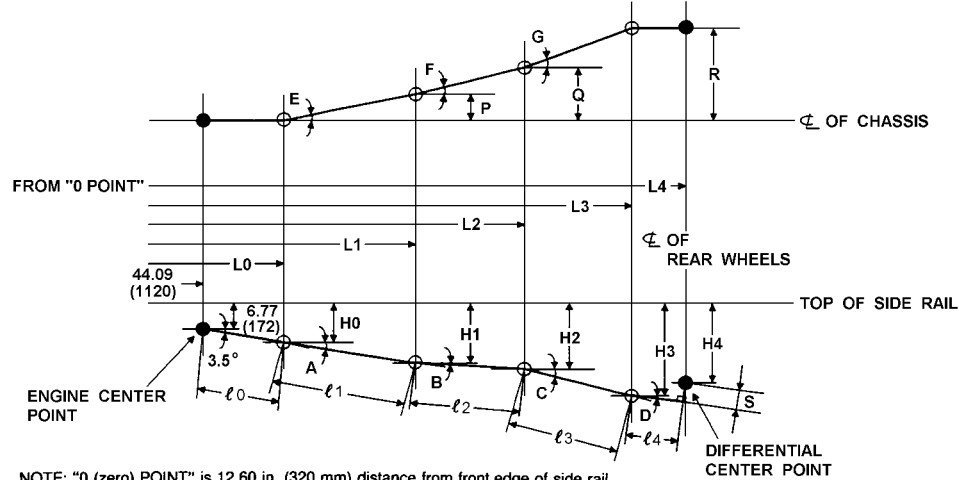
	T/M TYPE	P/S MODEL	INSTALLING LENGTH			P/S DIMENSION OD X ID X T	PERMISSIBLE LENGTH					
			L ₁	L ₂	L ₃		* L ₁	* L ₂	L ₃ MAX	L ₃ MIN		
UD1800N UD2000N	MTM	PS860	44.41 (1128)	34.96 (888)	54.61 (1387)	3.54 X 3.29 X 0.13 (90 X 83.6 X 3.2)	44.41 (1128)	34.96 (888)	55.67 (1414)	54.25 (1378)		
	ATM	PS860	42.83 (1088)	34.96 (888)	54.41 (1382)	3.54 X 3.29 X 0.13 (90 X 83.6 X 3.2)	42.83 (1088)	34.96 (888)	54.88 (1394)	53.46 (1358)		
UD2300N	MTM	PS860	44.41 (1128)	34.96 (888)	UD2300LP 54.61 (1387) UD2300DH 53.03 (1347)	3.54 X 3.29 X 0.13 (90 X 83.6 X 3.2)	44.41 (1128)	34.96 (888)	UD2300LP 55.67 (1414) UD2300DH 54.09 (1374)	UD2300LP 54.25 (1378) UD2300DH 52.68 (1338)		
	ATM	PS860	42.83 (1088)	34.96 (888)	54.41 (1382) 52.83 (1342)	3.54 X 3.29 X 0.13 (90 X 83.6 X 3.2)	42.83 (1088)	34.96 (888)	54.88 (1394) 53.31 (1354)	53.46 (1358) 51.89 (1318)		

OD: OUTSIDE DIAMETER "L₁" "L₂" IS CONSTANT VALUE

ID : INSIDE DIAMETER

T : THICKNESS

UD1800N, UD2000N, UD2300N



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
UD1800N UD2000N UD2300N	MLS63B	96.46 (2450)	9.96 (253)	52.48 (1333)
UD1800N UD2000N	ATM 1000 SERIES	98.23 (2495)	10.08 (256)	54.25 (1378)
UD2300N	ATM 2200 SERIES			

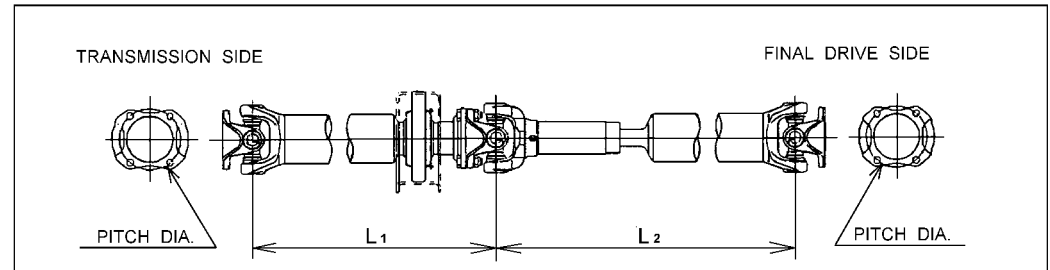
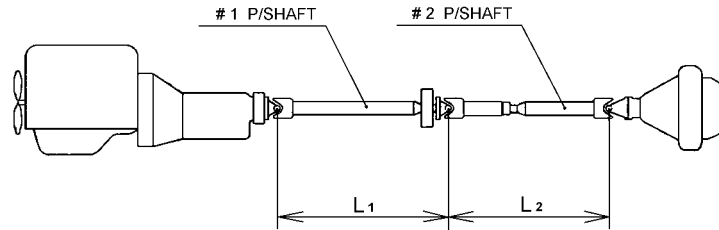
MODEL		TRANSMISSION	L ₁	H ₁	L ₂	H ₂	L ₃	H ₃	L ₄	H ₄	ℓ ₁	ℓ ₂	ℓ ₃	ℓ ₄	A	B	C	D	E	F	G	P	Q	R	S	
CHASSIS-CAB	UD1800N UD2000N	MLS63B	140.79 (3576)	12.76 (324)	175.71 (4463)	14.13 (359)	230.24 (5848)	17.01 (432)	244.45 (6209)	16.85 (428)	44.41 (1128)	34.96 (888)	54.61 (1387)	14.21 (361)	3.6°	2.3°	3.0°	3.7°	0.6°	0.7°	1.0°	0.43 (11)	0.87 (22)	1.77 (45)	1.06 (27)	
		ATM 1000 SERIES	140.98 (3581)	12.80 (325)	175.91 (4468)	14.17 (360)	230.24 (5848)	17.05 (433)	244.45 (6209)	16.89 (429)	42.83 (1088)	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)	
	UD2300LP -N	MLS63B	140.79 (3576)	12.76 (324)	175.71 (4463)	14.13 (359)	230.24 (5848)	17.01 (432)	244.45 (6209)	16.85 (428)	44.41 (1128)	34.96 (888)	54.61 (1387)	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 2200 SERIES	140.98 (3581)	12.80 (325)	175.91 (4468)	14.17 (360)	230.24 (5848)	17.05 (433)	244.45 (6209)	16.89 (429)	42.83 (888)	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)	
	UD2300DH -N	MLS63B	140.79 (3576)	12.76 (324)	175.71 (4463)	14.13 (359)	228.58 (5806)	18.27 (464)	244.45 (6209)	18.03 (458)	44.41 (1128)	34.96 (888)	53.03 (1347)	15.83 (402)	3.6°	2.3°	4.5°	3.7°	0.6°	0.7°	0.8°	0.43 (11)	0.87 (22)	1.57 (40)	1.26 (32)	
		ATM 2200 SERIES	140.98 (3581)	12.80 (325)	175.91 (4468)	14.17 (360)	228.58 (5806)	18.31 (465)	244.45 (6209)	18.07 (459)	42.83 (1088)	34.96 (888)	52.83 (1342)	15.83 (402)	3.6°	2.3°	4.5°	3.7°	0.6°	0.7°	0.8°	0.43 (11)	0.87 (22)	1.57 (40)	1.26 (32)	
	LOADED (GVM)	UD1800N UD2000N	MLS63B	140.79 (3576)	12.76 (324)	175.71 (4463)	14.13 (359)	230.51 (5855)	15.43 (392)	244.76 (6217)	15.28 (388)	44.41 (1128)	34.96 (888)	54.84 (1393)	14.21 (361)	3.6°	2.3°	1.4°	3.6°	0.6°	0.7°	0.9°	0.43 (11)	0.87 (22)	1.77 (45)	1.06 (27)
			ATM 1000 SERIES	140.98 (3581)	12.80 (325)	175.91 (4468)	14.17 (360)	230.51 (5855)	15.47 (393)	244.76 (6217)	15.31 (389)	42.83 (1088)	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)
UD2300LP -N		MLS63B	140.79 (3576)	12.76 (324)	175.71 (4463)	14.13 (359)	230.51 (5855)	15.43 (392)	244.76 (6217)	15.28 (388)	44.41 (1128)	34.96 (888)	54.84 (1393)	14.21 (361)	3.6°	2.3°	1.4°	3.6°	0.6°	0.7°	0.9°	0.43 (11)	0.87 (22)	1.77 (45)	1.06 (27)	
		ATM 2200 SERIES	140.98 (3581)	12.80 (325)	175.91 (4468)	14.17 (360)	230.51 (5855)	15.47 (393)	244.76 (6217)	15.31 (389)	42.83 (1088)	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)	
UD2300DH -N		MLS63B	140.79 (3576)	12.76 (324)	175.71 (4463)	14.13 (359)	228.86 (5813)	16.81 (427)	244.72 (6216)	16.54 (420)	44.41 (1128)	34.96 (888)	53.23 (1352)	15.83 (402)	3.6°	2.3°	2.9°	3.6°	0.6°	0.7°	0.8°	0.43 (11)	0.87 (22)	1.57 (40)	1.26 (32)	
		ATM 2200 SERIES	140.98 (3581)	12.80 (325)	175.91 (4468)	14.17 (360)	228.86 (5813)	16.85 (428)	244.72 (6216)	16.57 (421)	42.83 (1088)	34.96 (888)	53.03 (1347)	15.83 (402)	3.6°	2.3°	2.9°	3.6°	0.6°	0.7°	0.8°	0.43 (11)	0.87 (22)	1.57 (40)	1.26 (32)	

WBM794B

UD2300D, UD2300F, UD2300H, UD2300K

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.

WBM827A

PROPELLER SHAFT DATA

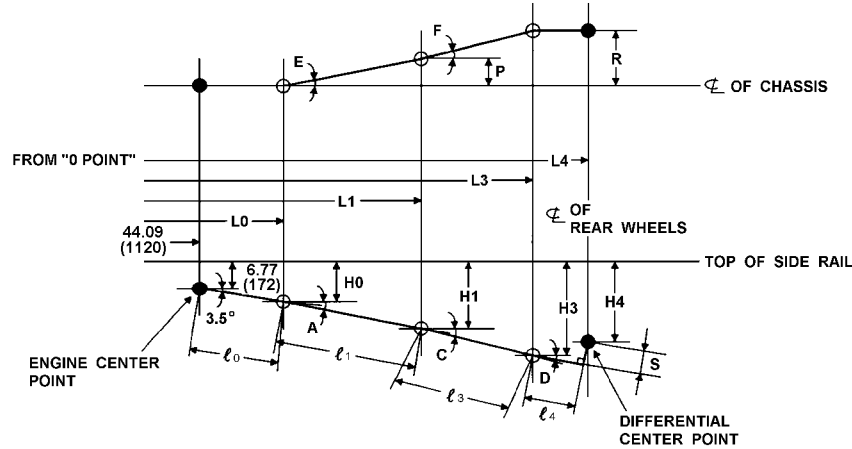
	T/M TYPE	P/S MODEL	INSTALLING LENGTH			P/S DIMENSION OD X ID X T	PERMISSIBLE LENGTH				
			L ₁	L ₂			* L ₁	L ₂ MAX		L ₂ MIN	
				UD2300LP	UD2300DH			UD2300LP	UD2300DH	UD2300LP	UD2300DH
UD2300D	MTM	PS860	29.84 (758)	36.26 (921)	34.57 (878)	3.54 X 3.29 X 0.13 (90.0 X 83.6 X 3.2)	29.84 (788)5	36.77 (934)	35.20 (894)	35.35 (898)	33.78 (858)
	ATM	PS860	28.27 (718)	36.06 (916)	34.72 (882)	3.54 X 3.29 X 0.13 (90.0 X 83.6 X 3.2)	28.27 (718)	36.77 (934)	35.20 (894)	35.35 (898)	33.78 (858)
UD2300F	MTM	PS860	44.41 (1128)	39.72 (1009)	38.03 (966)	3.54 X 3.29 X 0.13 (90 X 83.6 X 3.2)	44.41 (1128)	40.71 (1034)	39.13 (994)	39.29 (998)	37.72 (958)
	ATM	PS860	42.83 (1088)	39.49 (1003)	39.19 (970)	3.54 X 3.29 X 0.13 (90 X 83.6 X 3.2)	42.83 (1088)	40.71 (1034)	39.13 (994)	39.29 (998)	37.72 (958)
UD2300H	MTM	PS860	44.41 (1128)	51.46 (1307)	49.76 (1264)	3.54 X 3.29 X 0.13 (90 X 83.6 X 3.2)	44.41 (1128)	52.52 (1334)	50.94 (1294)	51.10 (1298)	49.53 (1258)
	ATM	PS860	42.83 (1088)	51.26 (1302)	49.92 (1268)	3.54 X 3.29 X 0.13 (90 X 83.6 X 3.2)	42.83 (1088)	51.73 (1314)	50.16 (1274)	50.31 (1278)	48.74 (1238)
UD2300K	MTM	PS860	54.65 (1388)	53.03 (1347)	51.30 (1303)	3.54 X 3.29 X 0.13 (90 X 83.6 X 3.2)	54.65 (1388)	54.09 (1374)	52.52 (1334)	52.68 (1338)	51.10 (1298)
	ATM	PS860	53.07 (1348)	52.80 (1347)	51.46 (1307)	3.54 X 3.29 X 0.13 (90 X 83.6 X 3.2)	53.07 (1348)	53.31 (1354)	51.73 (1314)	51.89 (1318)	50.30 (1278)

OD: OUTSIDE DIAMETER "L₁" IS CONSTANT VALUE

ID : INSIDE DIAMETER

T : THICKNESS

UD2300D, UD2300F, UD2300H, UD2300K



Unit : inch (mm)

NOTE:
THE PROPELLER SHAFT SHOULD NOT BE SHORT-
ENED TO A LENGTH SHORTER THAN THE SHORT-
EST 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 COR-
RESPOND WITH A WHEELBASE OFFERED BY
NISSAN DIESEL MOTOR CO., LTD.

MODEL	TRANSMISSION	L ₀	H ₀	l ₀
UD2300D UD2300F UD2300H UD2300K	MLS63B	96.46 (2450)	9.96 (253)	52.48 (1333)
	ATM 2200 SERIES	98.23 (2495)	10.08 (256)	54.25 (1378)

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

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	UD2300LP-D	MLS63B	126.18 (3205)	12.40 (315)	162.13 (4118)	17.01 (432)	176.34 (4479)	16.85 (428)	29.84 (758)	36.26 (921)	14.21 (361)	4.7°	7.3°	3.7°	0.0°	2.8°	0.0 (0.0)	1.77 (45)	1.06 (27)
		ATM 2200 SERIES	126.42 (3211)	12.44 (316)	162.13 (4118)	17.01 (432)	176.34 (4479)	16.85 (428)	28.27 (718)	36.06 (916)	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	140.79 (3576)	12.76 (324)	180.24 (4578)	17.01 (432)	194.45 (4939)	16.85 (428)	44.41 (1128)	39.72 (1009)	14.21 (361)	3.6°	6.2°	3.7°	0.6°	1.9°	0.43 (11)	1.77 (45)	1.06 (27)
		ATM 2200 SERIES	140.98 (3581)	12.80 (325)	180.24 (4578)	17.05 (433)	194.45 (4939)	16.89 (429)	42.83 (1088)	39.49 (1003)	14.21 (361)	3.6°	6.2°	3.7°	0.6°	2.0°	0.43 (11)	1.77 (45)	1.06 (27)
	UD2300LP-H	MLS63B	140.79 (3576)	12.76 (324)	192.05 (4878)	17.01 (432)	206.26 (5239)	16.85 (428)	44.41 (1128)	51.46 (1307)	14.21 (361)	3.6°	4.7°	3.7°	0.6°	1.5°	0.43 (11)	1.77 (45)	1.06 (27)
		ATM 2200 SERIES	140.98 (3581)	12.80 (325)	192.05 (4878)	17.05 (433)	206.26 (5239)	16.89 (429)	42.83 (1088)	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)
	UD2300LP-K	MLS63B	151.02 (3836)	12.68 (322)	203.86 (5178)	17.01 (432)	218.07 (5539)	16.85 (428)	54.65 (1388)	53.03 (1347)	14.21 (361)	2.9°	4.7°	3.7°	0.5°	1.5°	0.43 (11)	1.77 (45)	1.06 (27)
		ATM 2200 SERIES	151.22 (3841)	12.72 (323)	203.86 (5178)	17.05 (433)	218.07 (5539)	16.89 (429)	53.07 (1348)	52.80 (1341)	14.21 (361)	2.8°	4.7°	3.7°	0.5°	1.5°	0.43 (11)	1.77 (45)	1.06 (27)
LOADED (GVM)	UD2300LP-D	MLS63B	126.18 (3205)	12.40 (315)	162.40 (4125)	15.43 (392)	176.65 (4487)	15.28 (388)	29.84 (758)	36.38 (924)	14.21 (361)	4.7°	4.8°	3.6°	0.0°	2.8°	0.0 (0.0)	1.77 (45)	1.06 (27)
		ATM 2200 SERIES	126.42 (3211)	12.44 (316)	162.40 (4125)	15.43 (392)	176.65 (4487)	15.28 (388)	28.27 (718)	36.18 (919)	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	140.79 (3576)	12.76 (324)	180.51 (4585)	15.43 (392)	194.76 (4947)	15.28 (388)	44.41 (1128)	39.88 (1013)	14.21 (361)	3.6°	3.9°	3.6°	0.6°	1.9°	0.43 (11)	1.77 (45)	1.06 (27)
		ATM 2200 SERIES	140.98 (3581)	12.80 (325)	180.51 (4585)	15.47 (393)	194.76 (4947)	15.31 (389)	42.83 (1088)	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)
	UD2300LP-H	MLS63B	140.79 (3576)	12.76 (324)	192.32 (4885)	15.43 (392)	206.57 (5247)	15.28 (388)	44.41 (1128)	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)
		ATM 2200 SERIES	140.98 (3581)	12.80 (325)	192.32 (4885)	15.47 (393)	206.57 (5247)	15.31 (389)	42.83 (1088)	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)
	UD2300LP-K	MLS63B	151.02 (3836)	12.68 (322)	204.13 (5185)	15.43 (392)	218.39 (5547)	15.28 (388)	54.65 (1388)	53.19 (1351)	14.21 (361)	2.9°	3.0°	3.6°	0.5°	1.4°	0.43 (11)	1.77 (45)	1.06 (27)
		ATM 2200 SERIES	151.22 (3841)	12.72 (323)	204.13 (5185)	15.47 (393)	218.39 (5547)	15.31 (389)	53.07 (1348)	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)

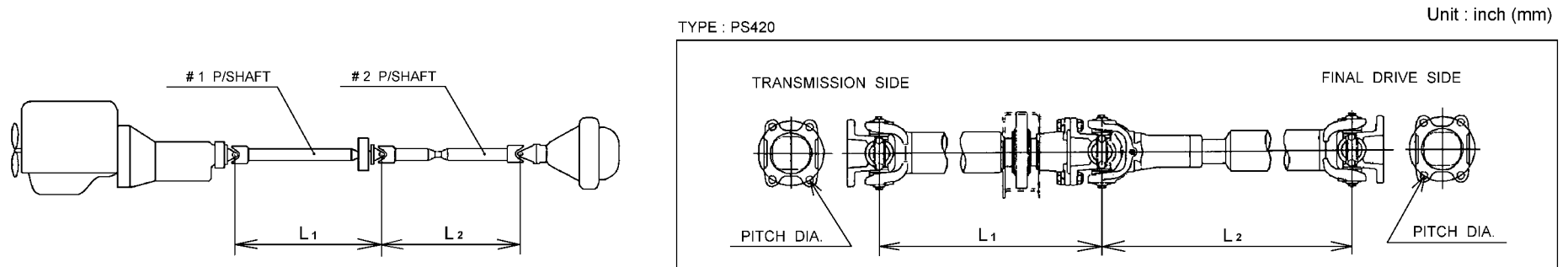
WBM795B

Unit : inch (mm)

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	UD2300DH-D	MLS63B	126.14 (3204)	12.91 (328)	160.47 (4076)	18.31 (465)	176.34 (4479)	18.07 (459)	29.84 (758)	34.76 (883)	15.83 (402)	5.7°	8.9°	3.7°	0.8°	2.0°	0.39 (10)	1.57 (40)	1.26 (32)
		ATM 2200 SERIES	126.34 (3209)	12.95 (329)	160.47 (4076)	18.31 (465)	176.34 (4479)	18.07 (459)	28.27 (718)	34.57 (878)	15.83 (402)	5.8°	8.9°	3.7°	0.8°	2.0°	0.39 (10)	1.57 (40)	1.26 (32)
	UD2300DH-F	MLS63B	140.79 (3576)	12.76 (324)	178.58 (4536)	18.31 (465)	194.45 (4939)	18.07 (459)	44.41 (1128)	38.23 (971)	15.83 (402)	3.6°	8.3°	3.7°	0.6°	1.7°	0.43 (11)	1.57 (40)	1.26 (32)
		ATM 2200 SERIES	140.98 (3581)	12.80 (325)	178.58 (4536)	18.31 (465)	194.45 (4939)	18.07 (459)	42.83 (1088)	38.03 (966)	15.83 (402)	3.6°	8.4°	3.7°	0.6°	1.7°	0.43 (11)	1.57 (40)	1.26 (32)
	UD2300DH-H	MLS63B	140.79 (3576)	12.76 (324)	190.39 (4836)	18.31 (465)	206.26 (5239)	18.07 (459)	44.41 (1128)	49.96 (1269)	15.83 (402)	3.6°	6.4°	3.7°	0.6°	1.3°	0.43 (11)	1.57 (40)	1.26 (32)
		ATM 2200 SERIES	140.98 (3581)	12.80 (325)	190.39 (4836)	18.31 (465)	206.26 (5239)	18.07 (459)	42.83 (1088)	49.72 (1263)	15.83 (402)	3.6°	6.4°	3.7°	0.6°	1.3°	0.43 (11)	1.57 (40)	1.26 (32)
	UD2300DH-K	MLS63B	151.02 (3836)	12.68 (322)	202.20 (5136)	18.31 (465)	218.07 (5539)	18.07 (459)	54.65 (1388)	51.50 (1308)	15.83 (402)	2.9°	6.3°	3.7°	0.5°	1.3°	0.43 (11)	1.57 (40)	1.26 (32)
		ATM 2200 SERIES	151.22 (3841)	12.72 (323)	202.20 (5136)	18.31 (465)	218.07 (5539)	18.07 (459)	53.07 (1348)	51.30 (1303)	15.83 (402)	2.8°	6.3°	3.7°	0.5°	1.3°	0.43 (11)	1.57 (40)	1.26 (32)
LOADED (GVM)	UD2300DH-D	MLS63B	126.14 (3204)	12.91 (328)	160.75 (4083)	16.85 (428)	176.61 (4486)	16.57 (421)	29.84 (758)	34.84 (885)	15.83 (402)	5.7°	6.5°	3.6°	0.8°	2.0°	0.39 (10)	1.57 (40)	1.26 (32)
		ATM 2200 SERIES	126.34 (3209)	12.95 (329)	160.75 (4083)	16.85 (428)	176.61 (4486)	16.57 (421)	28.27 (718)	34.65 (880)	15.83 (402)	5.8°	6.5°	3.6°	0.8°	2.0°	0.39 (10)	1.57 (40)	1.26 (32)
	UD2300DH-F	MLS63B	140.79 (3576)	12.76 (324)	178.86 (4543)	16.85 (428)	194.72 (4946)	16.57 (421)	44.41 (1128)	38.31 (973)	15.83 (402)	3.6°	6.1°	3.6°	0.6°	1.7°	0.43 (11)	1.57 (40)	1.26 (32)
		ATM 2200 SERIES	140.98 (3581)	12.80 (325)	178.86 (4543)	16.85 (428)	194.72 (4946)	16.57 (421)	42.83 (1088)	38.11 (968)	15.83 (402)	3.6°	6.1°	3.6°	0.6°	1.7°	0.43 (11)	1.57 (40)	1.26 (32)
	UD2300DH-H	MLS63B	140.79 (3576)	12.76 (324)	190.67 (4843)	16.81 (427)	206.54 (5246)	16.54 (420)	44.41 (1128)	50.08 (1272)	15.83 (402)	3.6°	4.7°	3.6°	0.6°	1.3°	0.43 (11)	1.57 (40)	1.26 (32)
		ATM 2200 SERIES	140.98 (3581)	12.80 (325)	190.67 (4843)	16.85 (428)	206.54 (5246)	16.57 (421)	42.83 (1088)	49.88 (1267)	15.83 (402)	3.6°	4.7°	3.6°	0.6°	1.3°	0.43 (11)	1.57 (40)	1.26 (32)
	UD2300DH-K	MLS63B	151.02 (3836)	12.68 (322)	202.48 (5143)	16.81 (427)	218.35 (5546)	16.54 (420)	54.65 (1388)	51.65 (1312)	15.83 (402)	2.9°	4.6°	3.6°	0.5°	1.3°	0.43 (11)	1.57 (40)	1.26 (32)
		ATM 2200 SERIES	151.22 (3841)	12.72 (323)	202.48 (5143)	16.85 (428)	218.35 (5546)	16.57 (421)	53.07 (1348)	51.42 (1306)	15.83 (402)	2.8°	4.6°	3.6°	0.5°	1.3°	0.43 (11)	1.57 (40)	1.26 (32)

WBM796B

UD2600E, UD2600H, UD2600K



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	32.20 (818)	34.76 (883)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	32.20 (818)	36.34 (923)	33.74 (857)
	ATM	PS420	31.42 (798)	34.53 (877)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	31.42 (798)	36.34 (923)	33.74 (857)
UD2600H	MTM	PS420	42.83 (1088)	51.18 (1300)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	42.83 (1088)	52.87 (1343)	50.28 (1277)
	ATM	PS420	41.65 (1058)	51.34 (1304)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	41.65 (1058)	52.87 (1343)	50.28 (1277)
UD2600K	MTM	PS420	58.58 (1488)	51.10 (1298)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	58.58 (1488)	52.87 (1343)	50.28 (1277)
	ATM	PS420	57.40 (1458)	51.26 (1302)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	57.40 (1458)	52.87 (1343)	50.28 (1277)

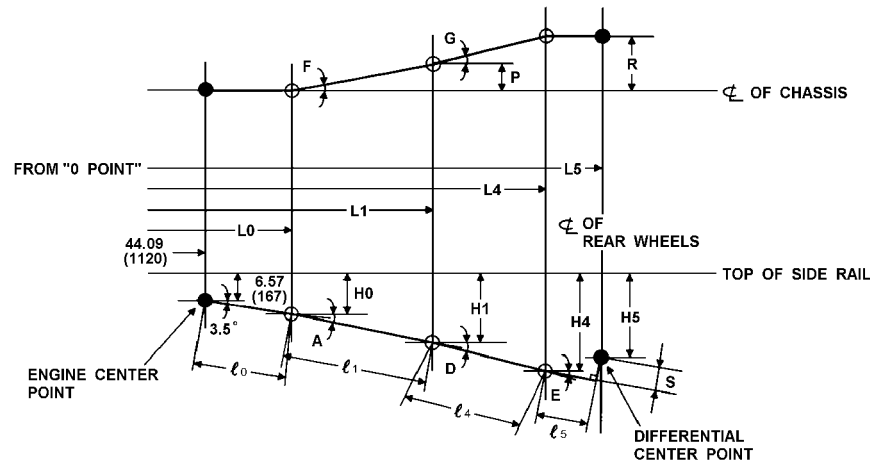
OD: OUTSIDE DIAMETER "L₁" IS CONSTANT VALUE

ID : INSIDE DIAMETER

T : THICKNESS

UD2600E, UD2600H, UD2600K

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.

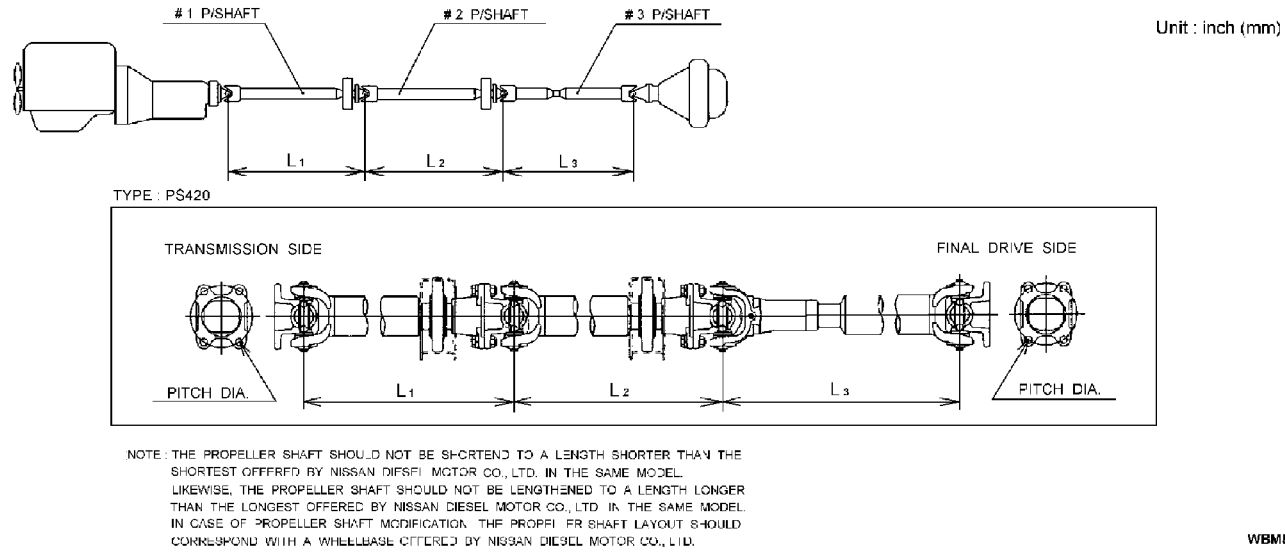
NOTE: "0 (zero) POINT" is 12.60 in. (320 mm) distance from front edge of side rail.

MODEL	TRANSMISSION	L ₀	H ₀	ℓ ₀
UD2600E UD2600H UD2600K	MLS63B	97.72 (2482)	9.84 (250)	53.72 (1365)
	ATM 2200 SERIES	98.70 (2507)	9.92 (252)	54.72 (1390)

MODEL		TRANSMIS- SION	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	129.69 (3294)	13.46 (342)	163.94 (4164)	19.37 (492)	182.01 (4623)	19.96 (507)	32.20 (818)	34.76 (883)	18.03 (458)	6.5°	9.8°	6.2°	0.6°	0.9°	0.35 (9)	0.91 (23)	1.38 (35)
		ATM 2200 SERIES	129.92 (3300)	13.54 (344)	163.94 (4164)	19.41 (493)	182.01 (4623)	20.00 (508)	31.42 (798)	34.53 (877)	18.03 (458)	6.6°	9.8°	6.2°	0.7°	0.9°	0.35 (9)	0.91 (23)	1.38 (35)
	UD2600H	MLS63B	140.35 (3565)	13.90 (353)	191.14 (4855)	19.96 (507)	209.25 (5315)	19.88 (505)	42.83 (1088)	51.18 (1300)	18.03 (458)	5.4°	6.8°	4.1°	0.0°	1.0°	0.00 (0)	0.91 (23)	1.38 (35)
		ATM 2200 SERIES	140.16 (3560)	13.90 (353)	191.14 (4855)	19.96 (507)	209.25 (5315)	19.88 (505)	41.65 (1058)	51.34 (1304)	18.03 (458)	5.5°	6.8°	4.1°	0.0°	1.0°	0.00 (0)	0.91 (23)	1.38 (35)
	UD2600K	MLS63B	156.06 (3964)	15.12 (384)	206.89 (5255)	19.92 (506)	225.00 (5715)	19.84 (504)	58.58 (1488)	51.10 (1298)	18.03 (458)	5.2°	5.4°	4.1°	0.0°	1.0°	0.00 (0)	0.91 (23)	1.38 (35)
		ATM 2200 SERIES	155.87 (3959)	15.12 (384)	206.89 (5255)	19.96 (507)	225.00 (5715)	19.88 (505)	57.40 (1458)	51.26 (1302)	18.03 (458)	5.2°	5.4°	4.1°	0.0°	1.0°	0.00 (0)	0.91 (23)	1.38 (35)
LOADED (GVM)	UD2600E	MLS63B	129.69 (3294)	13.46 (342)	164.33 (4174)	16.93 (430)	182.40 (4633)	17.44 (443)	32.20 (818)	34.80 (884)	18.03 (458)	6.5°	5.7°	6.0°	0.6°	0.9°	0.35 (9)	0.91 (23)	1.38 (35)
		ATM 2200 SERIES	129.92 (3300)	13.54 (344)	164.33 (4174)	16.97 (431)	182.40 (4633)	17.48 (444)	31.42 (798)	34.61 (879)	18.03 (458)	6.6°	5.7°	6.0°	0.7°	0.9°	0.35 (9)	0.91 (23)	1.38 (35)
	UD2600H	MLS63B	140.35 (3565)	13.90 (353)	191.50 (4864)	17.36 (441)	209.61 (5324)	17.20 (437)	42.83 (1088)	51.30 (1303)	18.03 (458)	5.4°	3.9°	3.9°	0.0°	1.0°	0.00 (0)	0.91 (23)	1.38 (35)
		ATM 2200 SERIES	140.16 (3560)	13.90 (353)	191.50 (4864)	17.36 (441)	209.61 (5324)	17.20 (437)	41.65 (1058)	51.46 (1307)	18.03 (458)	5.5°	3.9°	3.9°	0.0°	1.0°	0.00 (0)	0.91 (23)	1.38 (35)
	UD2600K	MLS63B	156.06 (3964)	15.12 (384)	207.24 (5264)	17.32 (440)	225.35 (5724)	17.17 (436)	58.58 (1488)	51.26 (1302)	18.03 (458)	5.2°	2.5°	3.9°	0.0°	1.0°	0.00 (0)	0.91 (23)	1.38 (35)
		ATM 2200 SERIES	155.87 (3959)	15.12 (384)	207.24 (5264)	17.36 (441)	225.35 (5724)	17.20 (437)	57.40 (1458)	51.46 (1307)	18.03 (458)	5.2°	2.5°	3.9°	0.0°	1.0°	0.00 (0)	0.91 (23)	1.38 (35)

WBM797B

UD2600M, UD2600N, UD2600R



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
UD2600M	MTM	PS420	42.83 (1088)	35.35 (898)	47.20 (1199)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	42.83 (1088)	35.35 (898)	48.94 (1243)	46.34 (1177)
	ATM	PS420	42.05 (1068)	34.36 (888)	47.36 (1203)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	42.05 (1068)	34.96 (888)	48.94 (1243)	46.34 (1177)
UD2600N	MTM	PS420	58.58 (1488)	31.42 (798)	49.13 (1248)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	58.58 (1488)	31.42 (798)	50.51 (1283)	47.91 (1217)
	ATM	PS420	57.40 (1458)	31.81 (808)	48.90 (1242)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	57.40 (1458)	31.81 (808)	50.51 (1283)	47.91 (1217)
UD2600R	MTM	PS420	58.58 (1488)	41.65 (1058)	54.61 (1387)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	58.58 (1488)	41.65 (1058)	56.02 (1423)	53.43 (1357)
	ATM	PS420	57.40 (1458)	41.65 (1058)	54.76 (1391)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	57.40 (1458)	41.65 (1058)	56.02 (1423)	53.43 (1357)

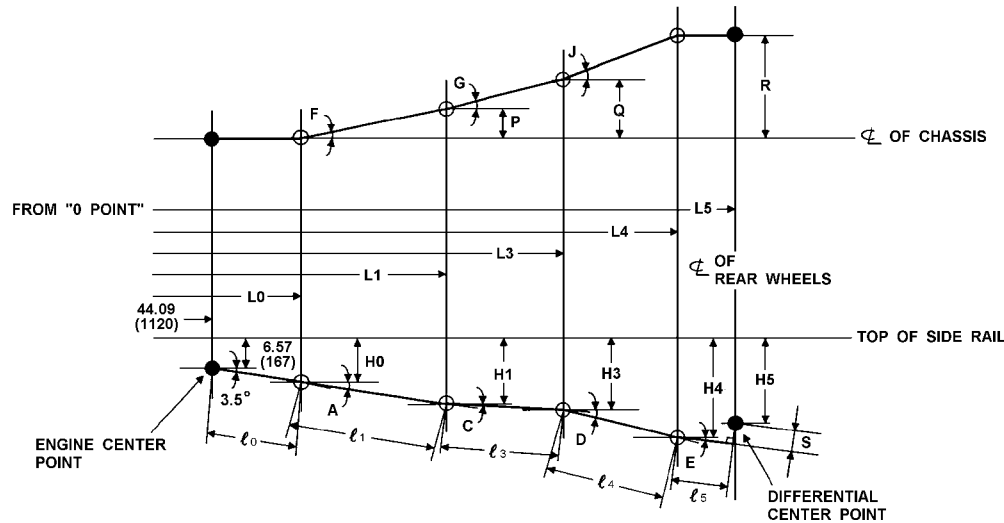
OD: OUTSIDE DIAMETER "L₁" "L₂" IS CONSTANT VALUE

ID : INSIDE DIAMETER

T : THICKNESS

UD2600M, UD2600N, UD2600R

Unit : inch (mm)



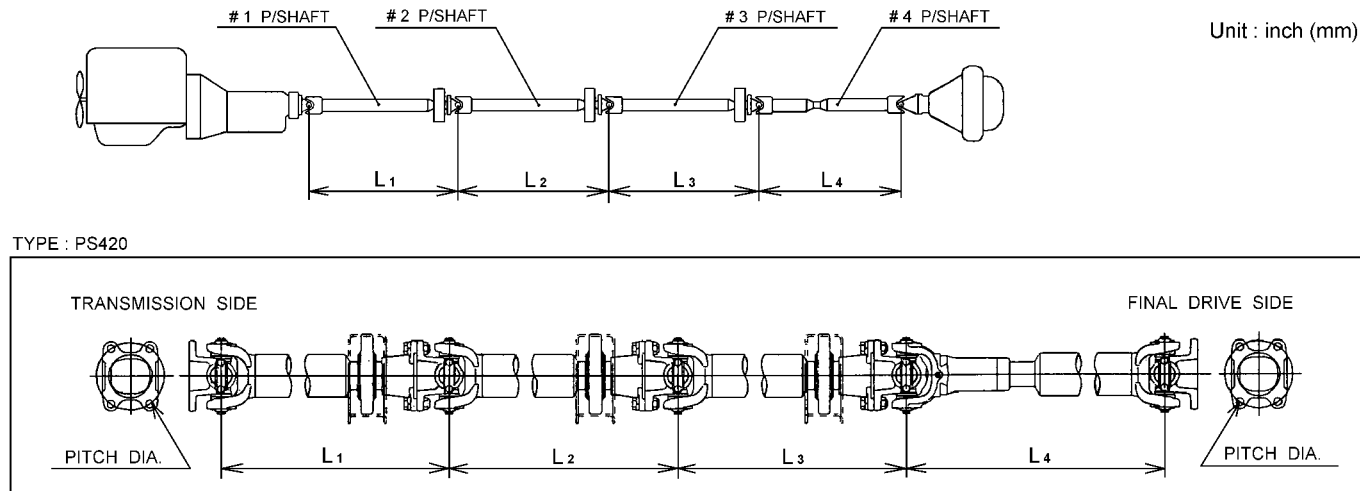
NOTE:
THE PROPELLER SHAFT SHOULD NOT BE SHORT-
ENED TO A LENGTH SHORTER THAN THE SHORT-
EST OFFERED BY NISSAN DIESEL MOTOR CO.,
LTD. IN THE SAME MODEL.
LIKEWISE, THE PROPELLER SHAFT SHOULD NOT
BE LENGTHENED TO A LENGTH LONGER THAN
THE LONGEST OFFERED BY NISSAN DIESEL
MOTOR CO., LTD. IN THE SAME MODEL.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

MODEL	TRANSMISSION	L ₀	H ₀	ℓ ₀
UD2600M UD2600N UD2600R	MLS63B	97.72 (2482)	9.84 (250)	53.72 (1365)
	ATM 2200 SERIES	98.70 (2507)	9.92 (252)	54.72 (1390)

MODEL		TRANSMISSION	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	UD2600M	MLS63B	140.43 (3567)	12.95 (329)	175.71 (4463)	14.88 (378)	222.64 (5655)	19.96 (507)	240.75 (6115)	19.88 (505)	42.83 (1088)	35.35 (898)	47.20 (1199)	18.03 (458)	4.2°	3.2°	6.2°	4.1°	0.0°	0.0°	1.1°	0.00 (0)	0.00 (0)	0.91 (23)	1.38 (35)
		ATM 2200 SERIES	140.63 (3572)	12.99 (330)	175.55 (4459)	14.92 (379)	222.64 (5655)	20.00 (508)	240.75 (6115)	19.92 (506)	42.05 (1068)	34.96 (888)	47.36 (1203)	18.03 (458)	4.2°	3.1°	6.2°	4.1°	0.0°	0.0°	1.1°	0.00 (0)	0.00 (0)	0.91 (23)	1.38 (35)
	UD2600N	MLS63B	156.14 (3968)	14.13 (359)	187.52 (4763)	15.51 (394)	236.42 (6005)	19.92 (506)	254.53 (6465)	19.84 (504)	58.58 (1488)	31.42 (798)	49.13 (1248)	18.03 (458)	4.2°	2.6°	5.2°	4.1°	0.3°	0.4°	0.4°	0.35 (9)	0.59 (15)	0.91 (23)	1.38 (35)
		ATM 2200 SERIES	155.94 (3961)	14.17 (360)	187.72 (4768)	15.59 (396)	236.42 (6005)	20.00 (508)	254.53 (6465)	19.92 (506)	57.40 (1458)	31.81 (808)	48.90 (1242)	18.03 (458)	4.2°	2.6°	5.2°	4.1°	0.4°	0.4°	0.4°	0.35 (9)	0.59 (15)	0.91 (23)	1.38 (35)
	UD2600R	MLS63B	156.14 (3968)	14.13 (359)	197.76 (5023)	15.47 (393)	252.17 (6405)	19.96 (507)	270.28 (6865)	19.88 (505)	58.58 (1488)	41.65 (1058)	54.61 (1387)	18.03 (458)	4.2°	1.8°	4.7°	4.1°	0.3°	0.3°	0.3°	0.35 (9)	0.59 (15)	0.91 (23)	1.38 (35)
		ATM 2200 SERIES	155.94 (3961)	14.17 (360)	197.60 (5019)	15.51 (394)	252.17 (6405)	20.00 (508)	270.28 (6865)	20.71 (526)	57.40 (1458)	41.65 (1058)	54.76 (1391)	18.03 (458)	4.2°	1.8°	4.7°	4.1°	0.4°	0.3°	0.3°	0.35 (9)	0.59 (15)	0.91 (23)	1.38 (35)
LOADED (GVM)	UD2600M	MLS63B	140.43 (3567)	12.95 (329)	175.71 (4463)	14.88 (378)	222.99 (5664)	17.36 (441)	241.10 (6124)	17.20 (437)	42.83 (1088)	35.35 (898)	47.36 (1203)	18.03 (458)	4.2°	3.2°	3.0°	3.9°	0.0°	0.0°	1.1°	0.00 (0)	0.00 (0)	0.91 (23)	1.38 (35)
		ATM 2200 SERIES	140.63 (3572)	12.99 (330)	175.55 (4459)	14.92 (379)	222.99 (5664)	17.40 (442)	241.10 (6124)	17.24 (438)	42.05 (1068)	34.96 (888)	47.52 (1207)	18.03 (458)	4.2°	3.1°	3.0°	3.9°	0.0°	0.0°	1.1°	0.00 (0)	0.00 (0)	0.91 (23)	1.38 (35)
	UD2600N	MLS63B	156.14 (3968)	14.13 (359)	187.52 (4763)	15.51 (394)	236.77 (6014)	17.32 (440)	254.88 (6474)	17.17 (436)	58.58 (1488)	31.42 (798)	49.29 (1252)	18.03 (458)	4.2°	2.6°	2.1°	3.9°	0.3°	0.4°	0.4°	0.35 (9)	0.59 (15)	0.91 (23)	1.38 (35)
		ATM 2200 SERIES	155.94 (3961)	14.17 (360)	187.72 (4768)	15.59 (396)	236.77 (6014)	17.36 (441)	254.88 (6474)	17.20 (437)	57.40 (1458)	31.81 (808)	49.09 (1247)	18.03 (458)	4.2°	2.6°	2.1°	3.9°	0.4°	0.4°	0.4°	0.35 (9)	0.59 (15)	0.91 (23)	1.38 (35)
	UD2600R	MLS63B	156.14 (3968)	14.13 (359)	197.76 (5023)	15.47 (393)	252.52 (6414)	17.36 (441)	270.63 (6874)	17.20 (437)	58.58 (1488)	41.65 (1058)	54.80 (1392)	18.03 (458)	4.2°	1.8°	2.0°	3.9°	0.3°	0.3°	0.3°	0.35 (9)	0.59 (15)	0.91 (23)	1.38 (35)
		ATM 2200 SERIES	155.94 (3961)	14.17 (360)	197.60 (5019)	15.51 (394)	252.52 (6414)	17.40 (442)	270.63 (6874)	17.24 (438)	57.40 (1458)	41.65 (1058)	55.00 (1397)	18.03 (458)	4.2°	1.8°	2.0°	3.9°	0.4°	0.3°	0.3°	0.35 (9)	0.59 (15)	0.91 (23)	1.38 (35)

WBM798B

UD2600S



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	58.58 (1488)	31.02 (788)	31.42 (798)	49.61 (1260)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	58.58 (1488)	31.02 (788)	31.42 (798)	51.30 (1303)	48.70 (1237)
	ATM	PS420	57.40 (1458)	30.24 (768)	32.20 (818)	49.76 (1264)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	57.40 (1458)	30.24 (768)	32.20 (818)	51.30 (1303)	48.70 (1237)

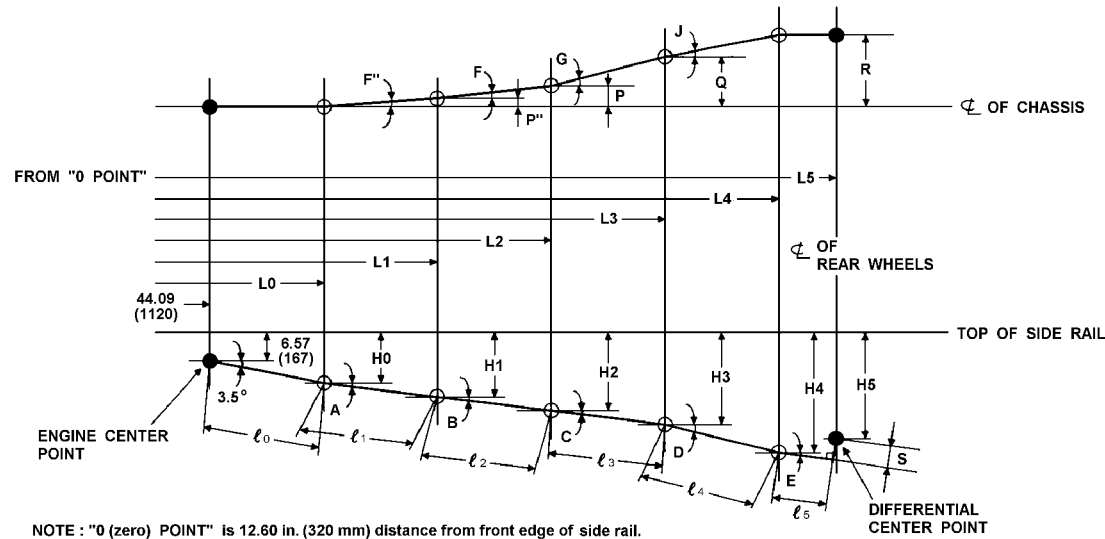
OD: OUTSIDE DIAMETER "L₁" "L₂" "L₃" IS CONSTANT VALUE

ID : INSIDE DIAMETER

T : THICKNESS

UD2600S

Unit : inch (mm)



NOTE:
THE PROPELLER SHAFT SHOULD NOT BE SHORT-
ENED TO A LENGTH SHORTER THAN THE SHORT-
EST 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 COR-
RESPOND WITH A WHEELBASE OFFERED BY
NISSAN DIESEL MOTOR CO., LTD.

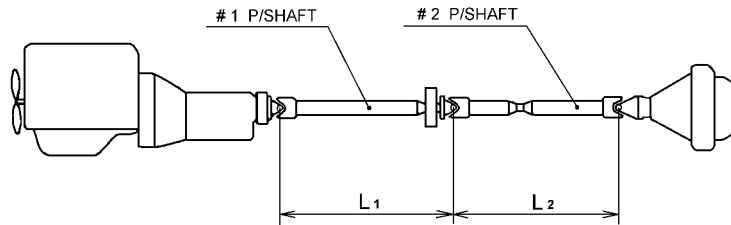
MODEL	TRANSMISSION	L ₀	H ₀	ℓ ₀
UD2600S	MLS63B	97.72 (2482)	9.84 (250)	53.72 (1365)
	ATM 2200 SERIES	98.70 (2507)	9.92 (252)	54.72 (1390)

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°	F	G	J	P°	P	Q	R	S
CHASSIS- CAB	UD2600S	MLS63B	156.14 (3966)	14.13 (359)	187.13 (4753)	13.50 (343)	218.46 (5540)	15.75 (400)	267.91 (6805)	19.96 (507)	285.98 (7264)	19.88 (505)	58.58 (1488)	31.02 (788)	31.42 (798)	49.61 (1260)	18.03 (458)	4.2°	-1.2°	4.1°	4.9°	4.1°	0.3°	-0.1°	0.6°	0.3°	0.35 (9)	0.31 (8)	0.63 (16)	0.91 (23)	1.38 (35)
		ATM 2200 SERIES	155.94 (3961)	14.17 (360)	186.18 (4729)	13.54 (344)	218.31 (5545)	15.75 (400)	267.91 (6805)	20.00 (508)	285.98 (7264)	19.92 (506)	57.40 (1458)	30.24 (768)	32.20 (818)	49.76 (1264)	18.03 (458)	4.2°	-1.2°	3.9°	4.9°	4.1°	0.4°	-0.1°	0.6°	0.3°	0.35 (9)	0.31 (8)	0.63 (16)	0.91 (23)	1.38 (35)
LOADED (GVM)	UD2600S	MLS63B	156.14 (3966)	14.13 (359)	187.13 (4753)	13.50 (343)	218.46 (5540)	15.75 (400)	268.31 (6815)	17.36 (441)	286.38 (7274)	17.20 (437)	58.58 (1488)	31.02 (788)	31.42 (798)	49.84 (1266)	18.03 (458)	4.2°	-1.2°	4.1°	1.8°	3.9°	0.3°	-0.1°	0.6°	0.3°	0.35 (9)	0.31 (8)	0.63 (16)	0.91 (23)	1.38 (35)
		ATM 2200 SERIES	155.94 (3961)	14.17 (360)	186.18 (4729)	13.54 (344)	218.31 (5545)	15.75 (400)	268.31 (6815)	17.36 (441)	286.38 (7274)	17.20 (437)	57.40 (1458)	30.24 (768)	32.20 (818)	50.00 (1270)	18.03 (458)	4.2°	-1.2°	3.9°	1.9°	3.9°	0.4°	-0.1°	0.6°	0.3°	0.35 (9)	0.31 (8)	0.63 (16)	0.91 (23)	1.38 (35)

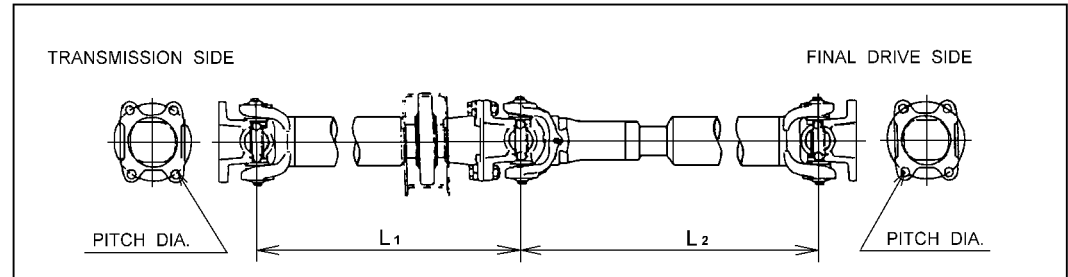
WBM799B

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	32.20 (818)	34.76 (883)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	32.20 (818)	36.34 (923)	33.74 (857)
	ATM	PS420	31.42 (798)	34.53 (877)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	31.42 (798)	36.34 (923)	33.74 (857)
UD3300H	MTM	PS420	42.83 (1088)	51.22 (1301)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	42.83 (1088)	52.87 (1343)	50.28 (1277)
	ATM	PS420	41.65 (1058)	51.42 (1306)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	41.65 (1058)	52.87 (1343)	50.28 (1277)
UD3300K	MTM	PS420	58.58 (1488)	51.14 (1299)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	58.58 (1488)	52.87 (1343)	50.28 (1277)
	ATM	PS420	57.40 (1458)	51.30 (1303)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	57.40 (1458)	52.87 (1343)	50.28 (1277)

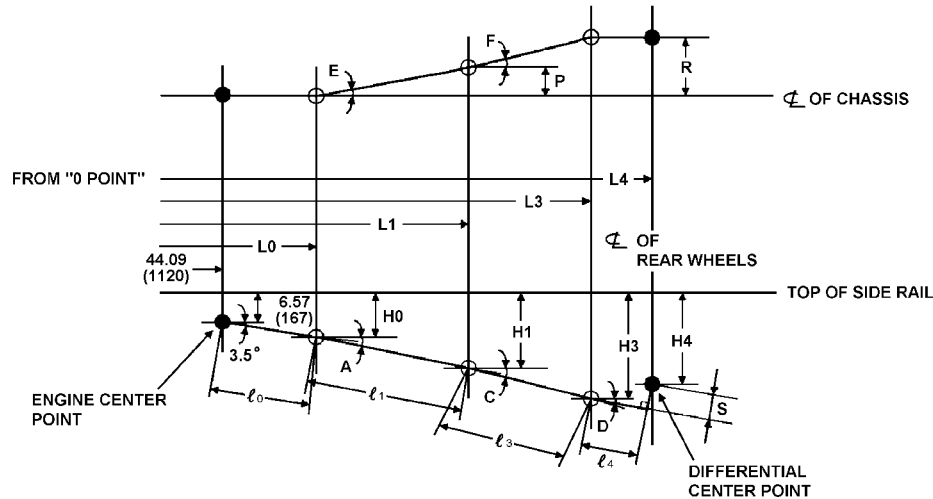
OD: OUTSIDE DIAMETER "L₁" IS CONSTANT VALUE

ID : INSIDE DIAMETER

T : THICKNESS

UD3300E, UD3300H, UD3300K

Unit : inch (mm)



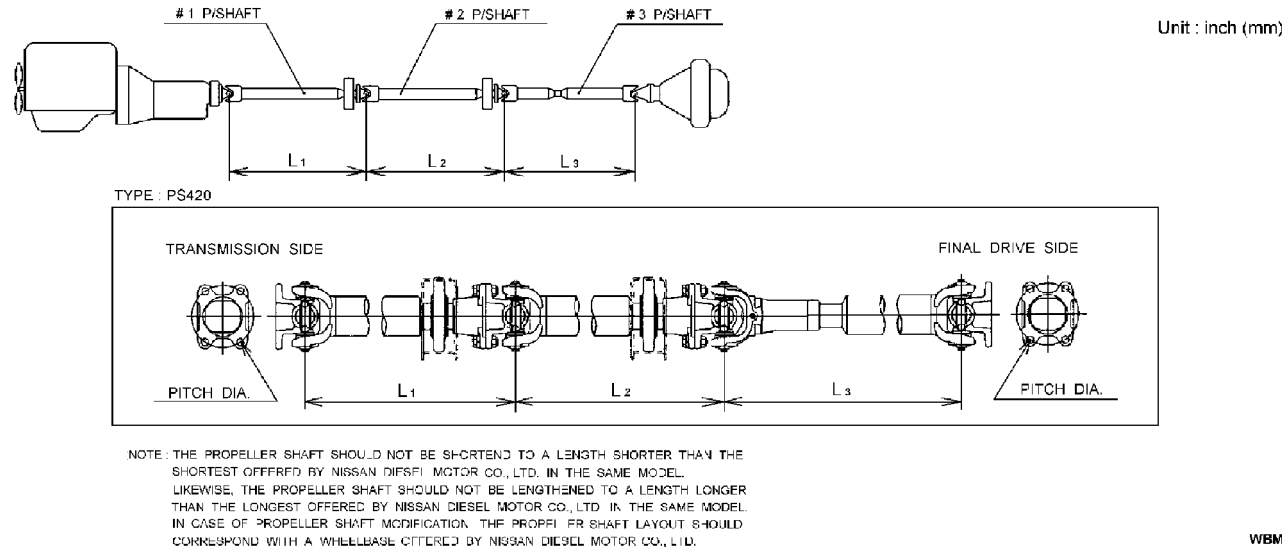
NOTE:
THE PROPELLER SHAFT SHOULD NOT BE SHORT-
ENED TO A LENGTH SHORTER THAN THE SHORT-
EST OFFERED BY NISSAN DIESEL MOTOR CO.,
LTD. IN THE SAME MODEL.
LIKEWISE, THE PROPELLER SHAFT SHOULD NOT
BE LENGTHENED TO A LENGTH LONGER THAN
THE LONGEST OFFERED BY NISSAN DIESEL
MOTOR CO., LTD. IN THE SAME MODEL.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

MODEL	TRANSMISSION	L ₀	H ₀	ℓ ₀
UD3300E UD3300H UD3300K	MLS63B	97.72 (2482)	9.84 (250)	53.72 (1365)
	ATM 2500 SERIES	98.66 (2506)	9.92 (252)	54.69 (1389)

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	UD3300E	MLS63B	129.69 (3294)	13.46 (342)	163.94 (4164)	19.45 (494)	182.01 (4623)	20.00 (508)	32.20 (818)	34.76 (883)	18.03 (458)	6.5°	9.9°	6.1°	0.6°	0.9°	0.35 (9)	0.91 (23)	1.38 (35)
		ATM 2500 SERIES	129.88 (3299)	13.54 (344)	163.94 (4164)	19.49 (495)	182.01 (4623)	20.04 (509)	31.42 (798)	34.57 (878)	18.03 (458)	6.6°	9.9°	6.1°	0.7°	0.9°	0.35 (9)	0.91 (23)	1.38 (35)
	UD3300H	MLS63B	140.31 (3564)	14.13 (359)	191.14 (4855)	20.43 (519)	209.25 (5315)	20.35 (517)	42.83 (1088)	51.22 (1301)	18.03 (458)	5.7°	7.1°	4.1°	0°	1.0°	0.00 (0)	0.91 (23)	1.38 (35)
		ATM 2500 SERIES	140.12 (3559)	14.13 (359)	191.14 (4855)	20.43 (519)	209.25 (5315)	20.35 (517)	41.65 (1058)	51.42 (1306)	18.03 (458)	5.8°	7.0°	4.1°	0°	1.0°	0.00 (0)	0.91 (23)	1.38 (35)
	UD3300K	MLS63B	156.02 (3963)	15.28 (388)	206.89 (5255)	20.39 (518)	225.00 (5715)	20.31 (516)	58.58 (1488)	51.14 (1299)	18.03 (458)	5.3°	5.8°	4.1°	0°	1.0°	0.00 (0)	0.91 (23)	1.38 (35)
		ATM 2500 SERIES	155.83 (3958)	15.28 (388)	206.89 (5255)	20.43 (519)	225.00 (5715)	20.35 (517)	57.40 (1458)	51.34 (1304)	18.03 (458)	5.4°	5.8°	4.1°	0°	1.0°	0.00 (0)	0.91 (23)	1.38 (35)
LOADED (GVM)	UD3300E	MLS63B	129.69 (3294)	13.46 (342)	164.37 (4175)	16.54 (420)	182.44 (4634)	17.01 (432)	32.20 (818)	34.80 (884)	18.03 (458)	6.5°	5.0°	5.9°	0.6°	0.9°	0.35 (9)	0.91 (23)	1.38 (35)
		ATM 2500 SERIES	129.88 (3299)	13.54 (344)	164.37 (4175)	16.57 (421)	182.44 (4634)	17.05 (433)	31.42 (798)	34.65 (880)	18.03 (458)	6.6°	5.0°	5.9°	0.7°	0.9°	0.35 (9)	0.91 (23)	1.38 (35)
	UD3300H	MLS63B	140.31 (3564)	14.13 (359)	191.50 (4864)	18.11 (460)	209.61 (5324)	17.95 (456)	42.83 (1088)	51.34 (1304)	18.03 (458)	5.7°	4.5°	3.9°	0°	1.0°	0.00 (0)	0.91 (23)	1.38 (35)
		ATM 2500 SERIES	140.12 (3559)	14.13 (359)	191.50 (4864)	18.15 (461)	209.61 (5324)	17.99 (457)	41.65 (1058)	51.54 (1309)	18.03 (458)	5.8°	4.5°	3.9°	0°	1.0°	0.00 (0)	0.91 (23)	1.38 (35)
	UD3300K	MLS63B	156.02 (3963)	15.28 (388)	207.24 (5264)	18.11 (460)	225.35 (5724)	17.95 (456)	58.58 (1488)	51.30 (1303)	18.03 (458)	5.3°	3.2°	3.9°	0°	1.0°	0.00 (0)	0.91 (23)	1.38 (35)
		ATM 2500 SERIES	155.83 (3958)	15.28 (388)	207.24 (5264)	18.11 (460)	225.35 (5724)	17.95 (456)	57.40 (1458)	51.50 (1308)	18.03 (458)	5.4°	3.2°	3.9°	0°	1.0°	0.00 (0)	0.91 (23)	1.38 (35)

WBM800B

UD3300M, UD3300R



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 (Leaf suspension)	MTM	PS420	42.83 (1088)	35.35 (898)	47.24 (1200)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	42.83 (1088)	35.35 (898)	48.94 (1243)	46.34 (1177)
	ATM	PS420	42.05 (1068)	34.96 (888)	47.44 (1205)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	42.05 (1068)	34.96 (888)	48.94 (1243)	46.34 (1177)
UD3300M (Air suspension)	MTM	PS420	42.83 (1088)	35.35 (898)	47.09 (1196)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	42.83 (1088)	35.35 (898)	48.15 (1223)	45.55 (1157)
	ATM	PS420	42.05 (1068)	34.96 (888)	47.24 (1200)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	42.05 (1068)	34.96 (888)	48.15 (1223)	45.55 (1157)
UD3300R (Leaf suspension)	MTM	PS420	58.58 (1488)	41.65 (1058)	54.65 (1388)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	58.58 (1488)	41.65 (1058)	56.02 (1423)	53.43 (1357)
	ATM	PS420	57.40 (1458)	41.65 (1058)	54.80 (1392)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	57.40 (1458)	41.65 (1058)	56.02 (1423)	53.43 (1357)
UD3300R (Air suspension)	MTM	PS420	58.58 (1488)	41.65 (1058)	54.53 (1385)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	58.58 (1488)	41.65 (1058)	55.24 (1403)	52.64 (1337)
	ATM	PS420	57.40 (1458)	41.65 (1058)	54.69 (1389)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	57.40 (1458)	41.65 (1058)	55.24 (1403)	52.64 (1337)

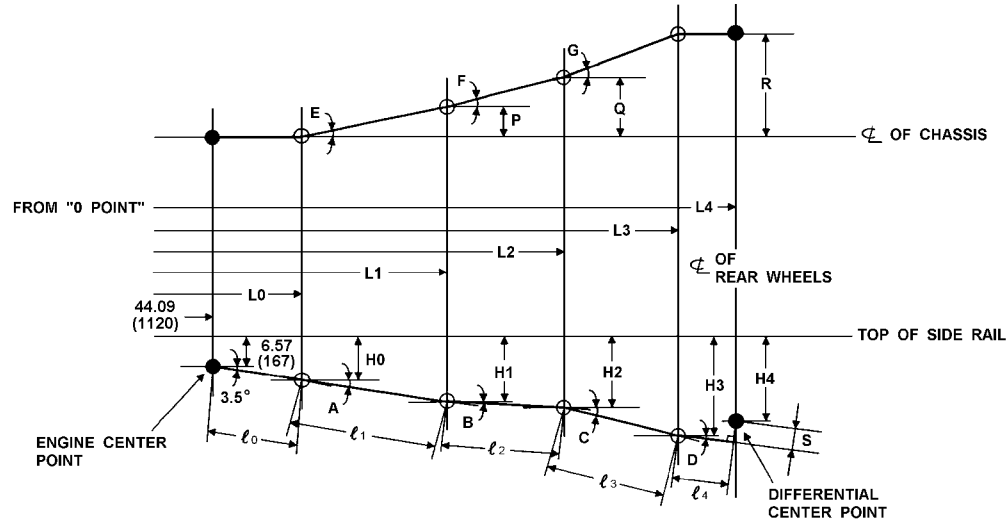
OD: OUTSIDE DIAMETER "L₁" "L₂" IS CONSTANT VALUE

ID : INSIDE DIAMETER

T : THICKNESS

UD3300M, UD3300R

Unit : inch (mm)



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

NOTE:
THE PROPELLER SHAFT SHOULD NOT BE SHORT-
ENED TO A LENGTH SHORTER THAN THE SHORT-
EST 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 COR-
RESPOND WITH A WHEELBASE OFFERED BY
NISSAN DIESEL MOTOR CO., LTD.

MODEL	TRANSMISSION	L ₀	H ₀	ℓ ₀
UD3300M UD3300R	MLS63B	97.72 (2482)	9.84 (250)	53.72 (1365)
	ATM 2500 SERIES	98.66 (2506)	9.92 (252)	54.69 (1389)

LEAF SUSPENSION

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	UD3300M	MLS63B	140.43 (3567)	12.95 (329)	175.71 (4463)	15.04 (382)	222.64 (5655)	20.39 (518)	240.75 (6115)	20.31 (516)	42.83 (1088)	35.35 (898)	47.24 (1200)	18.03 (458)	4.2°	3.4°	6.5°	4.1°	0°	0°	1.1°	0.0 (0)	0.0 (0)	0.91 (23)	1.38 (35)
		ATM 2500 SERIES	140.63 (3572)	12.99 (330)	175.51 (4458)	15.04 (382)	222.64 (5655)	20.39 (518)	240.75 (6115)	20.31 (516)	42.05 (1068)	34.96 (888)	47.44 (1205)	18.03 (458)	4.2°	3.4°	6.5°	4.1°	0°	0°	1.1°	0.0 (0)	0.0 (0)	0.91 (23)	1.38 (35)
	UD3300R	MLS63B	156.10 (3965)	14.29 (362.9)	197.76 (5023)	15.59 (396)	252.17 (6405)	20.39 (518)	270.28 (6865)	20.31 (516)	58.58 (1488)	41.65 (1058)	54.65 (1388)	18.03 (458)	4.4°	1.8°	5.1°	4.1°	0.3°	0.8°	0.3°	0.35 (9)	0.59 (15)	0.91 (23)	1.38 (35)
		ATM 2500 SERIES	155.91 (3960)	14.29 (363)	197.56 (5018)	15.59 (396)	252.17 (6405)	20.39 (518)	270.28 (6865)	20.31 (516)	57.40 (1458)	41.65 (1058)	54.84 (1393)	18.03 (458)	4.4°	1.8°	5.0°	4.1°	0.4°	0.8°	0.3°	0.36 (9.1)	0.59 (15)	0.91 (23)	1.38 (35)
LOADED (GVM)	UD3300M	MLS63B	140.43 (3567)	12.95 (329)	175.71 (4463)	15.04 (382)	222.99 (5664)	18.11 (460)	241.10 (6124)	17.95 (456)	42.83 (1088)	35.35 (898)	47.40 (1204)	18.03 (458)	4.2°	3.4°	3.7°	3.9°	0°	0°	1.1°	0.0 (0)	0.0 (0)	0.91 (23)	1.38 (35)
		ATM 2500 SERIES	140.63 (3572)	12.99 (330)	175.51 (4458)	15.04 (382)	222.99 (5664)	18.11 (460)	241.10 (6124)	17.95 (456)	42.05 (1068)	34.96 (888)	47.60 (1209)	18.03 (458)	4.2°	3.4°	3.7°	3.9°	0°	0°	1.1°	0.0 (0)	0.0 (0)	0.91 (23)	1.38 (35)
	UD3300R	MLS63B	156.10 (3965)	14.29 (362.9)	197.76 (5023)	15.59 (396)	252.52 (6414)	18.11 (460)	270.63 (6874)	17.95 (456)	58.58 (1488)	41.65 (1058)	54.84 (1393)	18.03 (458)	4.4°	1.8°	2.6°	3.9°	0.3°	0.8°	0.3°	0.35 (9)	0.59 (15)	0.91 (23)	1.38 (35)
		ATM 2500 SERIES	155.91 (3960)	14.29 (363)	197.56 (5018)	15.59 (396)	252.52 (6414)	18.11 (460)	270.63 (6874)	17.95 (456)	57.40 (1458)	41.65 (1058)	55.04 (1398)	18.03 (458)	4.4°	1.8°	2.6°	3.9°	0.4°	0.8°	0.3°	0.36 (9.1)	0.59 (15)	0.91 (23)	1.38 (35)

WBM801B

Unit : inch (mm)

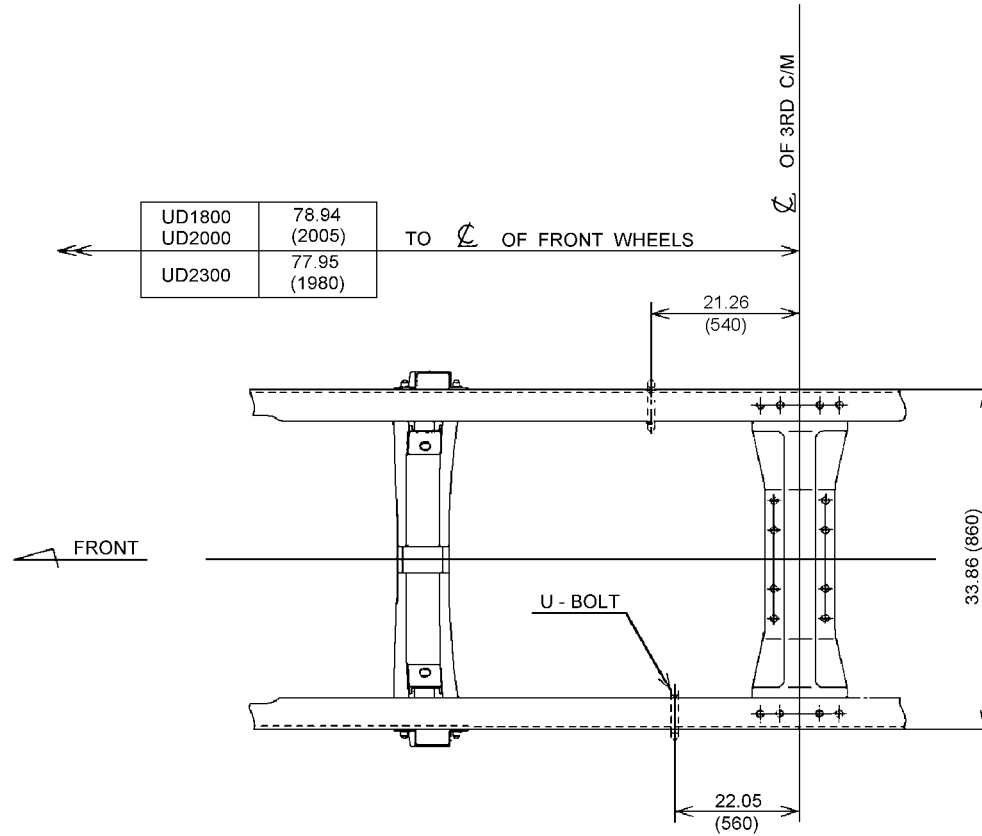
AIR SUSPENSION

MODEL		TRANS-MISSION	L1	H1	L2	H2	L3	H3	L4	H4	ℓ ₁	ℓ ₂	ℓ ₃	ℓ ₄	A	B	C	D	E	F	G	P	Q	R	S
CHASSIS-CAB	UD3300M	MLS63B	140.43 (3567)	12.95 (329)	175.71 (4463)	15.04 (382)	222.68 (5656)	18.46 (469)	240.75 (6115)	18.35 (466)	42.83 (1088)	35.35 (898)	17.09 (1196)	18.03 (458)	4.2°	3.4°	4.2°	4.0°	0°	0°	1.1°	0.0 (0)	0.0 (0)	0.91 (23)	1.38 (35)
		ATM 2500 SERIES	140.63 (3572)	12.99 (330)	175.51 (4458)	15.04 (382)	222.68 (5656)	18.46 (469)	240.75 (6115)	18.35 (466)	42.05 (1068)	34.96 (888)	47.28 (1201)	18.03 (458)	4.2°	3.4°	4.2°	4.0°	0°	0°	1.1°	0.0 (0)	0.0 (0)	0.91 (23)	1.38 (35)
	UD3300R	MLS63B	156.10 (3965)	14.29 (362.9)	197.76 (5023)	15.59 (396)	252.20 (6406)	18.43 (468)	270.28 (6865)	18.31 (465)	58.58 (1488)	41.65 (1058)	54.53 (1385)	18.03 (458)	4.4°	1.8°	3.0°	4.0°	0.3°	0.8°	0.3°	0.35 (9)	0.59 (15)	0.91 (23)	1.38 (35)
		ATM 2500 SERIES	155.91 (3960)	14.29 (363)	197.56 (5018)	15.59 (396)	252.20 (6406)	18.46 (469)	270.28 (6865)	18.35 (466)	57.40 (1458)	41.65 (1058)	54.72 (1390)	18.03 (458)	4.4°	1.8°	3.0°	4.0°	0.4°	0.8°	0.3°	0.36 (9.1)	0.59 (15)	0.91 (23)	1.38 (35)
LOADED (GVM)	UD3300M	MLS63B	140.43 (3567)	12.95 (329)	175.71 (4463)	15.04 (382)	222.68 (5656)	18.46 (469)	240.75 (6115)	18.35 (466)	42.83 (1088)	35.35 (898)	17.09 (1196)	18.03 (458)	4.2°	3.4°	4.2°	4.0°	0°	0°	1.1°	0.0 (0)	0.0 (0)	0.91 (23)	1.38 (35)
		ATM 2500 SERIES	140.63 (3572)	12.99 (330)	175.51 (4458)	15.04 (382)	222.68 (5656)	18.46 (469)	240.75 (6115)	18.35 (466)	42.05 (1068)	34.96 (888)	47.28 (1201)	18.03 (458)	4.2°	3.4°	4.2°	4.0°	0°	0°	1.1°	0.0 (0)	0.0 (0)	0.91 (23)	1.38 (35)
	UD3300R	MLS63B	156.10 (3965)	14.29 (362.9)	197.76 (5023)	15.59 (396)	252.20 (6406)	18.43 (468)	270.28 (6865)	18.31 (465)	58.58 (1488)	41.65 (1058)	54.53 (1385)	18.03 (458)	4.4°	1.8°	3.0°	4.0°	0.3°	0.8°	0.3°	0.35 (9)	0.59 (15)	0.91 (23)	1.38 (35)
		ATM 2500 SERIES	155.91 (3960)	14.29 (363)	197.56 (5018)	15.59 (396)	252.20 (6406)	18.46 (469)	270.28 (6865)	18.35 (466)	57.40 (1458)	41.65 (1058)	54.72 (1390)	18.03 (458)	4.4°	1.8°	3.0°	4.0°	0.4°	0.8°	0.3°	0.36 (9.1)	0.59 (15)	0.91 (23)	1.38 (35)

WBM932B

RECOMMENDED POSITION USED FOR NO.1 U-BOLTS WHICH CONNECT EQUIPMENT AND FRAME UD1800, UD2000, UD2300

Unit : inch (mm)



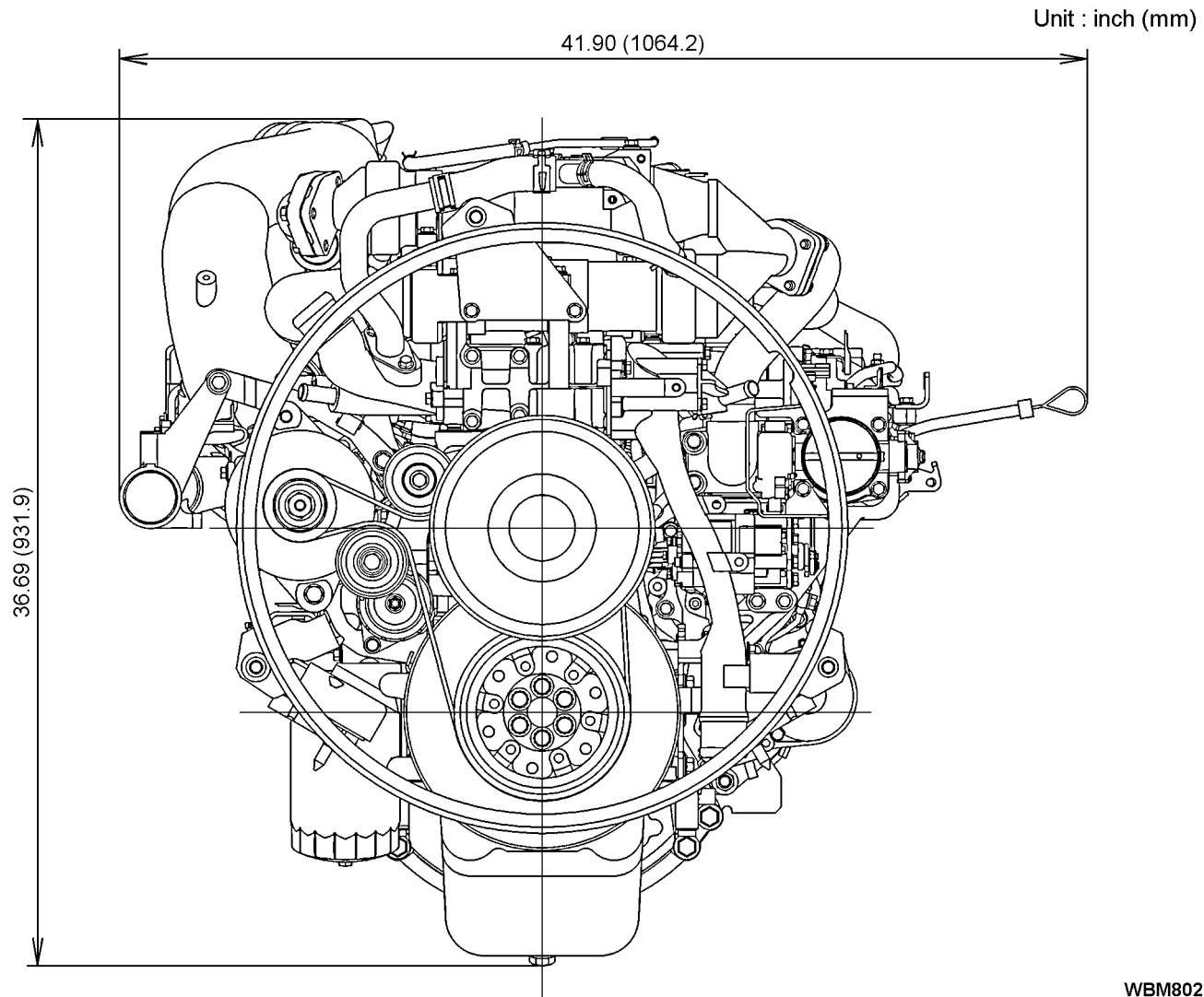
WBM117C

C : BODY INSTALLATION INFORMATION

INFORMATION CHART

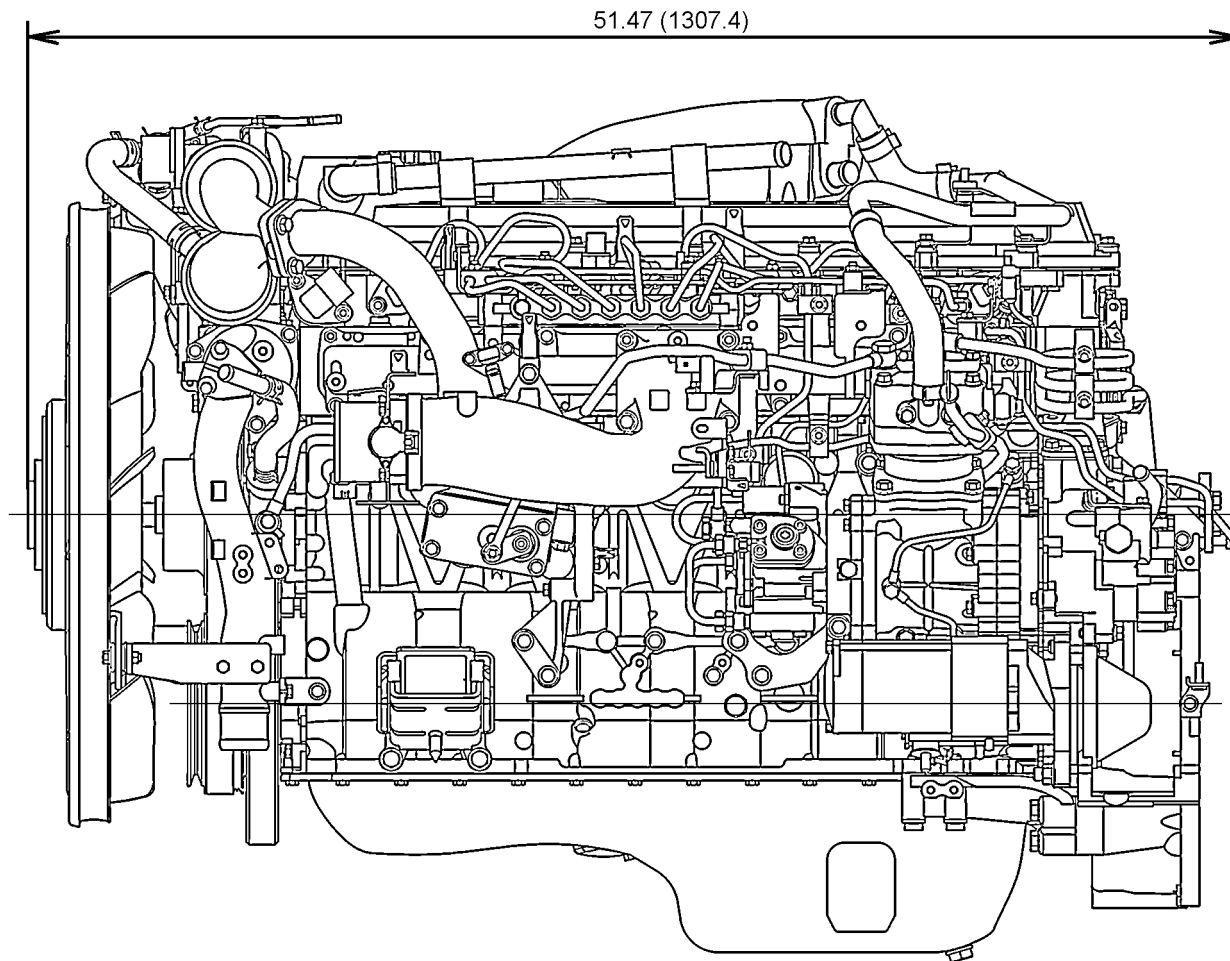
INFORMATION	PAGE NO.
ENGINE EXTERNAL VIEW	C2 ~ C4
BRAKE SYSTEM DIAGRAM	C5 ~ C7
FRAME HEIGHT CALCULATION	C8
SUB-FRAME AND BODY INSTALLATION	
SUB-FRAME	C9 ~ C16
CHASSIS FRAME	C16 ~ C18
ELECTRIC WIRING INFORMATION	C19 ~ C23
ENGINE CONTROL	C24 ~ C27
REMODELING THE EXHAUST EMISSION SYSTEM	C28
PROCEDURE FOR RELOCATING THE OUTSIDE MIRRORS	C29 ~ C31
WIRING DIAGRAM INFORMATION	
HOW TO READ WIRING DIAGRAM	C31 ~ C32
CIRCUIT PROTECTOR	
CIRCUIT DIAGRAM	C33
SIMPLIFIED LAYOUT OF HARNESS	
SCHEMATIC DIAGRAM	C34
CAB HARNESS	C35
MAIN HARNESS	C36 ~ C37
CHASSIS HARNESS AND TAIL HARNESS	C38 ~ C39
HARNESS CONNECTOR INFORMATION	C40
CIRCUIT DIAGRAM	C41 ~ C57

ENGINE EXTERNAL VIEW FRONT VIEW



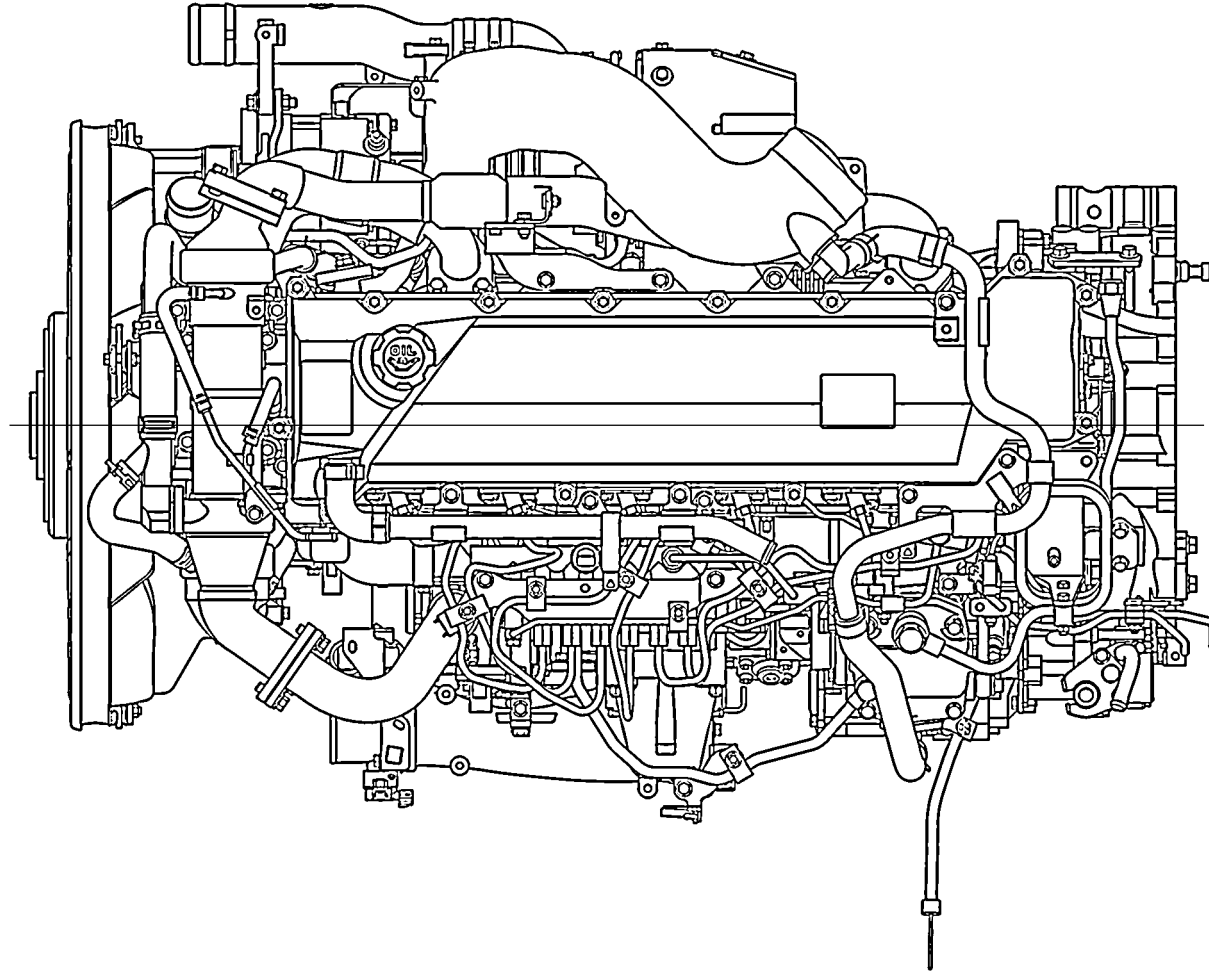
LEFT-HAND SIDE VIEW

Unit : inch (mm)



WBM803B

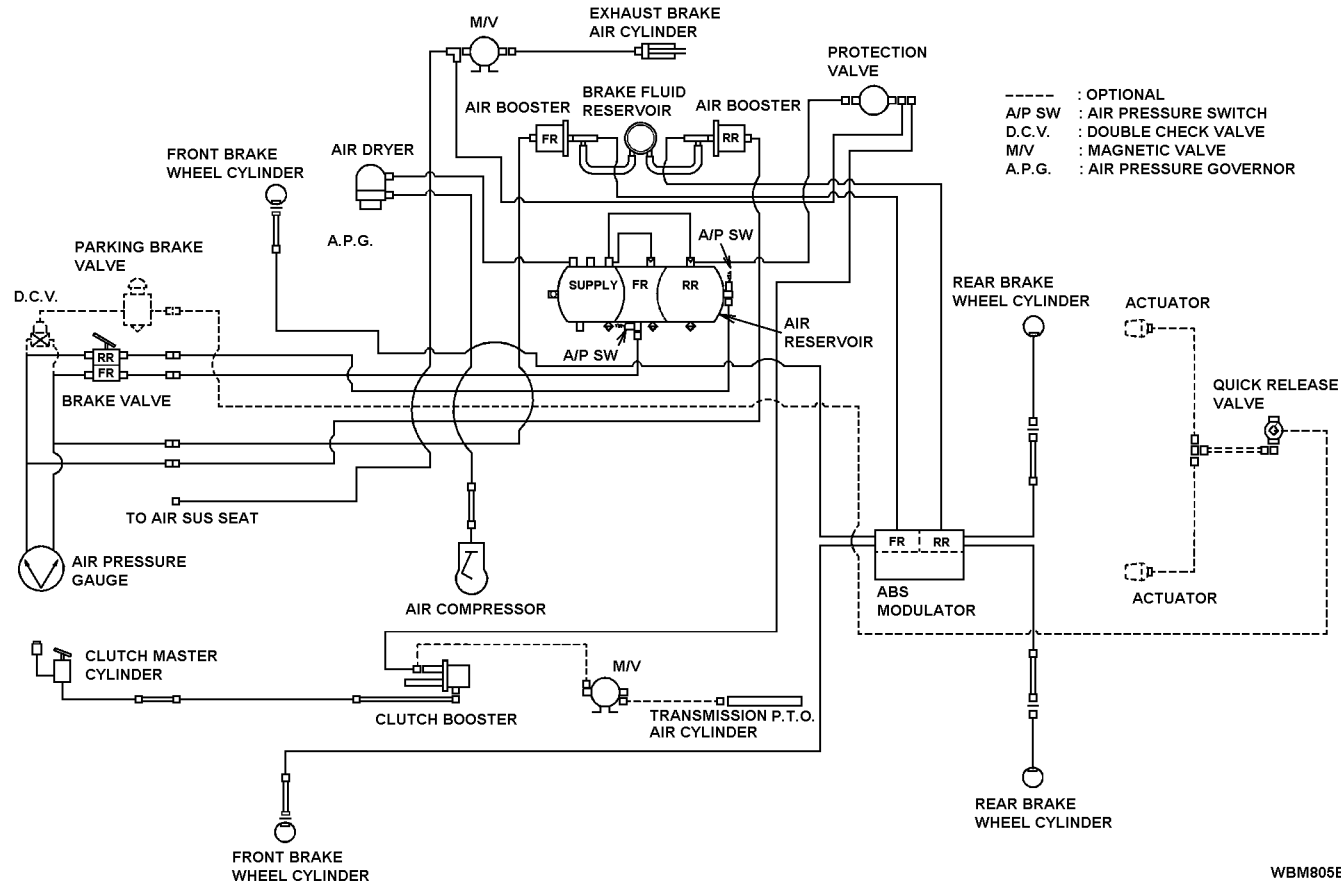
PLAN VIEW



WBM804B

BRAKE SYSTEM DIAGRAM

UD1800, UD2000

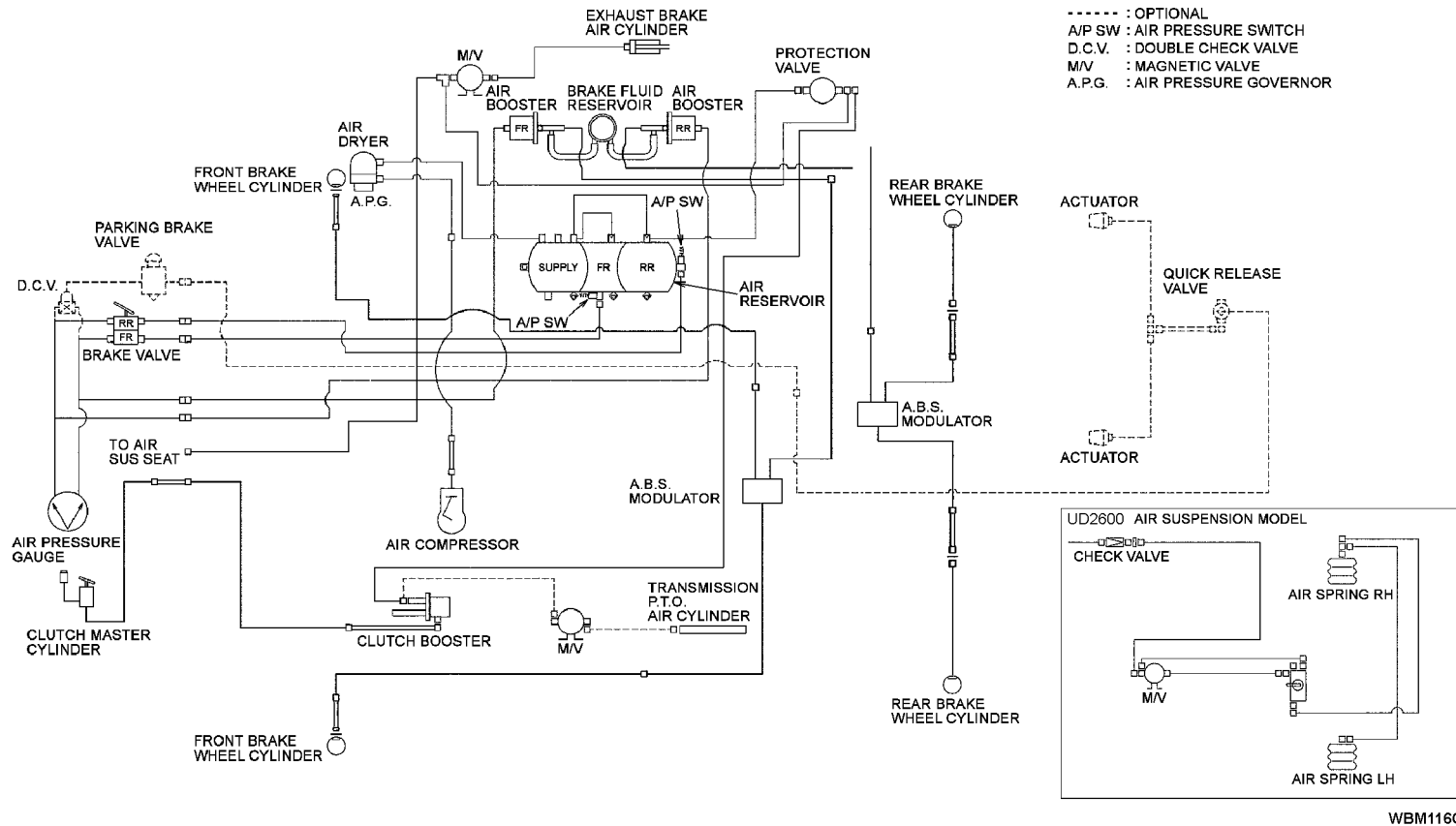


WBM805B

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.

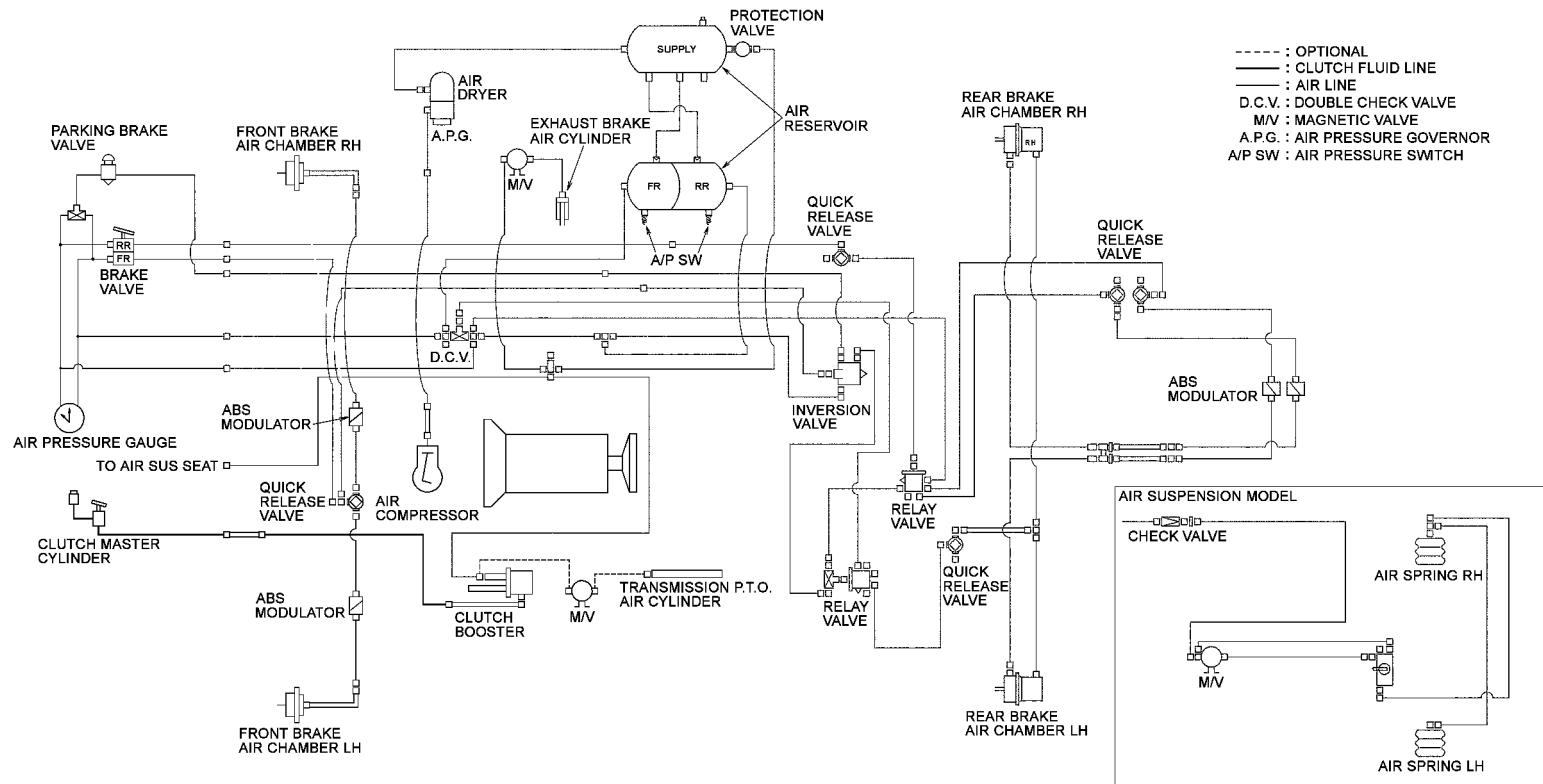
WARNING: NEVER ATTACH ACCESSORIES BEFORE OR UPSTREAM OF THE PROTECTION VALVE. THIS CAN REDUCE THE EFFECTIVENESS OF THE BRAKE SYSTEM. DO NOT ADD ADDITIONAL AIR RESERVOIRS OR AXLES.

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



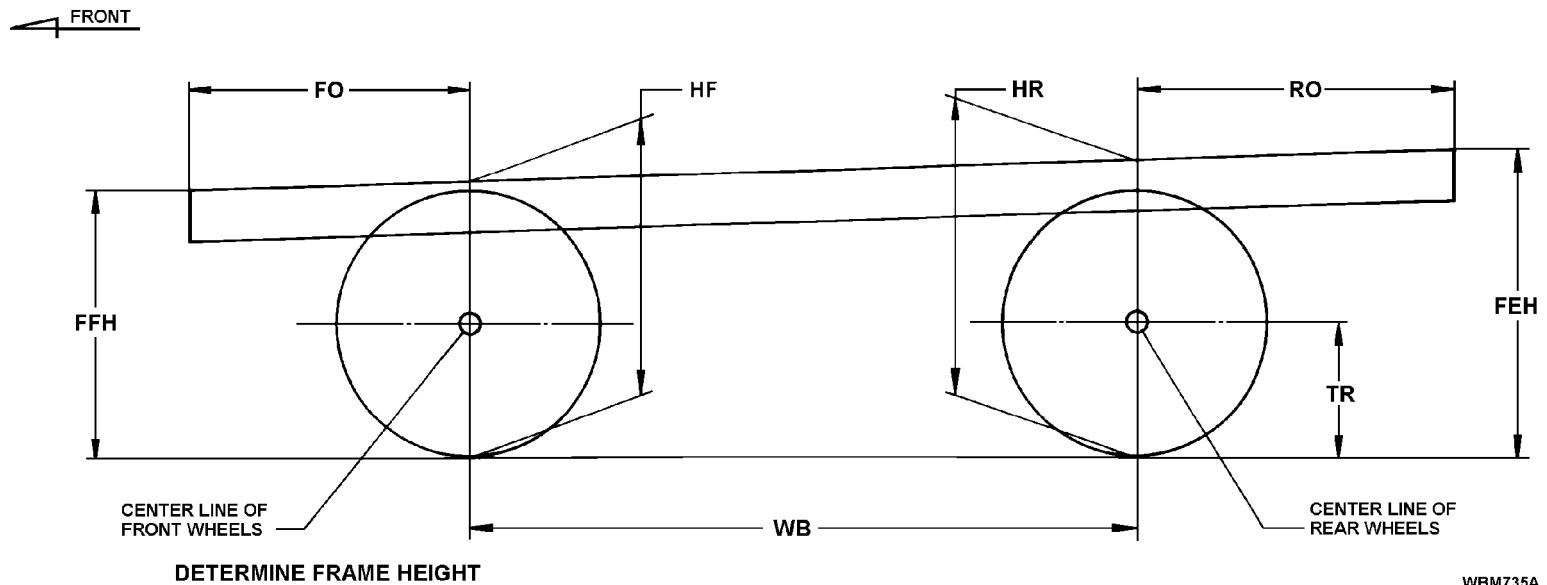
WBM807B

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.

FRAME HEIGHT CALCULATION



WBM735A

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

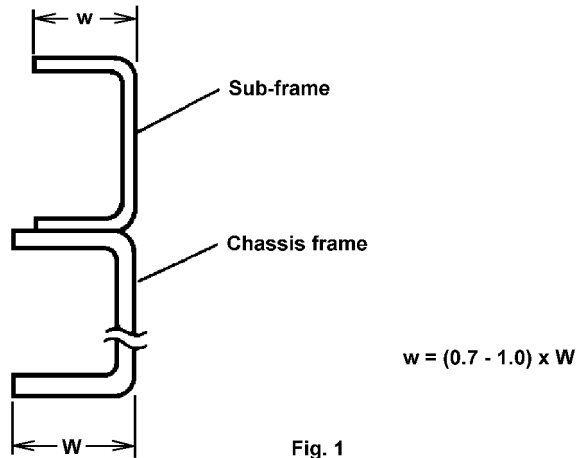
FEH; REAR FRAME END HEIGHT, REAR END OF FRAME HEIGHT
FROM TOP OF FRAME TO GROUND

SUB-FRAME AND BODY INSTALLATION

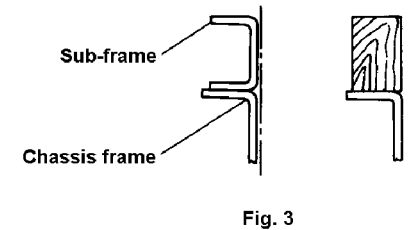
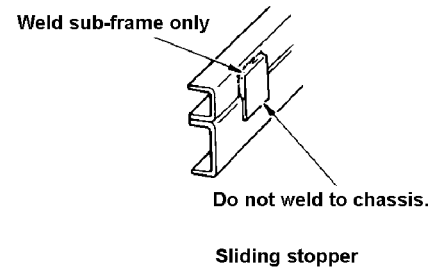
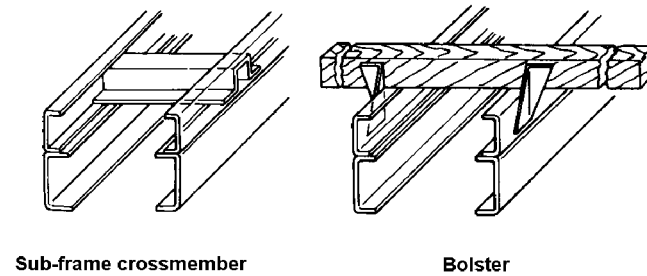
[SUB-FRAME]

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



The sub-frame should form a continuous longitudinal member. The width of the flange should be 70 to 100% of the flange width of the chassis frame (Fig.1)



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)

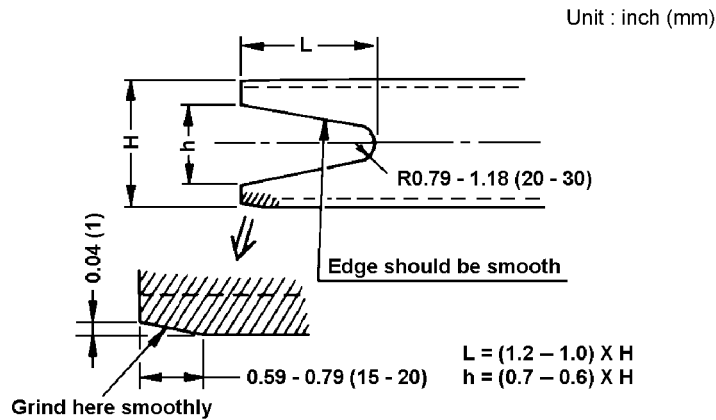


Fig. 4

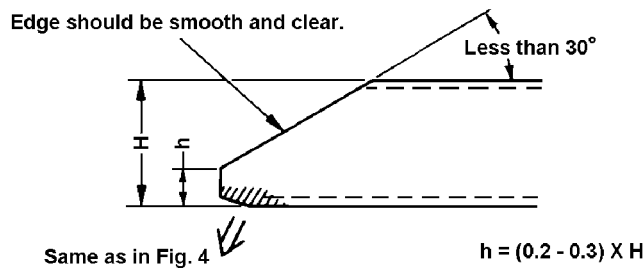


Fig. 5

WBM738A

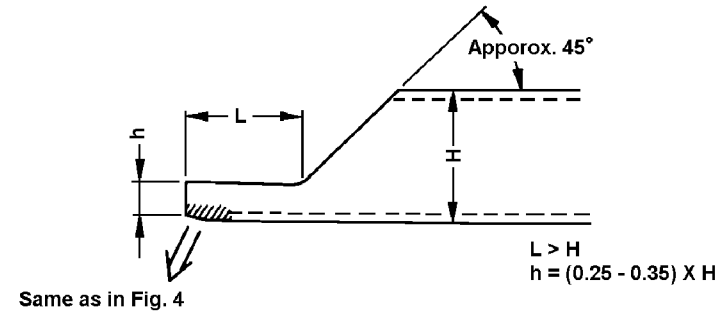


Fig. 6

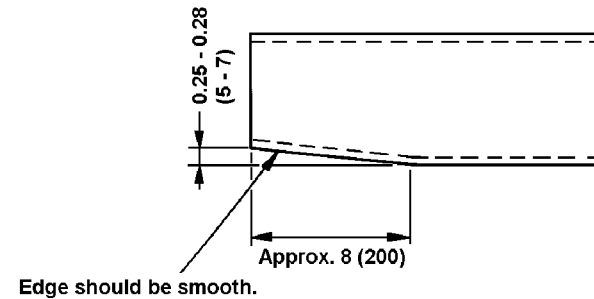


Fig. 7 (Steel sub-frame)

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)

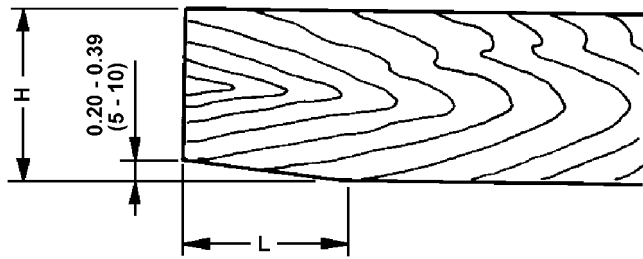


Fig. 8 (Hardwood sub-frame)

WBM740A

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

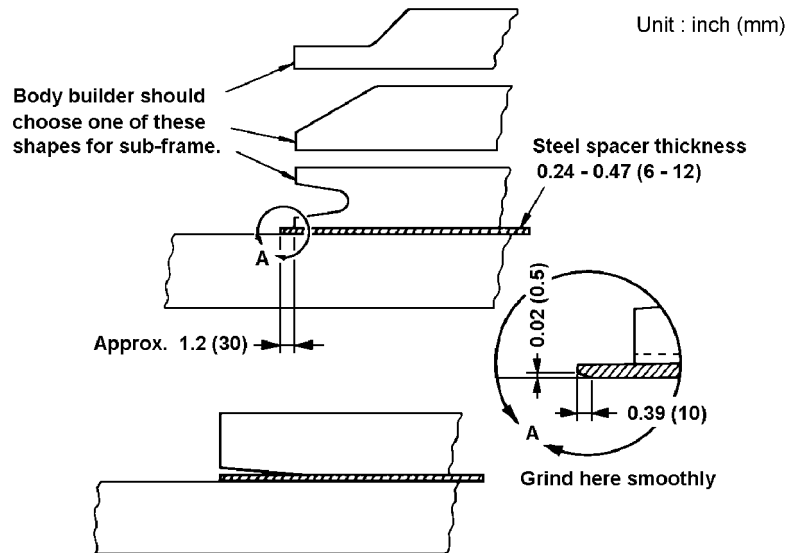


Fig. 9

WBM741A

Unit : inch (mm)

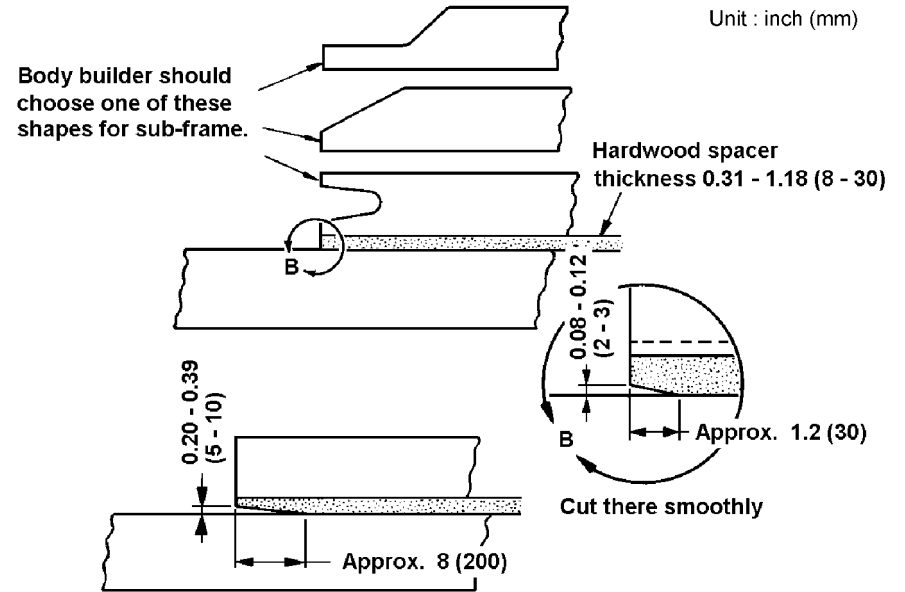


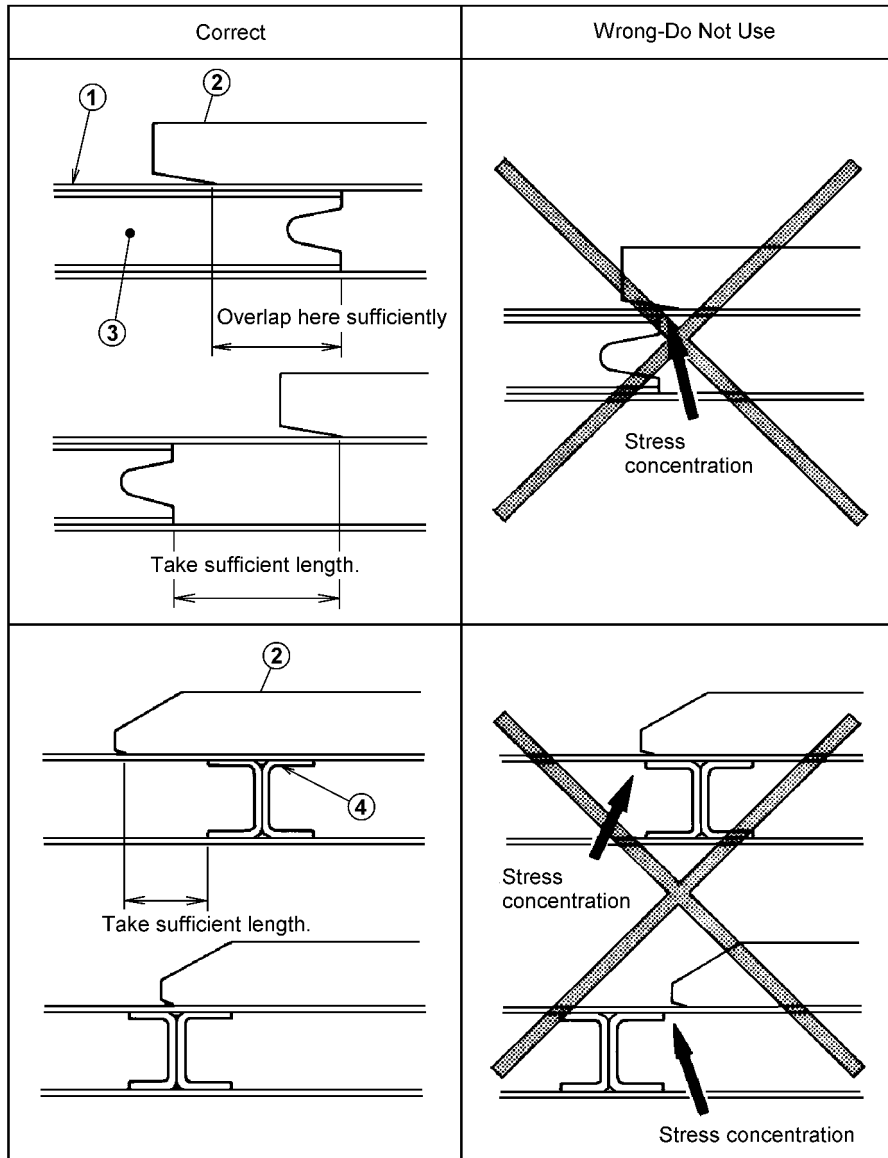
Fig. 10

WBM742A

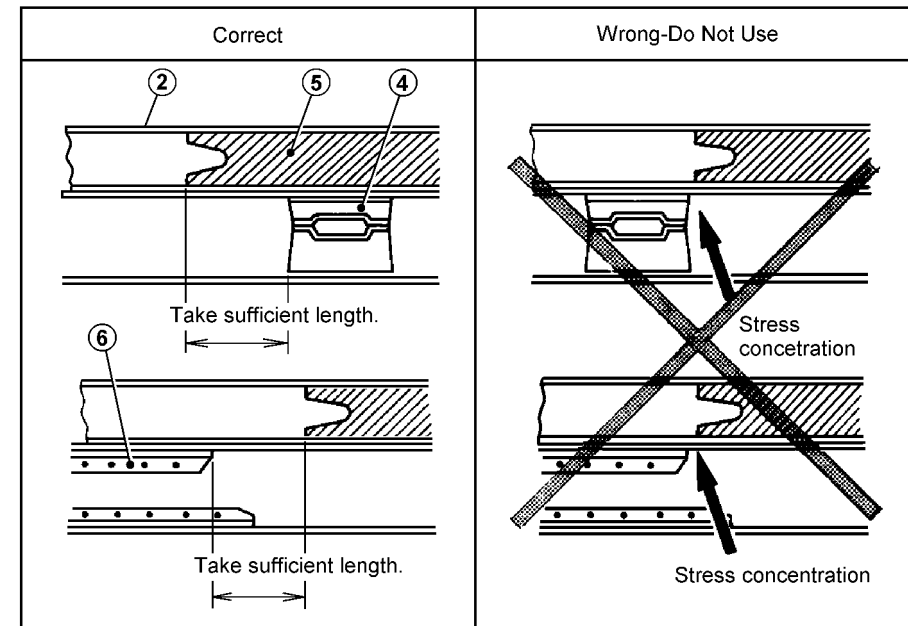
Use a steel spacer to compensate for the uneven surface caused by the gusset on the chassis frame. Avoid using semi-elastic spacer material.

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



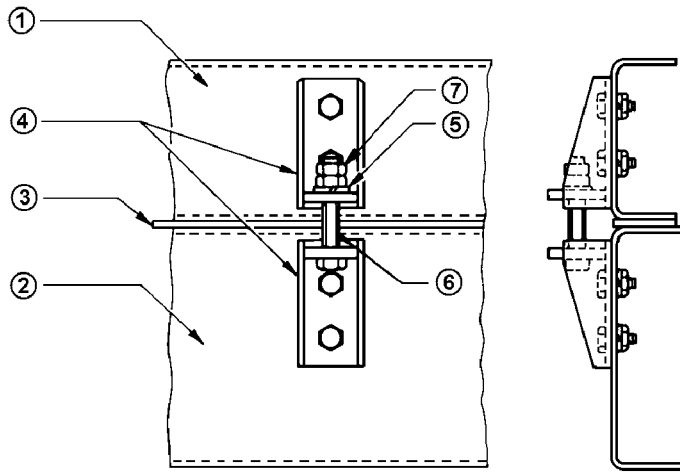
- ① Chassis frame
- ② Sub-frame
- ③ Reinforcement (chassis frame)
- ④ Crossmember
- ⑤ Reinforcement (sub-frame)
- ⑥ Gusset L-shaped reinforcement

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
- 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

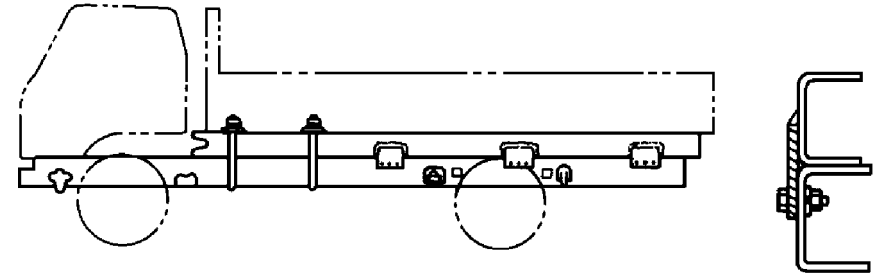
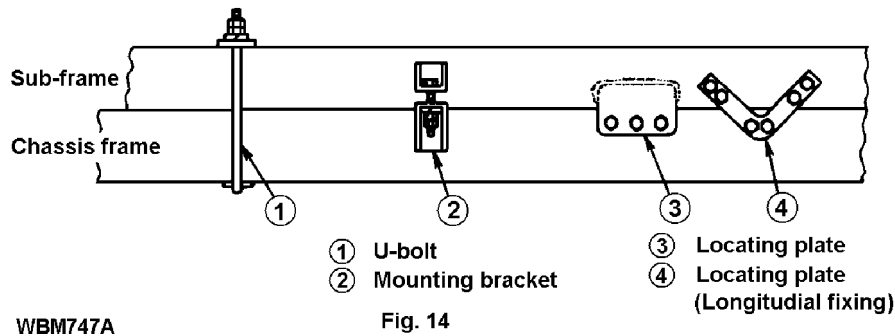


Fig. 13

WBM746A

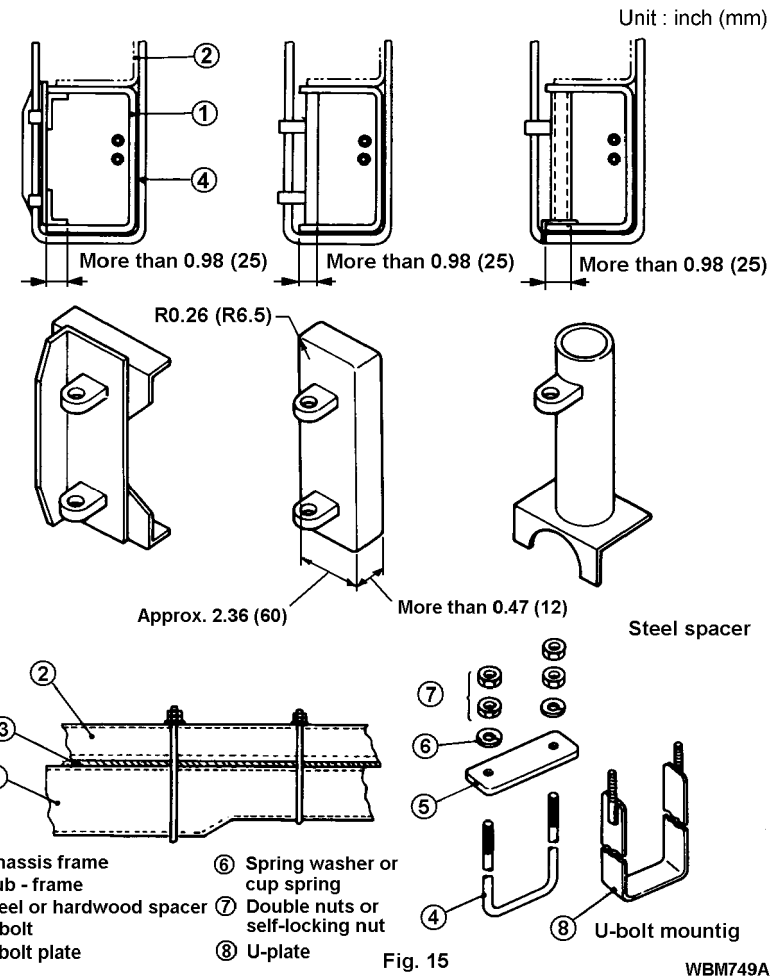
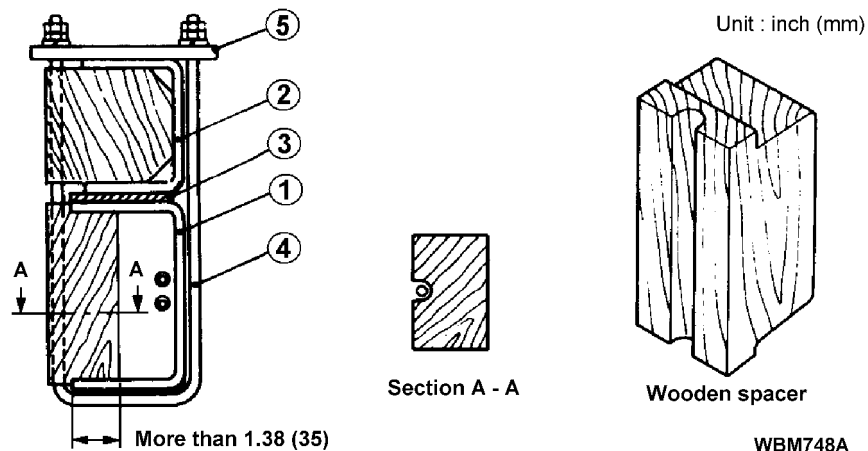
The sub-frame cannot be securely mounted to the chassis frame using locating plates only. When employing locating plates use U-bolts or mounting brackets. Closely align the front of the sub-frame with the chassis frame using the U-bolts or mounting brackets (Fig. 12). Do not use locating plates for mounting 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



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.

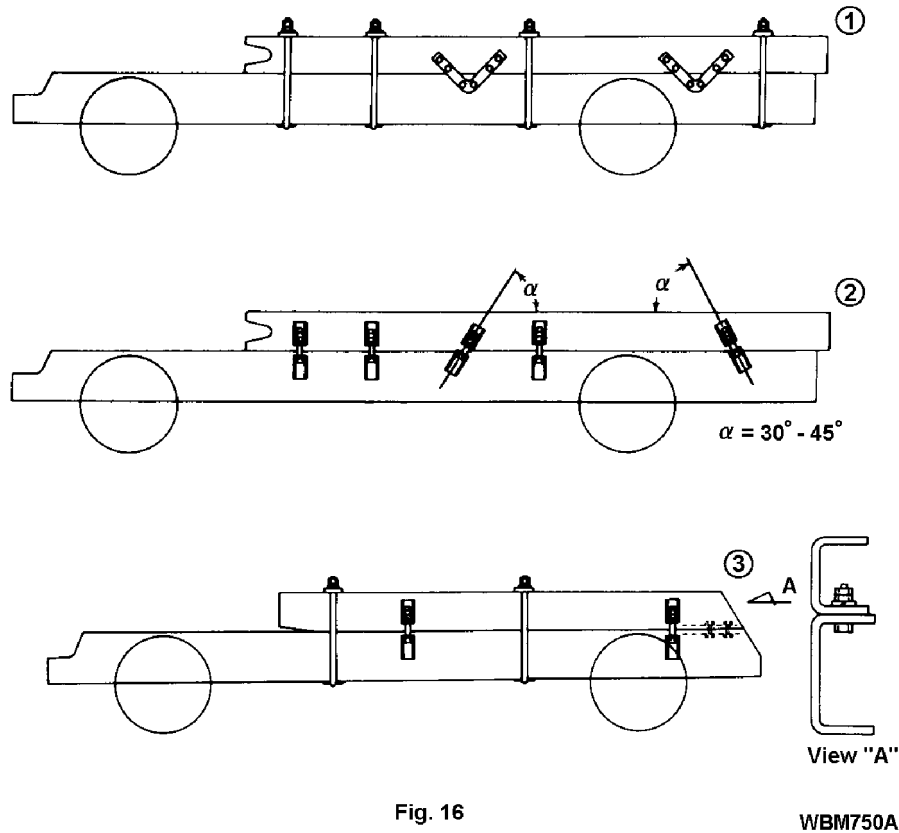
(1) U-bolts



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).

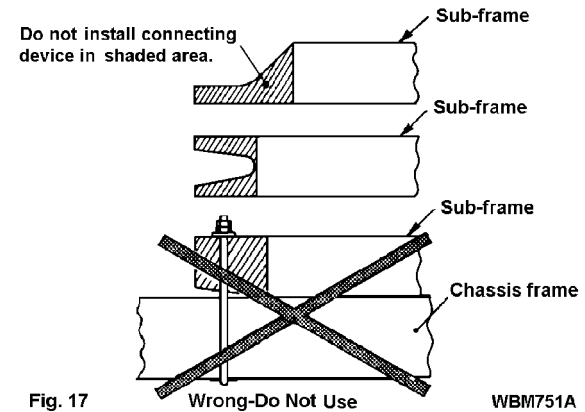
(2) Preventing Fore-and-aft Movement



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.

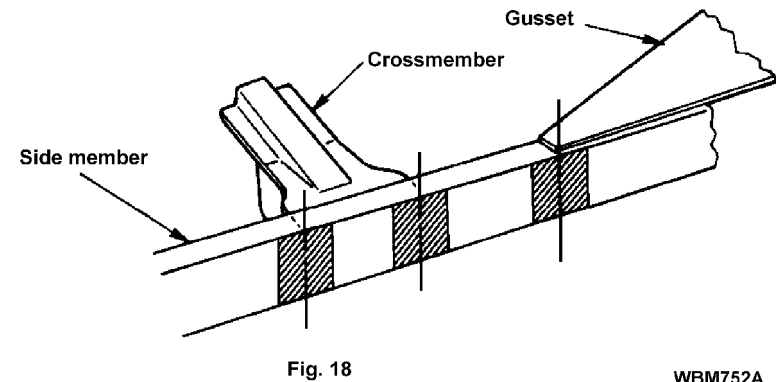
The frame flanges of dump trucks having a short rear overhang, can be connected at the rear end using bolts and nuts. See Fig. 16-

(3) sub-frame connecting Devices Location



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).



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

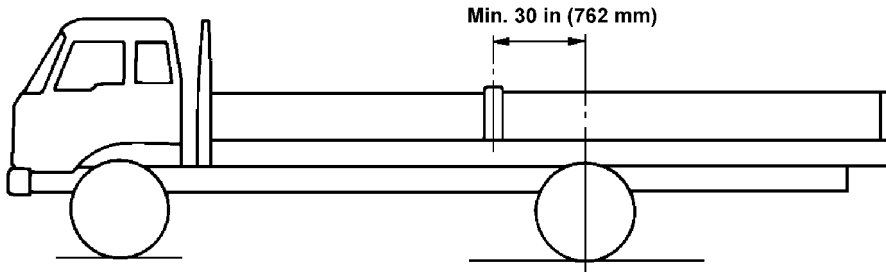


Fig. 19

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

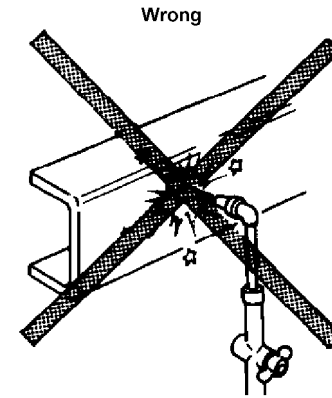


Fig. 20

WBM754A

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

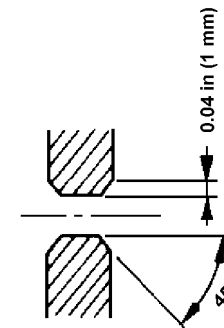


Fig. 21

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/mm², 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.

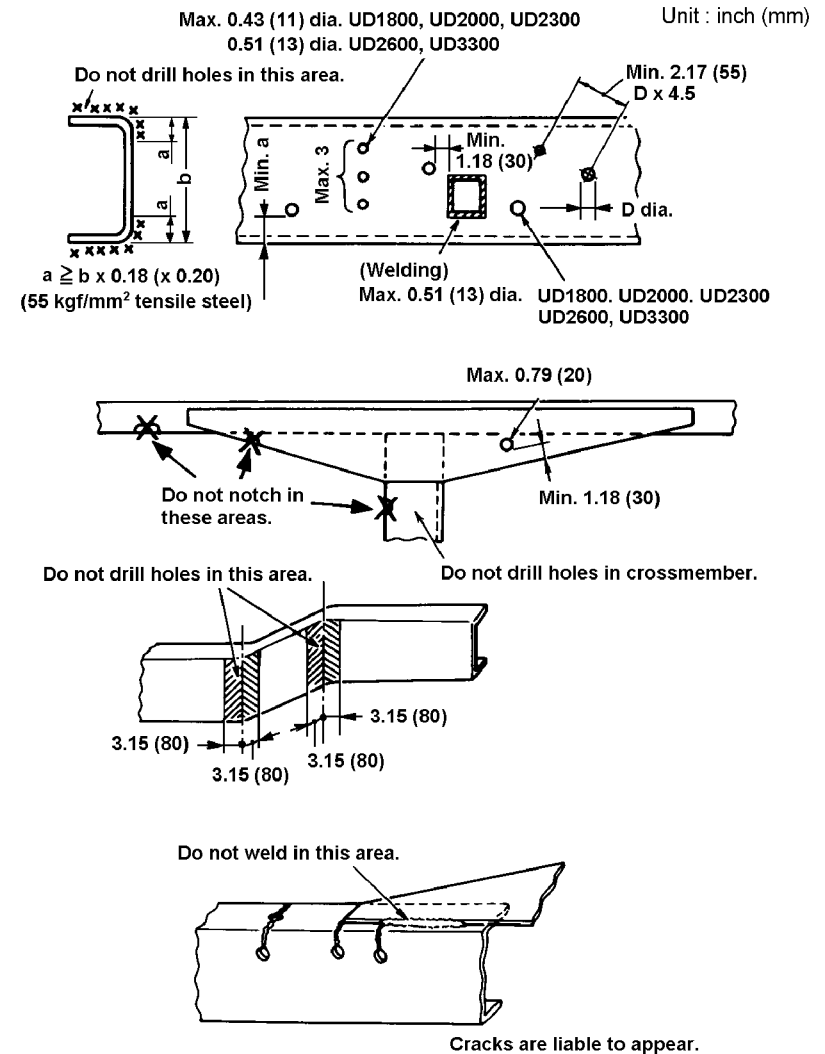


Fig. 22

WBM128A

2. RIVETING

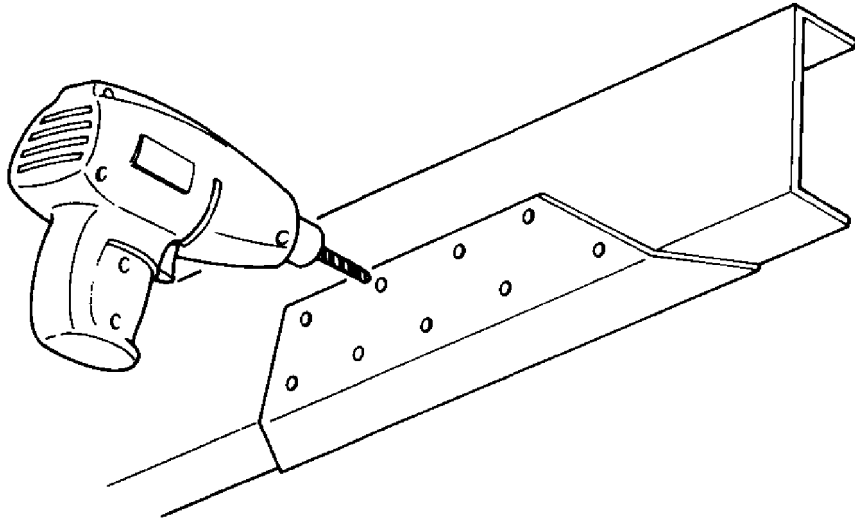


Fig. 23

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 incomplete 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 from 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 connectors 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

- 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.

TABLE II

Description	*No. of	Color	Remarks
Headlights	2	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 marker light	2	Red		
Intermediate side reflex reflector	2	Amber		
Intermediate side marker light	2	Amber	Vehicle whose overall length is over 30 ft. only	
Room light (Rear body)	-	White		Total 48W (12V at 4A)

*No. of: The number of lights or reflectors

(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 side 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 mm²). 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.

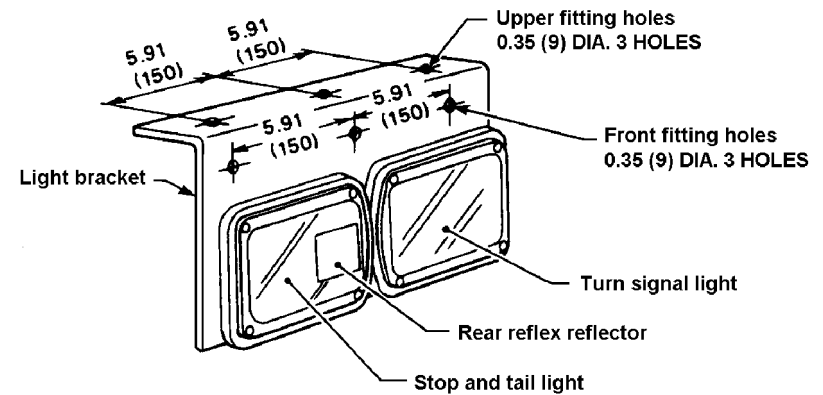
In vehicles with a clearance light switch (special specifications), the tail and license lights illuminate when the headlight switch is set to the first position; the clearance light switch illuminates the clearance, identification and marker lights.

Lights of the same type in the front and rear should illuminate at the same time.

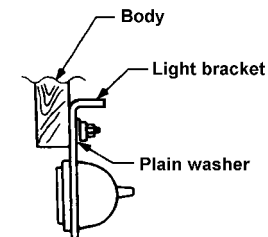
(2) Installation of Lights supplied with Incomplete vehicle

- (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.

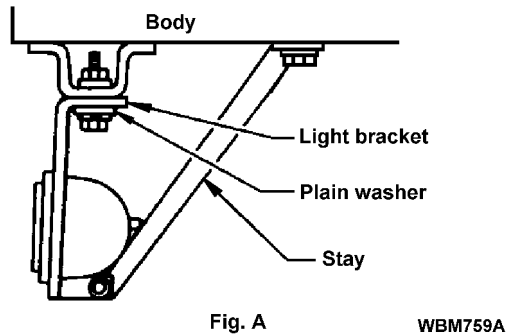
Unit : inch (mm)



- Installation using front fitting holes- Tighten the light bracket with three 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).



- 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.



- (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 108 watts, 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 mm²). 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

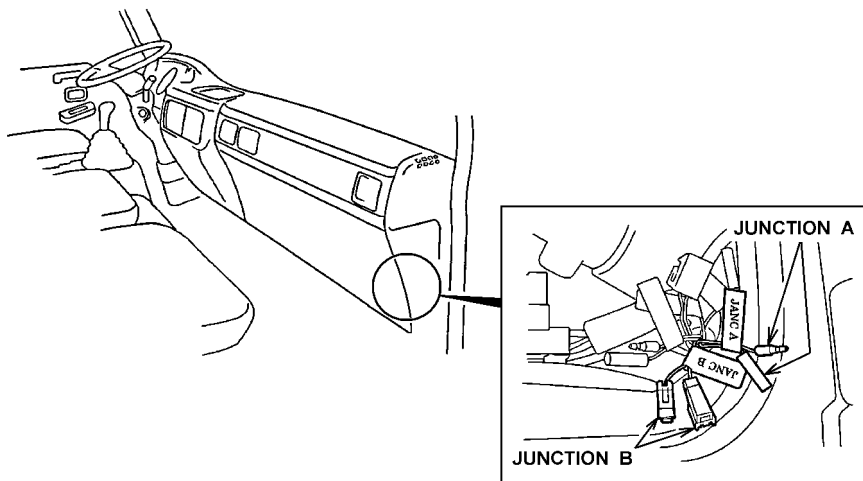
- When controlling an added light with an existing switch, install a relay for the light. Be careful to pass only the actuating current for the relay through the switch. The load current for the added light must not be passed through the switch.

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

ENGINE WITH AN ELECTRONIC GOVERNOR

- The engine with an electronic governor has no control lever on the injection pump.
- For controlling the engine with an electronic governor from body side, the external engine control lever unit is needed separately. For some applications, an engine control lever unit is included as standard or installed to the vehicle with shipment.
- An engine control lever is available as an option.
- Firstly, install the external engine control lever unit to the body. Connect its harness connector to the connector of the chassis harness on the inner left side of the cab mounting bracket.
- If necessary, use an extension harness between the connectors of the chassis harness and the external engine control lever unit so that the control lever can be installed to any desired position.
- The characteristics of the governor can be switched by connecting or disconnecting the two harness connectors (called junction A and junction B respectively, which are located in the lower inner section of the instrument panel in front of the front passenger seat.
- See the figure next for the positions of the junctions.



WBM887A

1. About the applications and engine control

Application		Cargo truck	Dump truck	Mixer (NOTE 3)	Custom-made chassis
Transmission PTO		Not provided	Provided	Not provided	Provided
Transmission PTO switch		Not provided	Provided	Not provided	Provided
Junction A		Discon- nected	Connected	Discon- nected	Connected
Governor charac- teristics during operation	PTO switch OFF	Driving mode	Driving mode	Driving mode	Driving mode
	PTO switch ON		All speeds mode		All speeds mode
DPF control (Note 1)	PTO switch OFF	Operated	Operated	Operated	Operated
	PTO switch ON		Not operated		Not operated
Long-time idle control (Note 2)		Automatically operated whether the PTO switch is turned ON or OFF			
Junction B		Discon- nected	Discon- nected	Connected	Discon- nected
External engine control lever		Not required	Not required	Required	Required
Throttle opening speed (Engine control)	Accelerator pedal	Accelerator pedal	Refer to the Note 4.		

NOTE 1: It is the control to recover the DPF function by automatically or forcibly burning the soot deposit in DPF. (The idle-up and exhaust brake is operated during DPF control when the vehicle is stopped.)

2: When the idle status continues for a set time, it is automatically operated whether the PTO switch is turned ON or OFF. (The idle-up and exhaust brake is operated when the idle control is turned on.)

3: The agitating trucks have no PTO switch. The DPF control under operation continues operating. However, it becomes not operated when the accelerator pedal and the accelerator for operation (external engine control lever) are operated.

4: The engine speed can be controlled by either the accelerator pedal or the external engine control lever, whichever can achieve a higher speed.

2. Functions of junctions A and B

1) If junction A is connected

- The characteristic can be switched to All speeds mode by turning on the PTO switch.
- The engine speed can be controlled by either the accelerator pedal or the external engine control lever, whichever can achieve a higher speed.

2) If junction B is connected

- For vehicles without PTO switch (such as the agitating trucks) the engine speed can be controlled with the external engine control lever.

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.

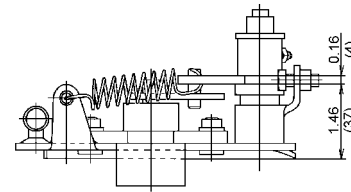
Cautions:

- Do not 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 it is very

dangerous.

- The adjusting bolt of the external engine control lever is already set before shipping. Do not adjust it.

3. Engine control lever

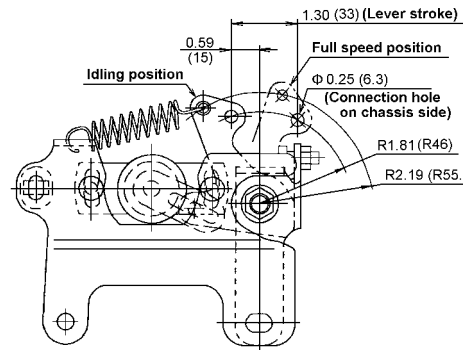


Unit : inch (mm)

<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)



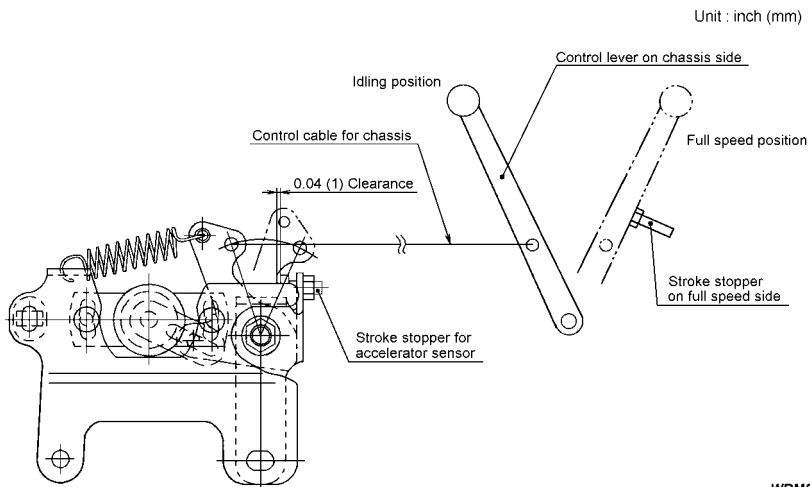
WBM888A

4. Attachment

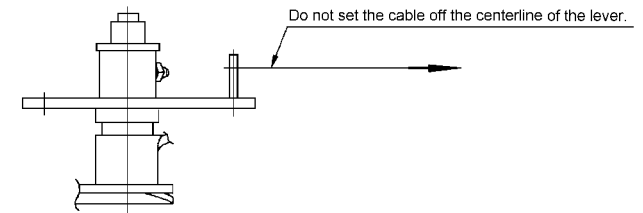
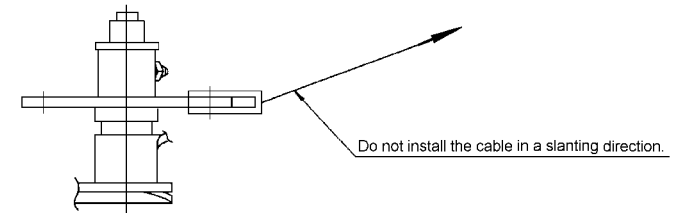
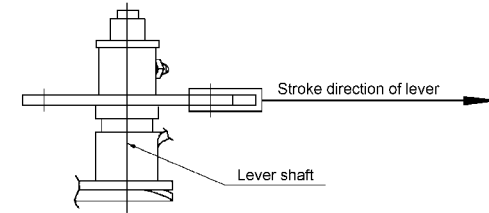
- 1) Attach the engine control lever on the chassis side.
When connecting to the linkage on the chassis side, take the following precautions.

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).



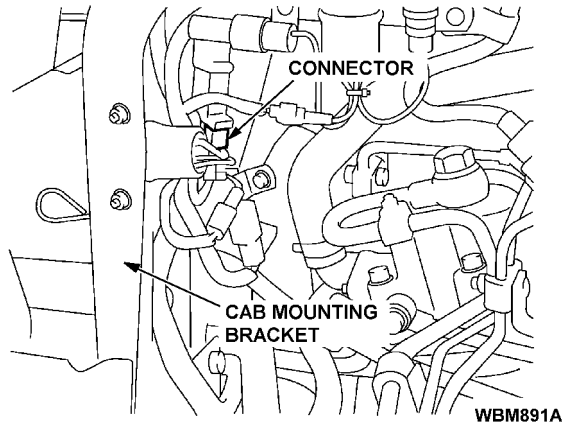
- 2) When connecting a cable to the engine control lever, install it in parallel with the stroke direction of the lever so that it will not strain the lever shaft



WBM890A

- 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)

- Use the sub-harness connector 6188 0541 (male: chassis harness side) and 6189 0841 (female: engine control lever side), manufactured by Sumitomo.



- 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.

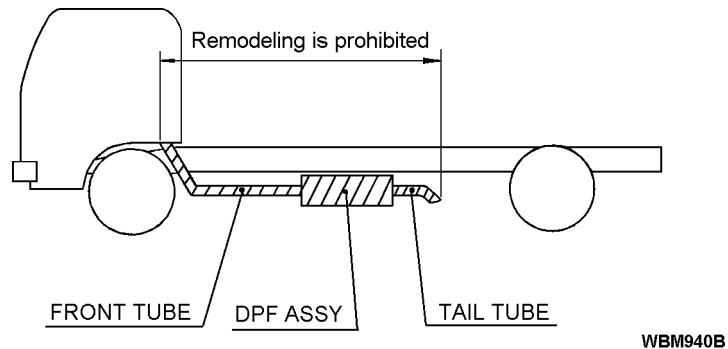
5) Cautions about attachment

- 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)]

REMODELING THE EXHAUST EMISSION SYSTEM

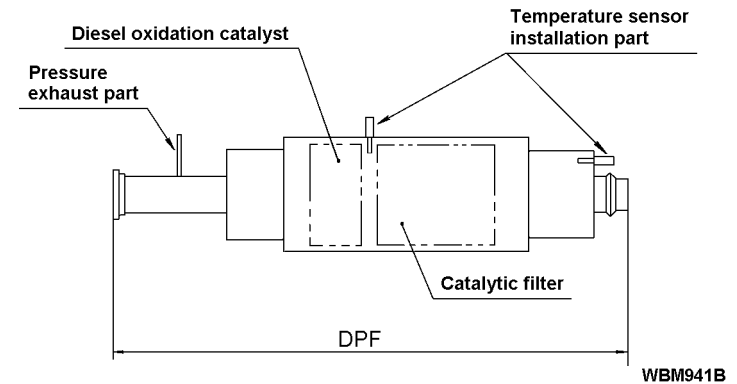
CAUTION

- The DPF (muffler) and exhaust tubes have the exhaust emission control function. Remodeling of the exhaust emission system is prohibited.
- Remodeling of the exhaust emission system may not only affect the exhaust emission control function but also cause a trouble of the devices. Do not remodel the exhaust emission system.



HANDLING OF DPF

- The DPF is equipped with the exhaust pressure pipes and exhaust gas temperature sensor.
- Harness are connected to the sensor. When installing or arranging the attachments on the body installation, exercise due care to the harness.
- Damage to those components may result in a failure of the exhaust emission control devices.

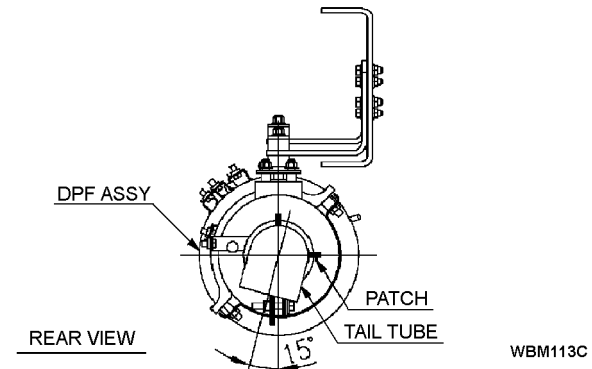


PRECAUTION WHEN PAINTING AROUND DPF

- The DPF unit, exhaust pipes, sensors connected to the DPF (including the pressure sensor installed inside the frame), sensor harness or tubes shall not be painted. Before painting, apply masking to those parts to prevent paint from adhering to them.
- If paint adheres to the DPF unit or exhaust pipes, burning of paint may be caused by heat, leading to emission of smoke or abnormal smell. As a result, the performance of the system may be seriously damaged. Also, if paint gets into the sensor or other parts, a trouble may occur. Carefully apply masking to the connector portions, especially.

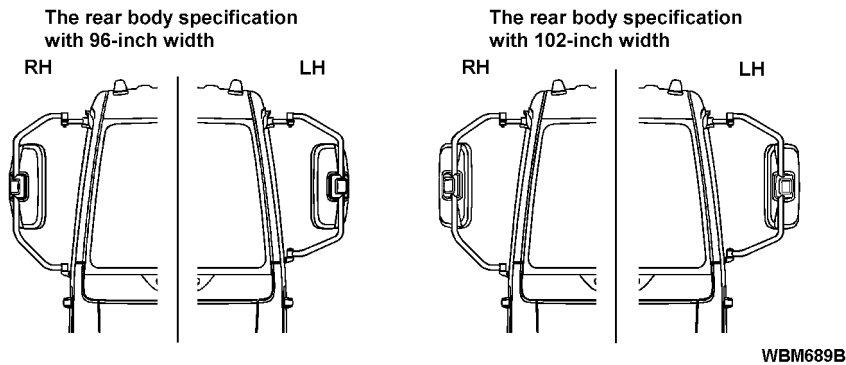
PRECAUTION WHEN INSTALLING THE TAIL TUBE

- For UD3300, install the tail tube so that the patch of the tail tube points toward outside of the vehicle horizontally.



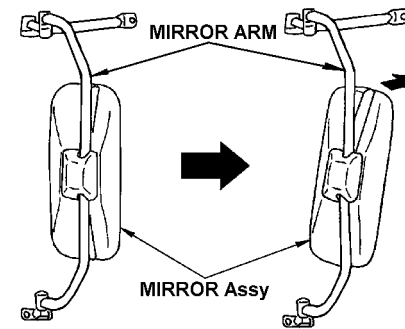
PROCEDURE FOR RELOCATING THE OUTSIDE MIRRORS

- When installing a body with a 102-inch width, it is necessary to relocate the outside mirrors. The mirrors on all UD Trucks, are installed for a 96-inch width body during vehicle assembly. When installing a rear body with a 102-inch width, perform the relocation operation for both the right and the left mirrors.
- Schematic drawings for the installation of the mirrors for each body specification are shown below:

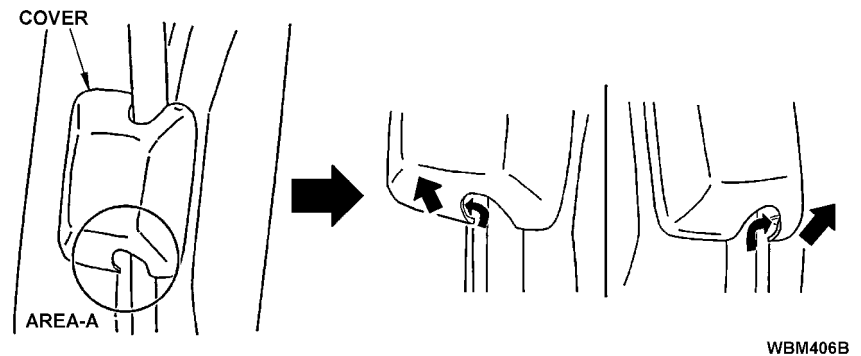


PROCEDURE FOR RELOCATING

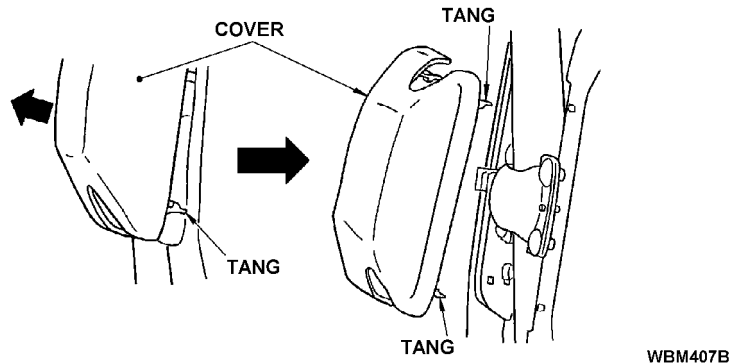
- The procedure is the same for both the right and the left mirrors assembly.
- 1) Tilt the top of the mirror assembly out.



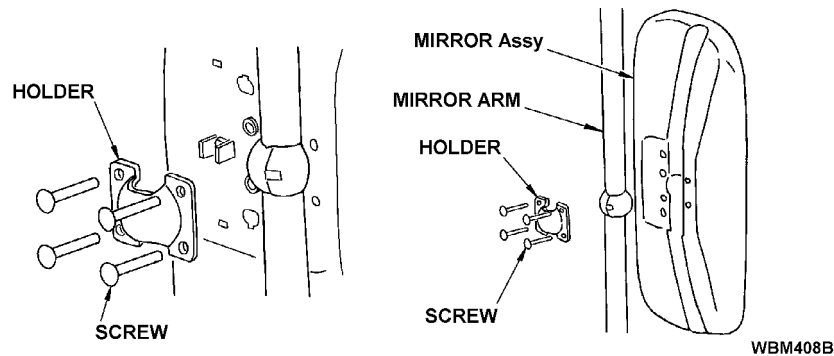
- 2) There is clearance (area A) at the notch of the cover, and using this clearance, pull the cover toward the direction of the arrow, and then pry out the tang of the cover (2 areas at the bottom side).



- 3) When the tangs on the bottom side are pried open, then pull the cover and remove it.



- 4) Loosen the (4) screws on the holder, and remove the holder as well as the mirror assembly.



- 5) Remove the mirror assembly on the opposite side using the same procedure as in step 4).
6) Install the mirror assembly from the right to the left side, and the mirror assembly from the left to the right side.

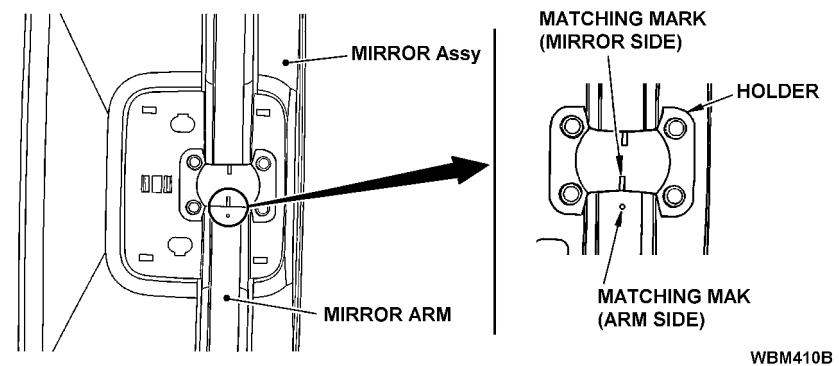
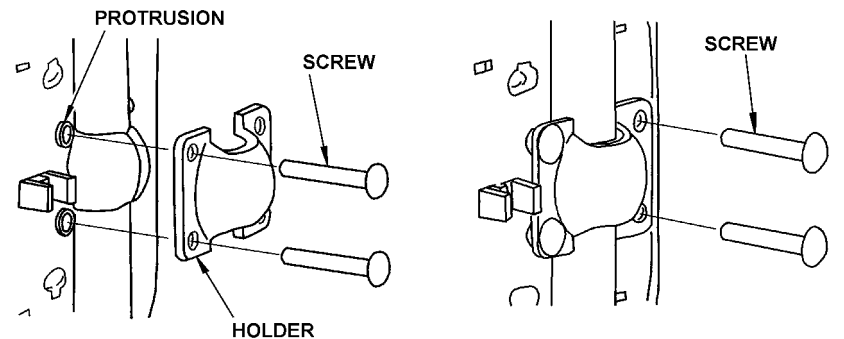
- 7) Attach the mirror assembly to the mirror arm and the ball joint using the (4) screws.

Tighten the protruding side of the mirror assembly first and then tighten the screws on the opposite side.

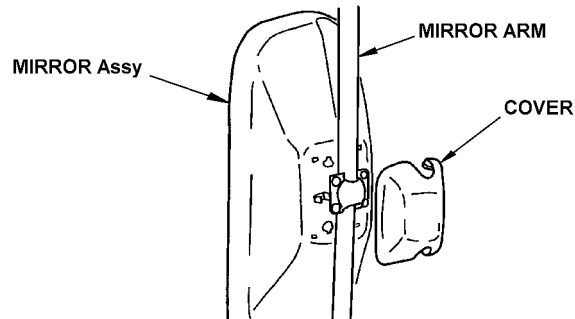
Caution:

- Align the matching marks on the mirror holder(s) and the mirror arm(s).

Screw tightening torque: 2.2-3.7 ft•lbf {3-5 N•m, 0.3-0.5 kgf•m}

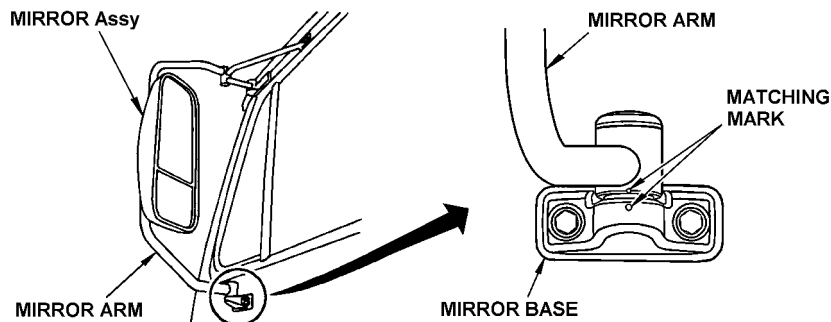


8) Install the cover by snapping it into place.



WBM411B

9) After the mirror relocation, adjust the mirrors and confirm the rear view by aligning the matching marks at the mirror arm and mirror base.



WBM691B

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 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

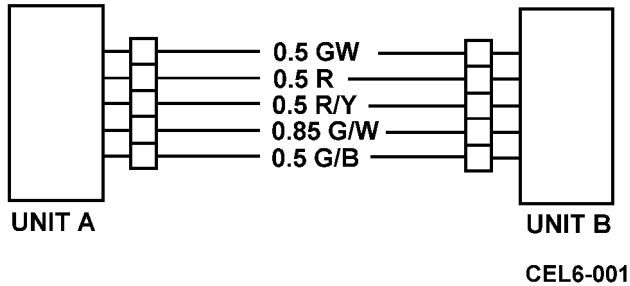
ABBREVIATION	MEANINGS
BATT	Battery
SMJ	Super multiple junction

Circuit Connection

A circuit connection is indicated by lines showing the electric wires connecting the electrical devices.

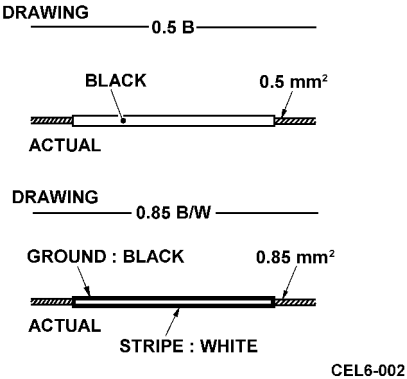
Wire Size and Color code

The number indicates the size of the wire (nominal sectional area of the conductor, mm²), and the letter at the end of each number indicates the color of the covering.



Wire color code and Symbol

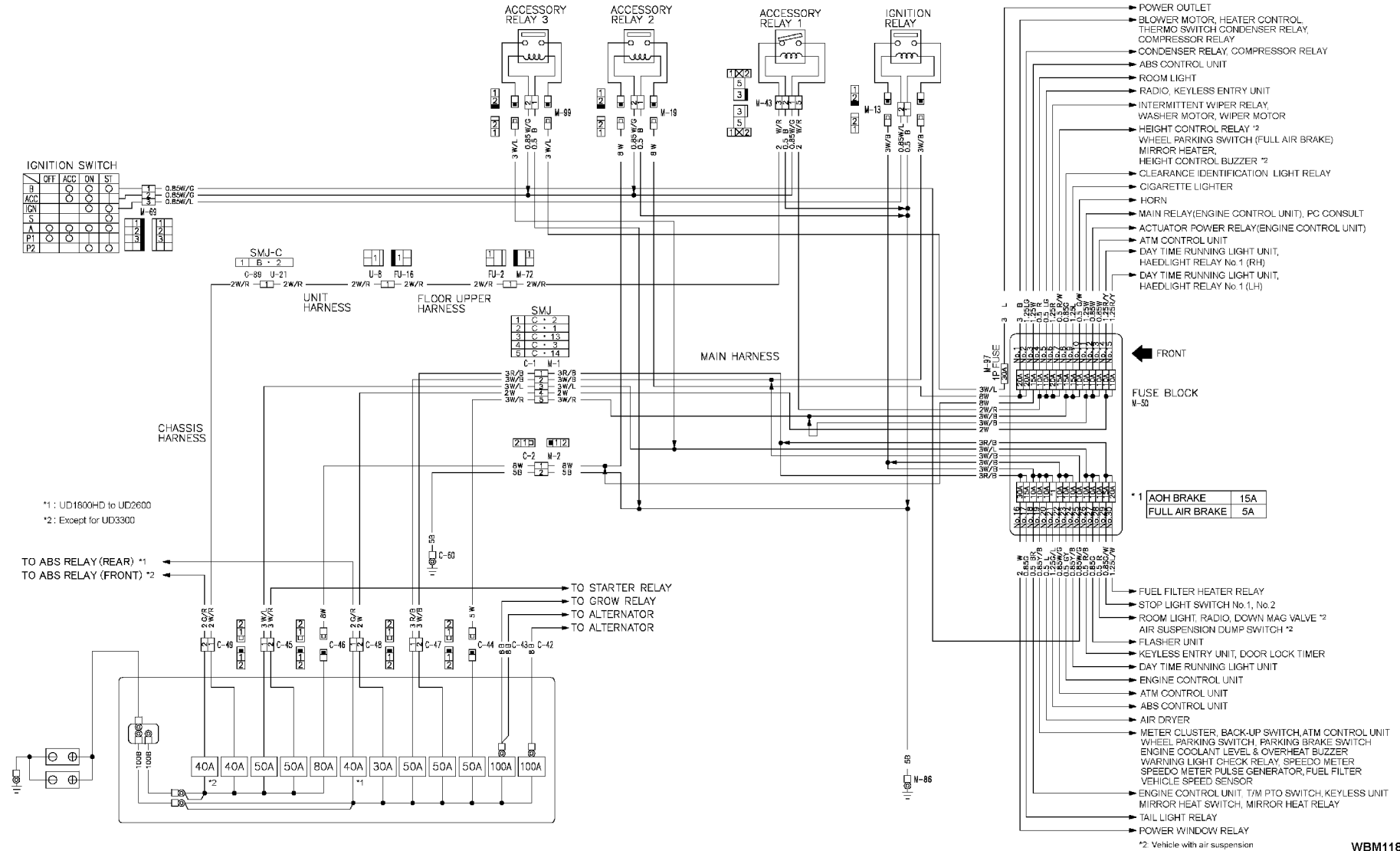
The color of a wire covering is indicated by an alphabetic symbol. If there are two symbols, the first symbol indicates the ground color of the covering and the second one the color of the marking (stripe).



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	
OR	Orange	
P	Pink	
PU	Purple	
GY	Gray	
SB	Sky blue	
DG	Dark green	
CH	Charcoal	

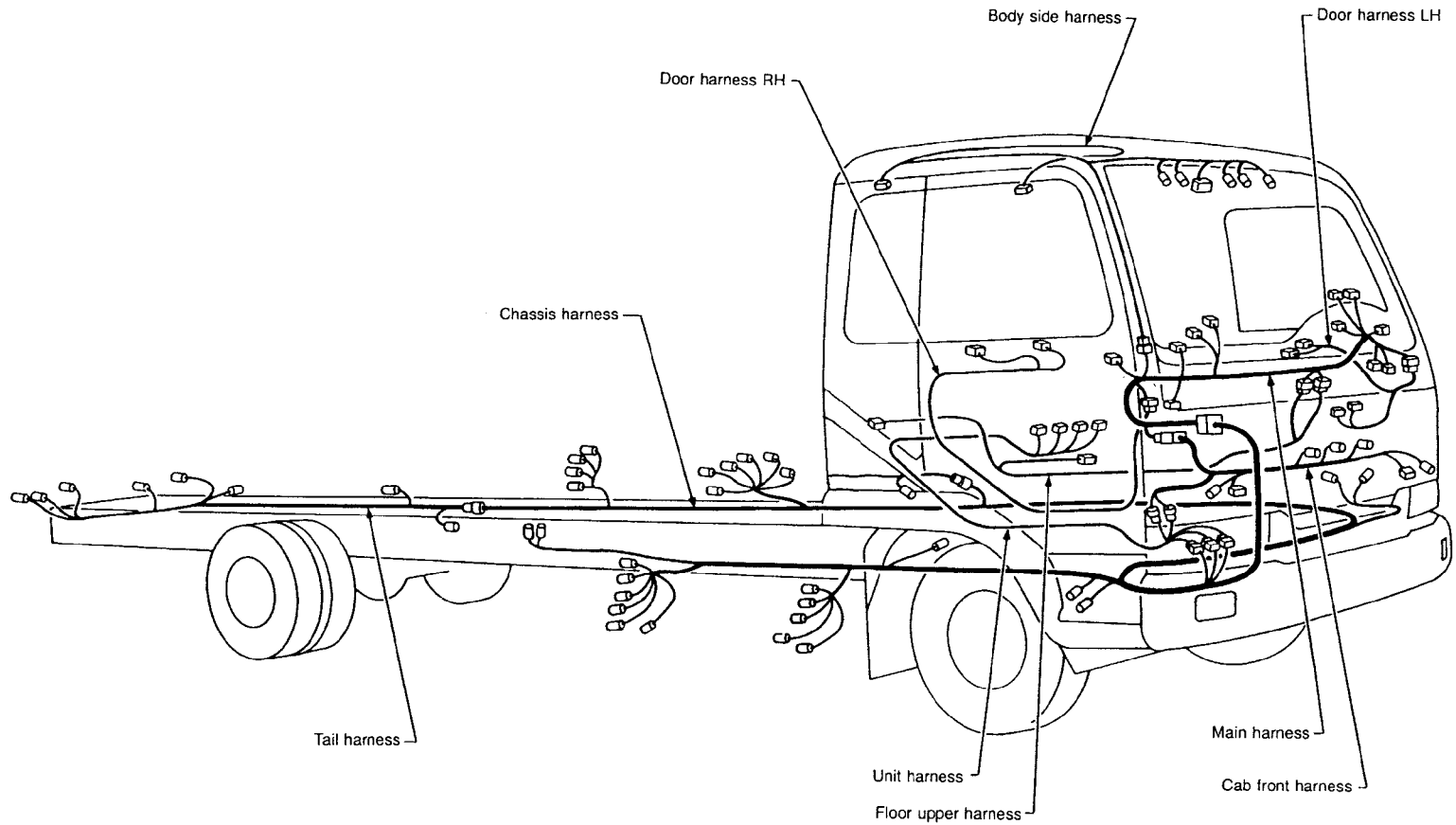
CIRCUIT PROTECTOR CIRCUIT DIAGRAM



WBM118C

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.



WEL489B

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 motor
DL-7	Door lock timer (Key-less entry)
DL-8	Mirror heater (LH)

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
DR-7	Mirror heater (RH)

CAB FRONT HARNESS

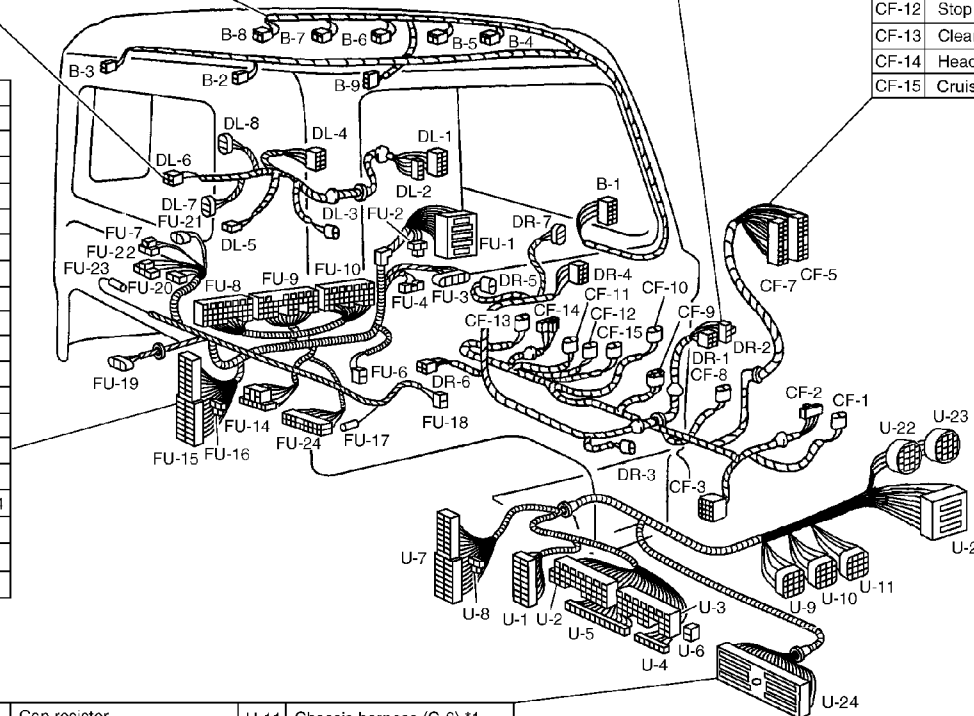
CF-1	Clearance light (RH)
CF-2	Headlight (RH)
CF-3	Unit harness (U-9) *1
CF-5	Main harness (M-11) *1
CF-7	Main harness (M-10)
CF-8	Position light (RH)
CF-9	Wiper motor
CF-10	Position light (LH)
CF-11	Stop light switch 1
CF-12	Stop light switch 2
CF-13	Clearance light (LH)
CF-14	Headlight (LH)
CF-15	Cruise 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-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 *1,3,5
FU-21	Warning buzzer cancel switch *1,3,4
FU-22	Parking brake switch *1,3,4
FU-23	Door switch (LH)
FU-24	Relay sub harness

UNIT HARNESS

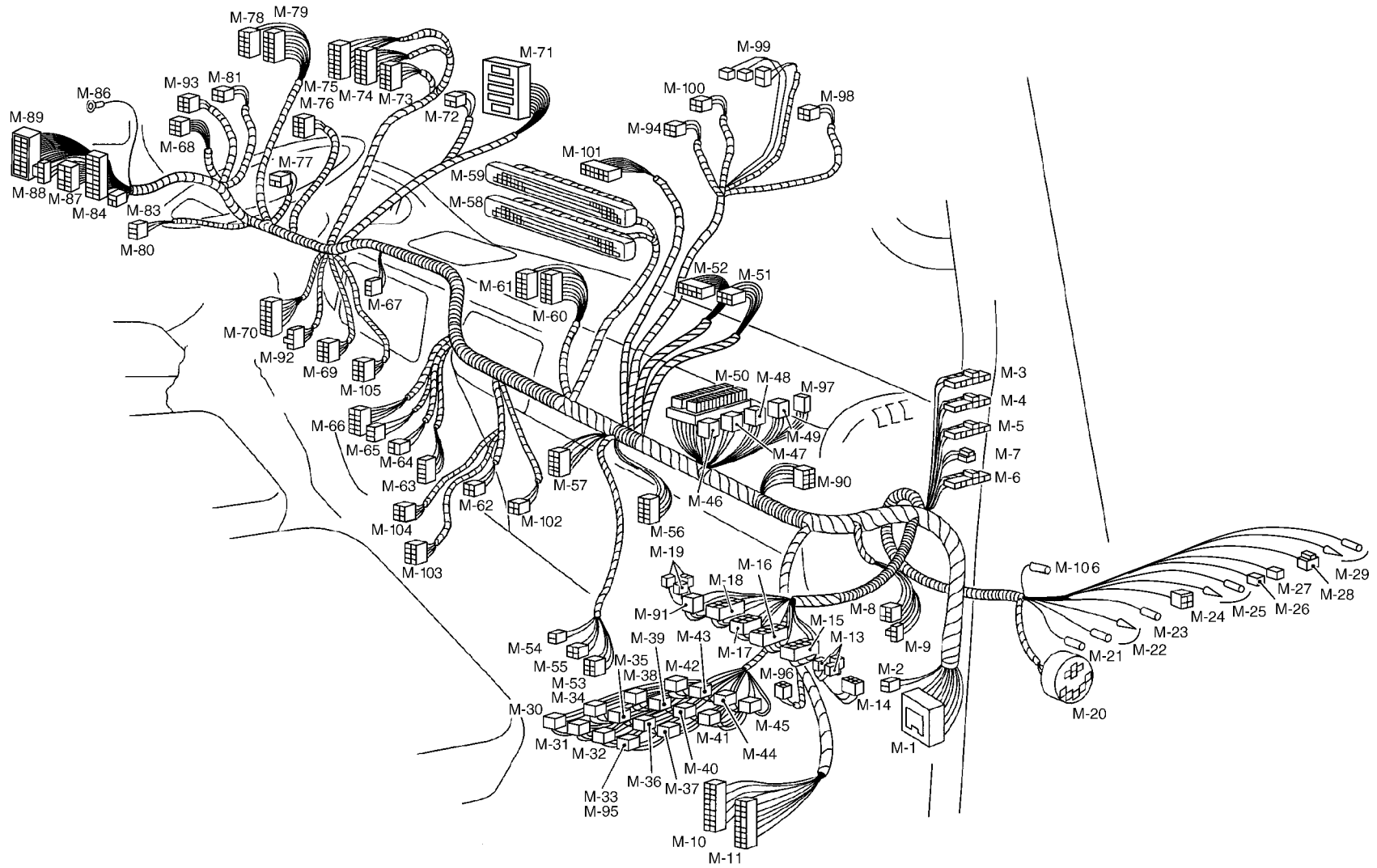
U-1	Speedometer pulse generator	U-6	Can resistor	U-11	Chassis harness (C-6) *1
U-2	Engine control unit	U-7	Floor upper harness (FU-15)	U-21	Chassis harness (C-86)
U-3	Engine control unit	U-8	Floor upper harness (FU-16)	U-22	Chassis harness (C-87) *1
U-4	Diode	U-9	Cab front harness (CF-3) *1	U-23	Chassis harness (C-88) *3
U-5	Can junction	U-10	Chassis harness (C-7) *1	U-24	ATM control unit *1



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

WEL109C

MAIN HARNESS

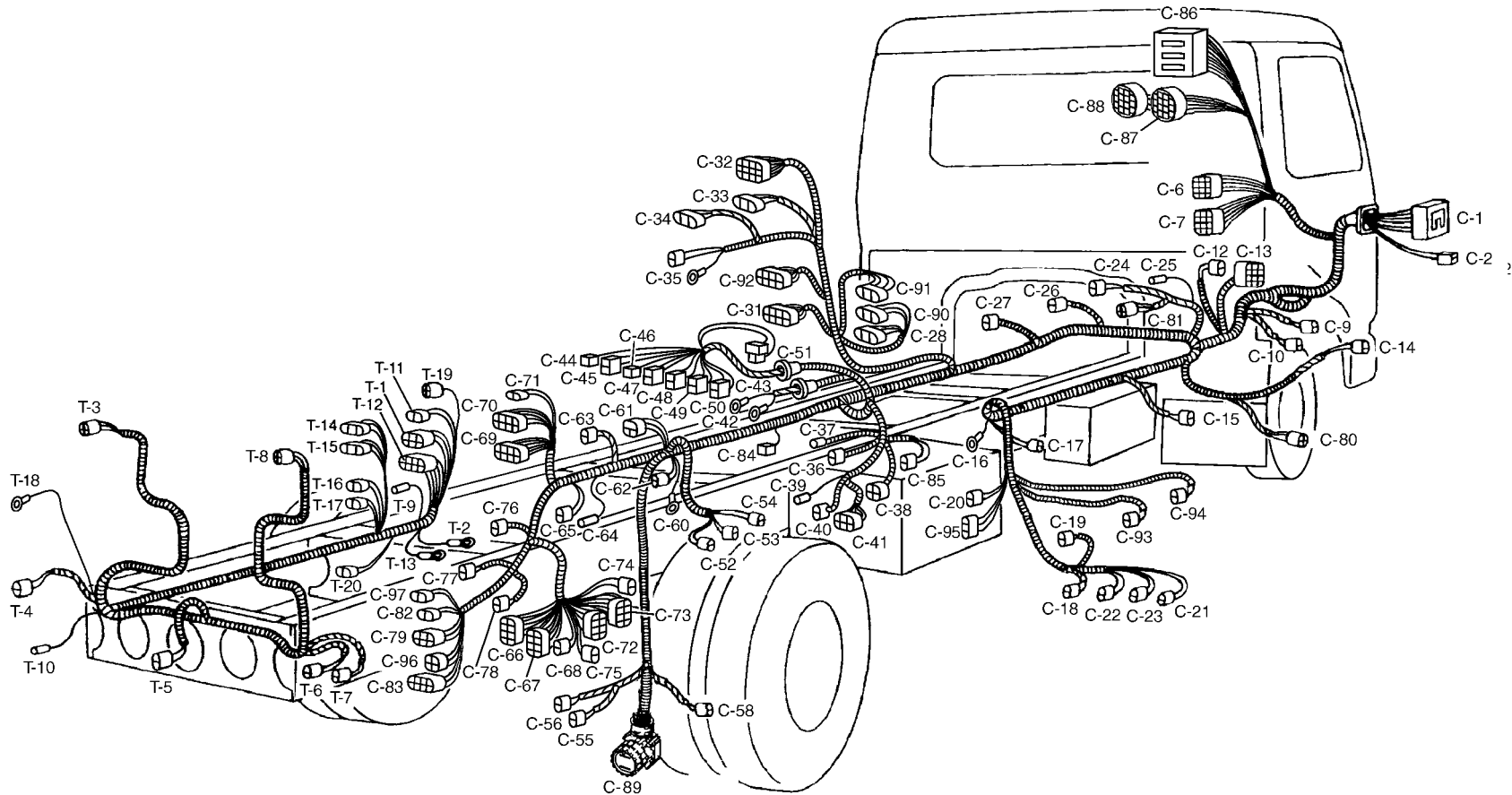


WEL110C

MAIN HARNESS

M-1	Chassis harness (C-1)	M-39	Exhaust brake relay	M-77	Exhaust brake clutch switch
M-2	Chassis harness (C-2)	M-40	DRL relay	M-78	Meter cluster D
M-3	Diode (ABS/ATM)	M-41	Fuel filter relay	M-79	Meter cluster E
M-4	Diode	M-42	Transmission PTO relay 2	M-80	PTO clutch switch *2
M-5	Diode	M-43	Accessory relay 1	M-81	PTO switch
M-6	Diode	M-44	Headlight relay LH No. 3	M-83	Warning buzzer
M-7	Diode (Transmission PTO) *1	M-45	Power window relay	M-84	Key-less unit
M-8	Door harness (DR-1)	M-46	Headlight relay No. 1 (RH)	M-86	Cab earth
M-9	Door harness (DR-2)	M-47	Headlight relay No. 2 (RH)	M-87	Door harness (DL-1)
M-10	Cab front harness (CF-7)	M-48	Headlight relay No. 1 (LH)	M-88	Door harness (DL-2)
M-11	Cab front harness (CF-5) *1	M-49	Headlight relay No. 2 (LH)	M-89	PC consult
M-13	Ignition relay	M-50	Fuse block	M-90	Body side harness (B-1)
M-14	Engine coolant level and overheat warning buzzer	M-51	Door lock timer	M-91	Oil pressure warning relay
M-15	Flasher unit	M-52	Back buzzer	M-92	Cruise control switch (Combination switch)
M-16	DRL unit	M-53	Fan resistor	M-93	Cruise control main switch
M-17	DRL unit	M-54	Blower motor	M-94	Blower motor relay
M-18	Intermittent wiper relay	M-55	Thermo switch	M-95	Neutral and parking brake relay *1
M-19	Accessory relay	M-56	Diode	M-96	Horn relay
M-20	ATM diagnosis *1	M-57	Diode	M-97	1P fuse *6
M-21	Engine diagnosis switch	M-58	ABS control unit *3	M-98	P range detector buzzer *6
M-22	Diagnosis switch *1	M-59	ABS control unit *4		(Except for vehicle with air suspension)
M-23	Diagnosis switch (For ABS)	M-60	ABS control unit *6		Height control buzzer (Vehicle with air suspension)
M-24	ABS checker *6	M-61	ABS control unit *6	M-99	Accessory relay 3
M-25	Junction connector A	M-62	Cigarette lighter	M-100	Mirror heater relay
M-26	Junction connector B	M-63	Heater controller	M-101	DPF indicator unit
M-27	Junction connector B	M-64	Heater controller illumination	M-102	Power outlet
M-28	PTO holder diode	M-65	Air conditioner switch	M-103	Mirror heater switch
M-29	Junction connector PTO	M-66	Radio	M-104	Air suspension dump switch *6
M-30	Compressor relay	M-67	Idle adjust knob		(Vehicle with air suspension)
M-31	Condenser relay	M-68	Power mode switch *1	M-105	Manual forced regeneration switch
M-32	Clearance identification relay	M-69	Ignition switch	M-106	DPF reset
M-33	Starter sub relay *2	M-70	Combination switch		
M-34	Transmission PTO relay 1 *1	M-71	Floor upper harness (FU-1)		*1: ATM only
	Transmission PTO relay *2	M-72	Floor upper harness (FU-2)		*2: MTM only
M-35	Warning light check relay	M-73	Meter cluster A		*3: UD1800HD, UD2000 only
M-36	Air booster hold relay	M-74	Meter cluster B		*4: UD2300, UD2600 only
M-37	Tail light relay	M-75	Meter cluster C		*5: Except for UD3300
M-38	Exhaust brake cut relay	M-76	Speedometer illumination light		*6: UD3300 only

CHASSIS HARNESS AND TAIL HARNESS



WEL220C

CHASSIS HARNESS AND TAIL HARNESS

C-1	Main harness (M-1)	C-48	Fusible link (30A)	C-91	Intake throttle sensor
C-2	Main harness (M-2)	C-49	Fusible link (40A)	C-92	Junction connector
C-6	Unit harness (U-11) *1	C-50	3P fuse *5	C-93	Exhaust gas temperature sensor 1
C-7	Unit harness (U-10) *1	C-51	3P fuse *5	C-94	Exhaust gas temperature sensor 2
C-9	Cooler condenser motor	C-52	Revolution sensor *2	C-95	Exhaust gas pressure sensor
C-10	Cooler pressure switch	C-53	Transmission neutral switch *2	C-96	Tail harness (T-19) *6 (Vehicle with air suspension)
C-12	Engine harness (VNT valve/Engine coolant temperature sensor)	C-54	Back-up light switch *2	C-97	Down magnetic valve *7 (Vehicle with air suspension)
C-13	Engine harness	C-55	Engine speed sensor *1		
C-14	Front turn signal light (RH)	C-56	Turbine speed sensor *1		
C-15	Speed sensor FR, RH	C-58	Output speed sensor *1		
C-16	Frame earth	C-60	Frame earth	T-1	Chassis harness (C-79)
C-17	Air dryer	C-61	Fuel filter	T-2	Frame earth
C-18	Air pressure switch (FR)	C-62	Fuel heater	T-3	Rear combination light (LH)
C-19	Exhaust brake magnetic valve	C-63	Transmission PTO magnetic valve	T-4	Back-up light (LH)
C-20	Air pressure switch (RR)	C-64	Marker light	T-5	License plate light
C-21	Brake fluid level switch *5	C-65	Fuel tank unit	T-6	Back buzzer
C-22	Air booster stroke switch No.1 *5	C-66	ABS modulator *3	T-7	Back-up light (RH)
C-23	Air booster stroke switch No.2 *5	C-67	ABS relay *3	T-8	Rear combination light (RH)
C-24	Front turn signal light (LH)	C-68	ABS relay *3	T-9	Marker light
C-25	Horn	C-69	ABS modulator (FR) *4	T-10	Room light
C-26	Speed sensor FR, LH	C-70	ABS relay (FR) *4	T-11	Chassis harness (C-82)
C-27	Engine coolant level switch	C-71	ABS relay (FR) *4	T-12	Chassis harness (C-83)
C-28	Boost pressure sensor	C-72	ABS modulator (RR) *4	T-13	Frame earth
C-31	Engine sub harness	C-73	ABS relay (RR) *4	T-14	ABS modulator RR (RH) *6
C-32	Centralized injector connector	C-74	ABS relay (RR) *4	T-15	ABS modulator RR (LH) *6
C-33	Common rail pressure sensor	C-75	Speed sensor RR, RH *3 (W/B: E), *4	T-16	Speed sensor RR (RH) *6
C-34	G sensor	C-76	Speed sensor RR, LH *3 (W/B: E), *4	T-17	Speed sensor RR (LH) *6
C-35	NE sensor	C-77	Speed sensor RR, RH *3 (Except W/B: E)	T-18	Frame earth *7 (w/B: E)
C-36	Starter relay	C-78	Speed sensor RR, LH *3 (Except W/B: E)	T-19	Chassis harness *6 (Vehicle with air suspension)
C-37	Starter relay	C-79	Tail harness (T-1)	T-20	Down magnetic valve *6 (Vehicle with air suspension)
C-38	Accelerator sensor for work	C-80	ABS modulator FR (RH) *6		
C-39	Glow relay	C-81	ABS modulator FR (LH) *6		
C-40	Glow relay	C-82	Tail harness (T-11) *6		
C-41	Air flow sub harness	C-83	Tail harness (T-12) *6		
C-42	Fusible link (100A)	C-84	Starter (C)		
C-43	Fusible link (100A)	C-85	Diode		
C-44	Fusible link (50A)	C-86	Unit harness (U-21)		
C-45	Fusible link (50A)	C-87	Unit harness (U-22) *1		
C-46	Fusible link (80A)	C-88	Unit harness (U-23) *2		
C-47	Fusible link (50A)	C-89	Main transmission connector *1		
		C-90	Intake throttle sensor		

*1: ATM only

*2: MTM only

*3: UD1800HD, UD2000 only

*4: UD2300, UD2600 only

*5: Except for UD3300

*6: UD3300 only

*7: UD2600 only

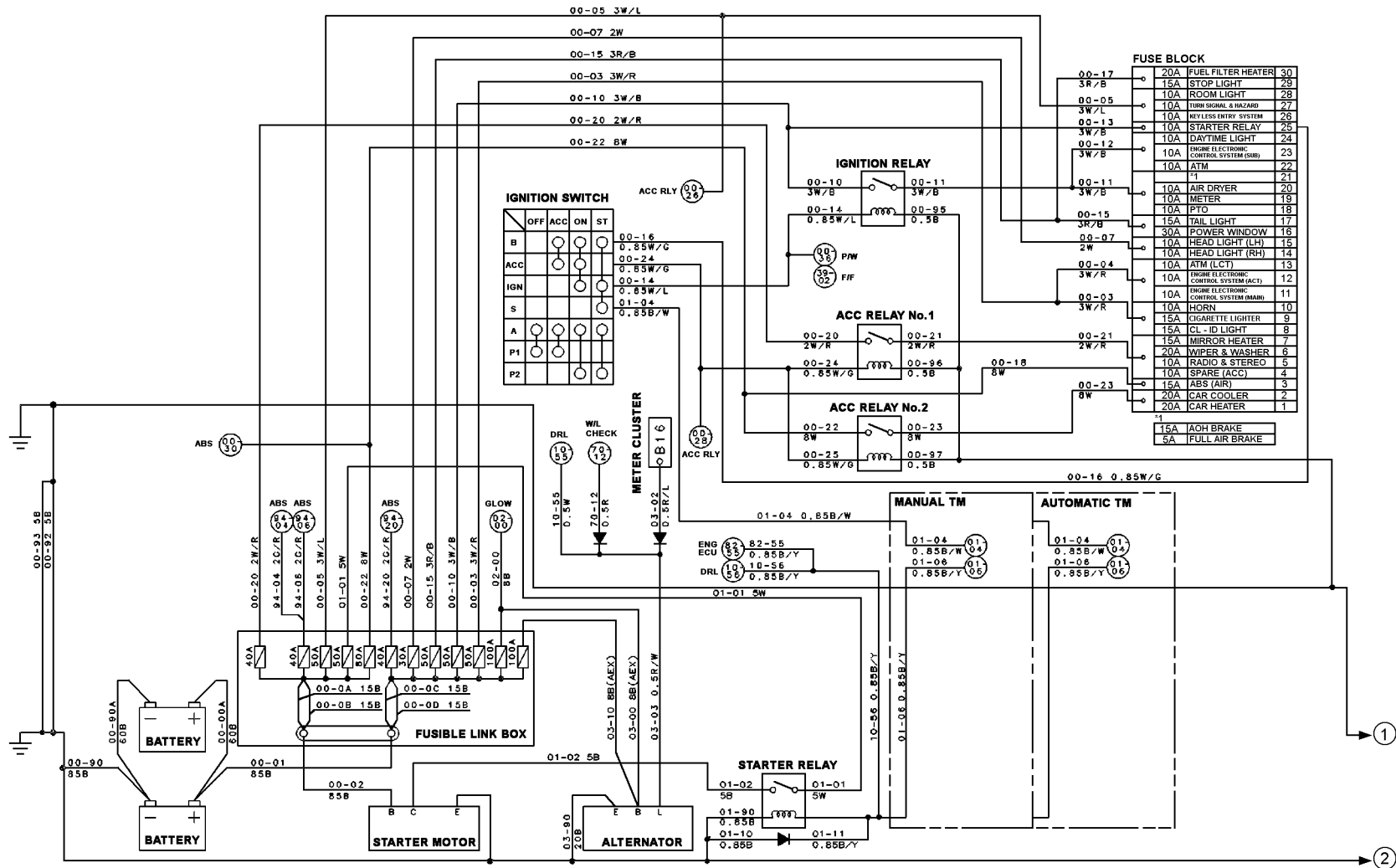
HARNESS CONNECTOR INFORMATION

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.

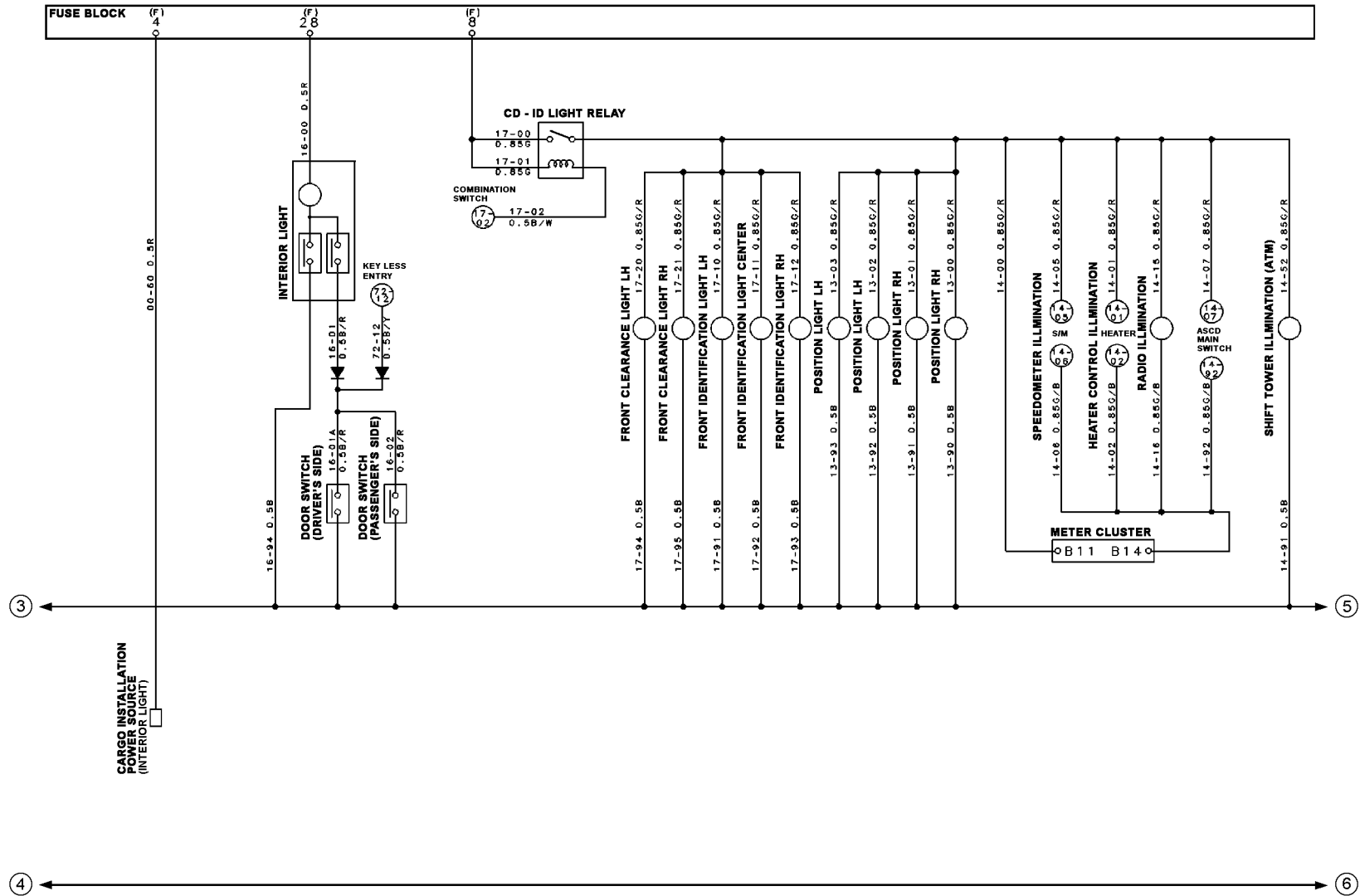
Classification		Drawing examples		Actual		Classification		Drawing examples		Actual	
Type		Male	Female	Male	Female	Type		Male	Female	Male	Female
C type	2-pole (W)					W type	4-pole (W)				
	3-pole (W)					Z type	2-pole (GY)				
	4-pole (W)						3-pole (GY)				
	4-pole (BR)						4-pole (GY)				
	8-pole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

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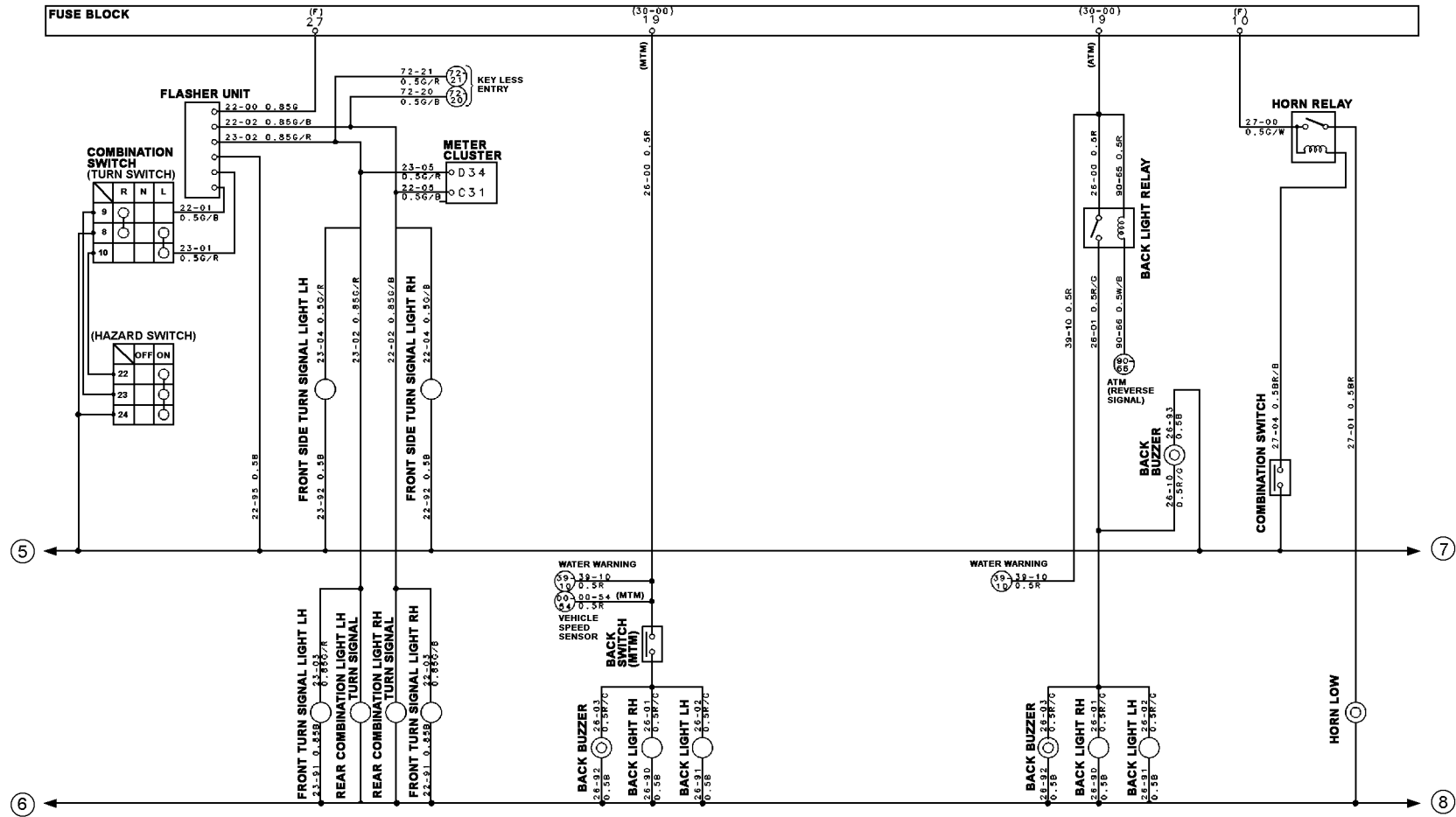
WEL222C



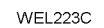




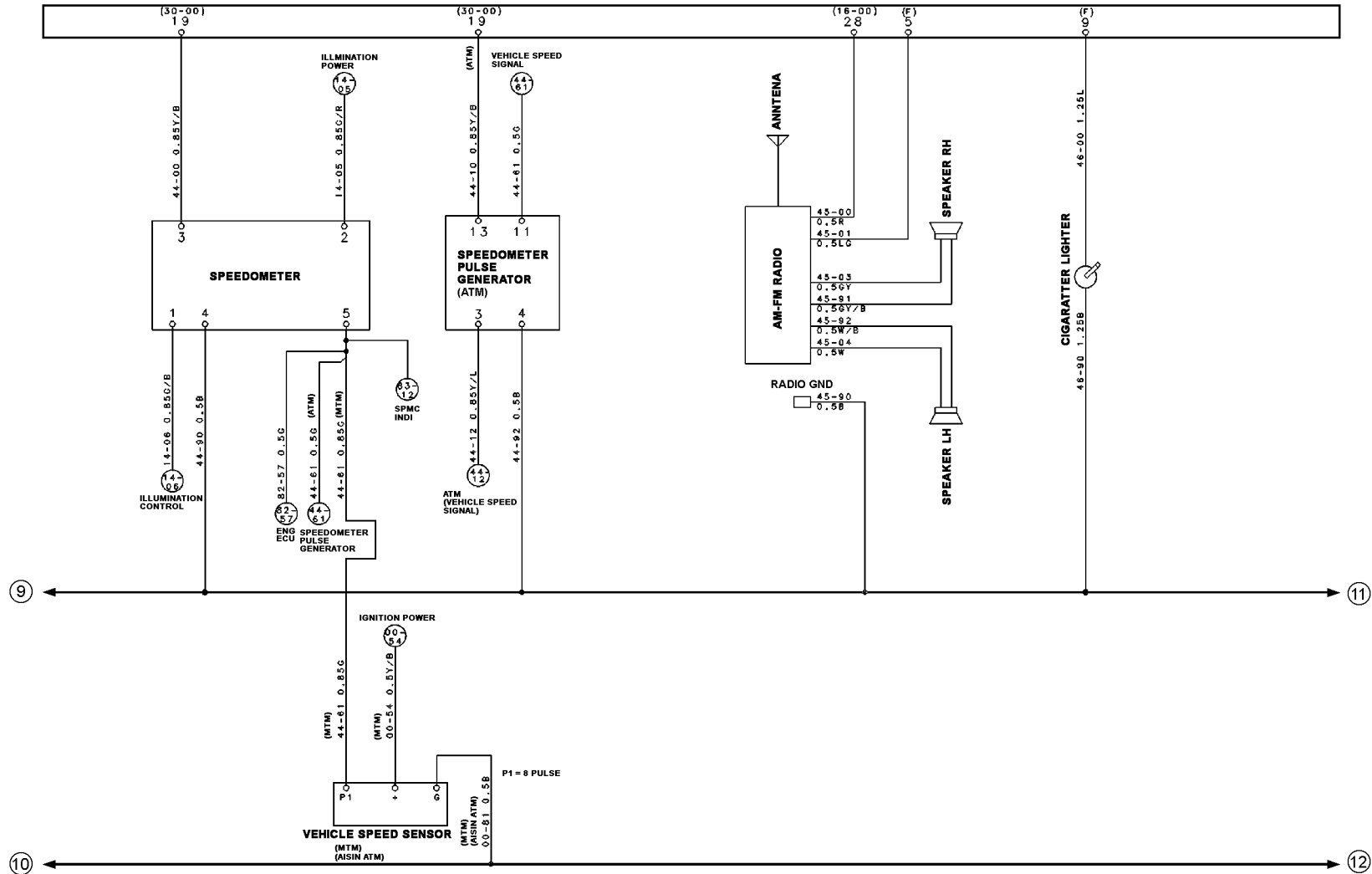
WEL079C



WEL080C

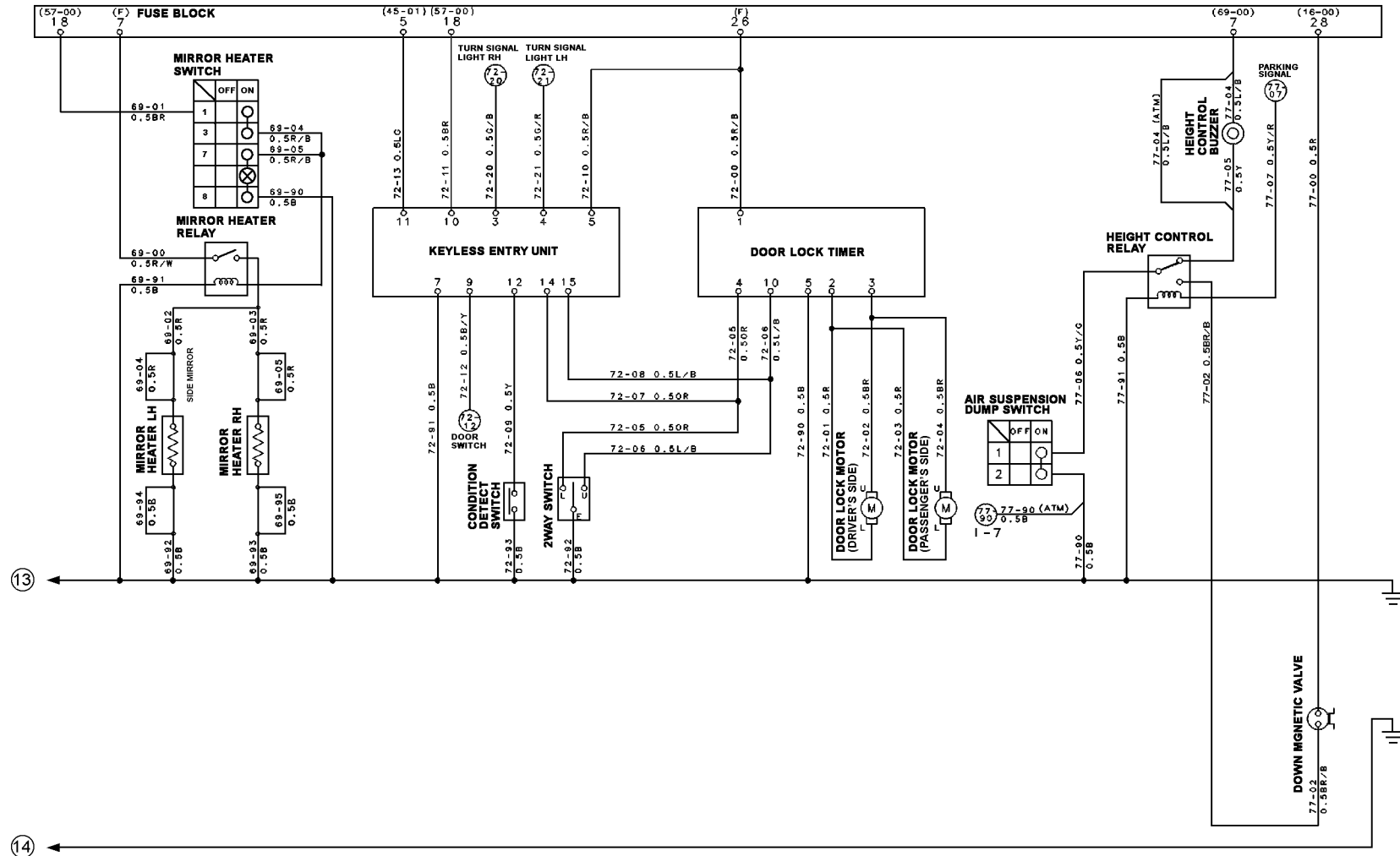




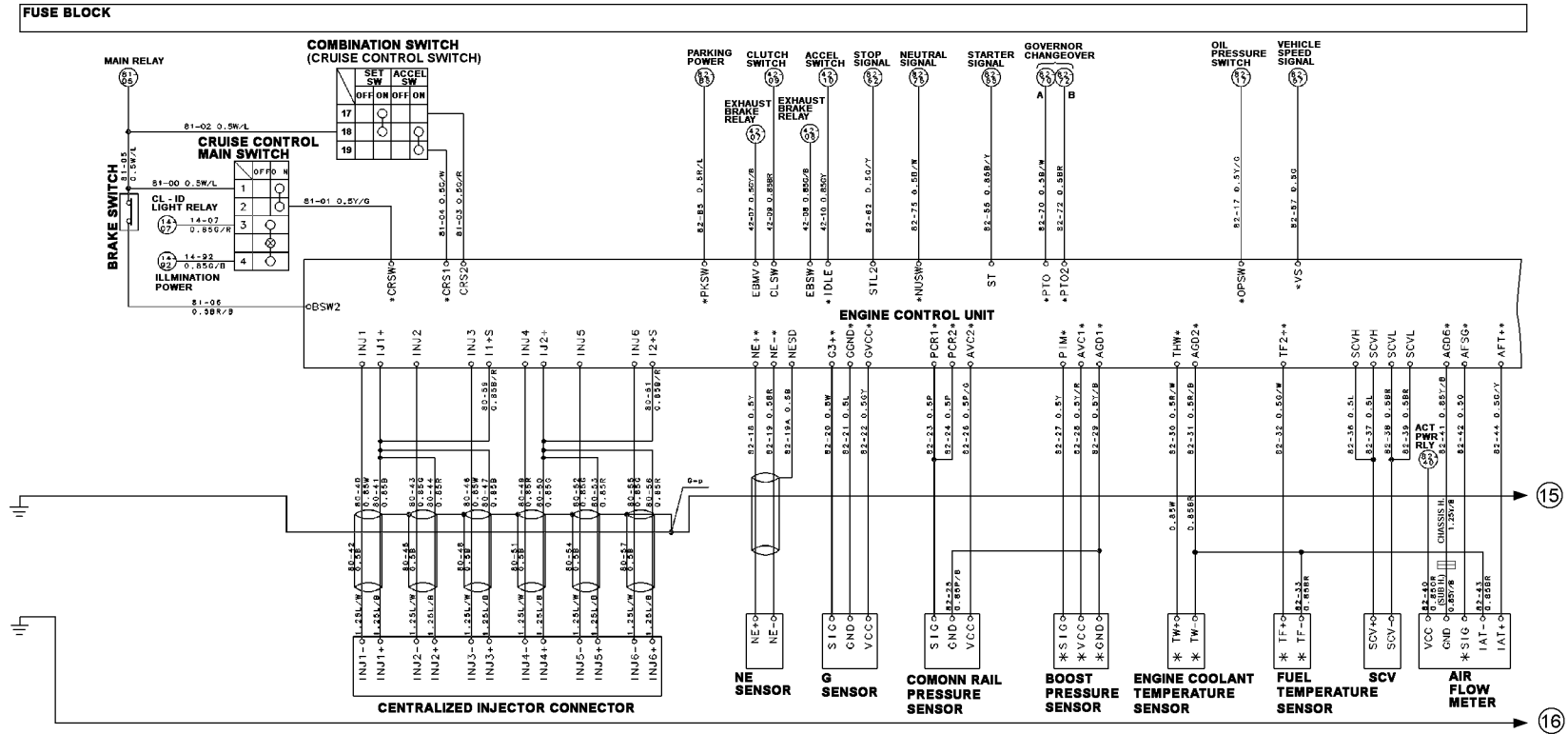


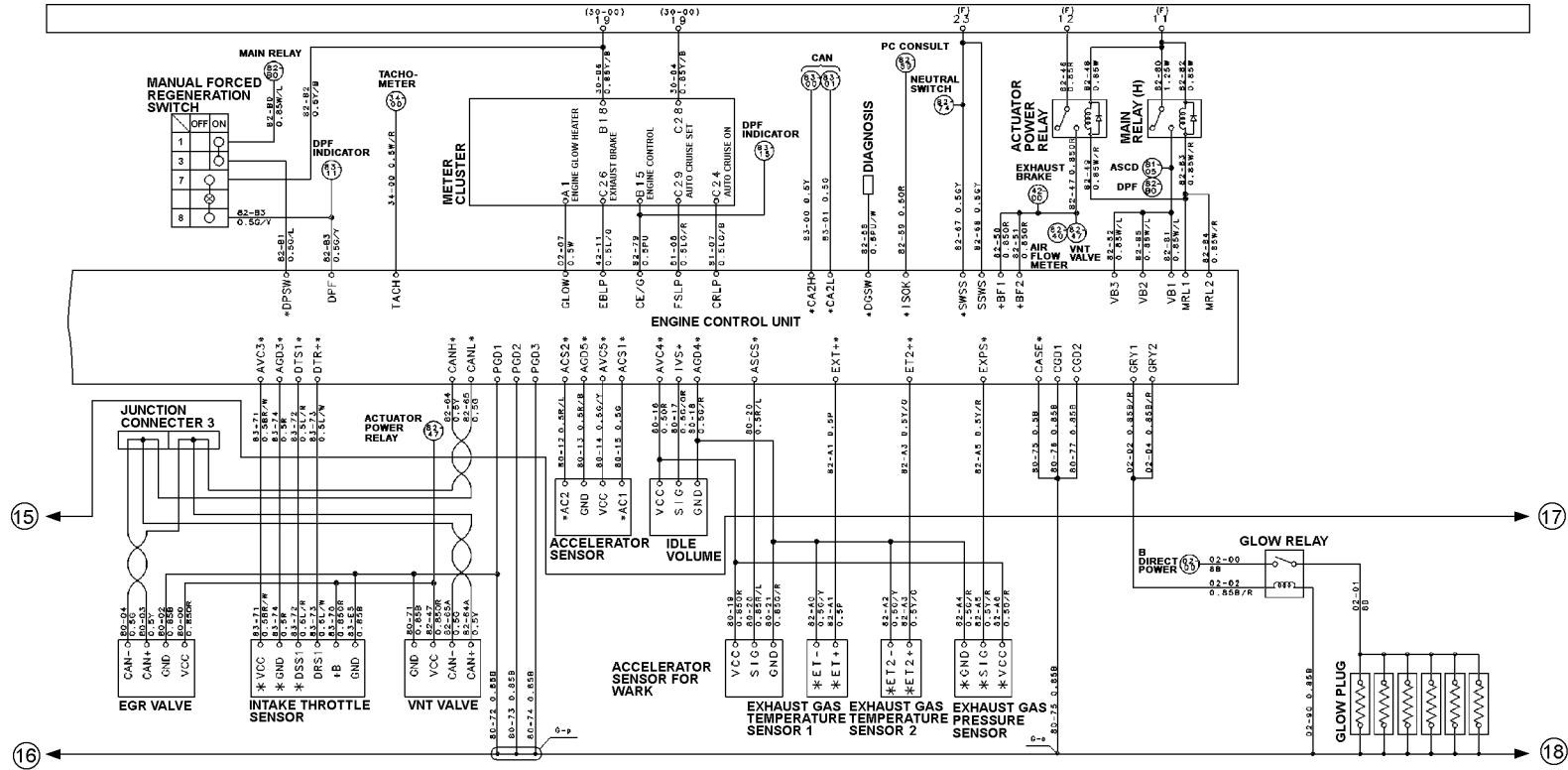
WEL083C

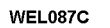




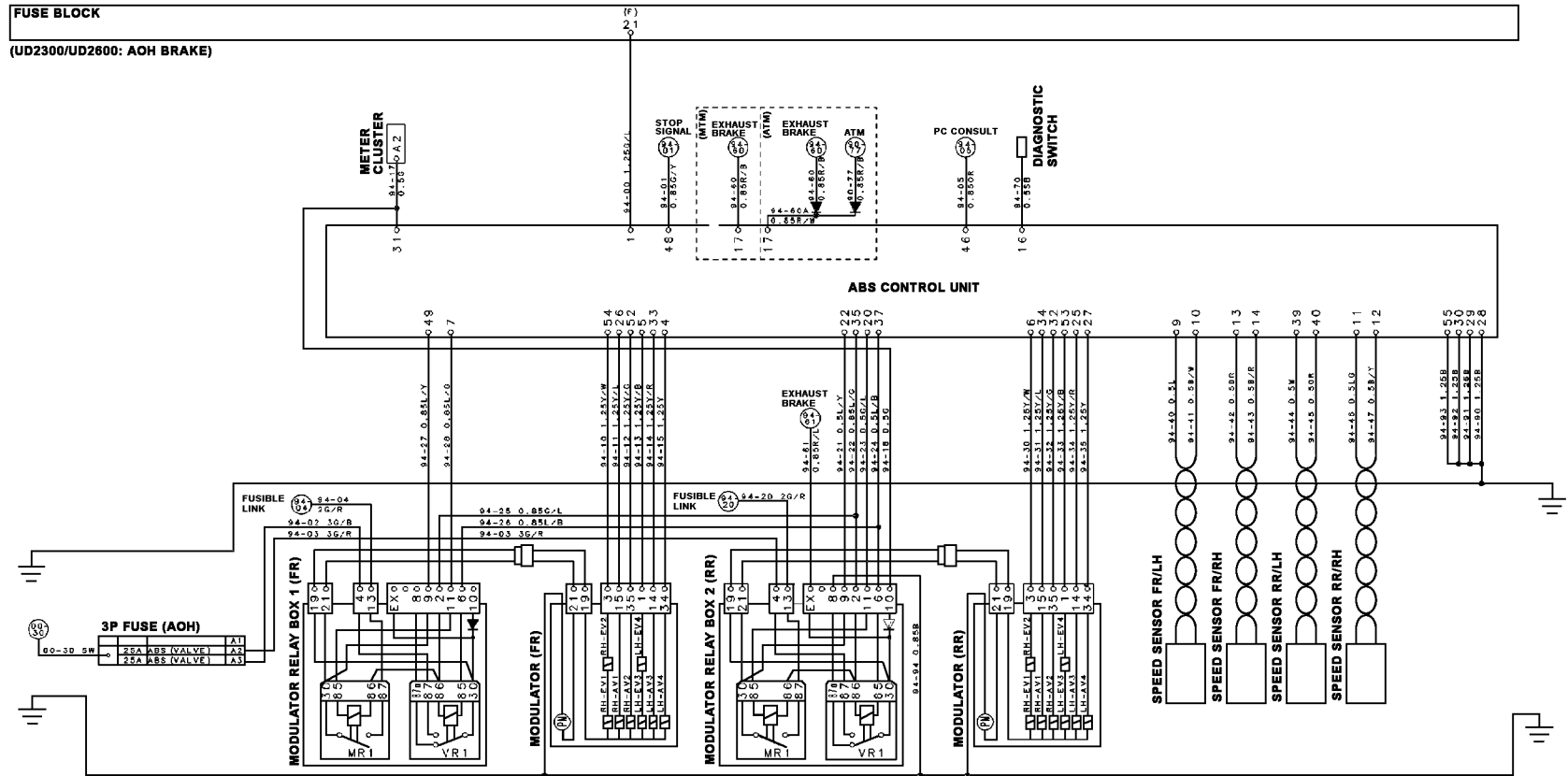
WEL224C





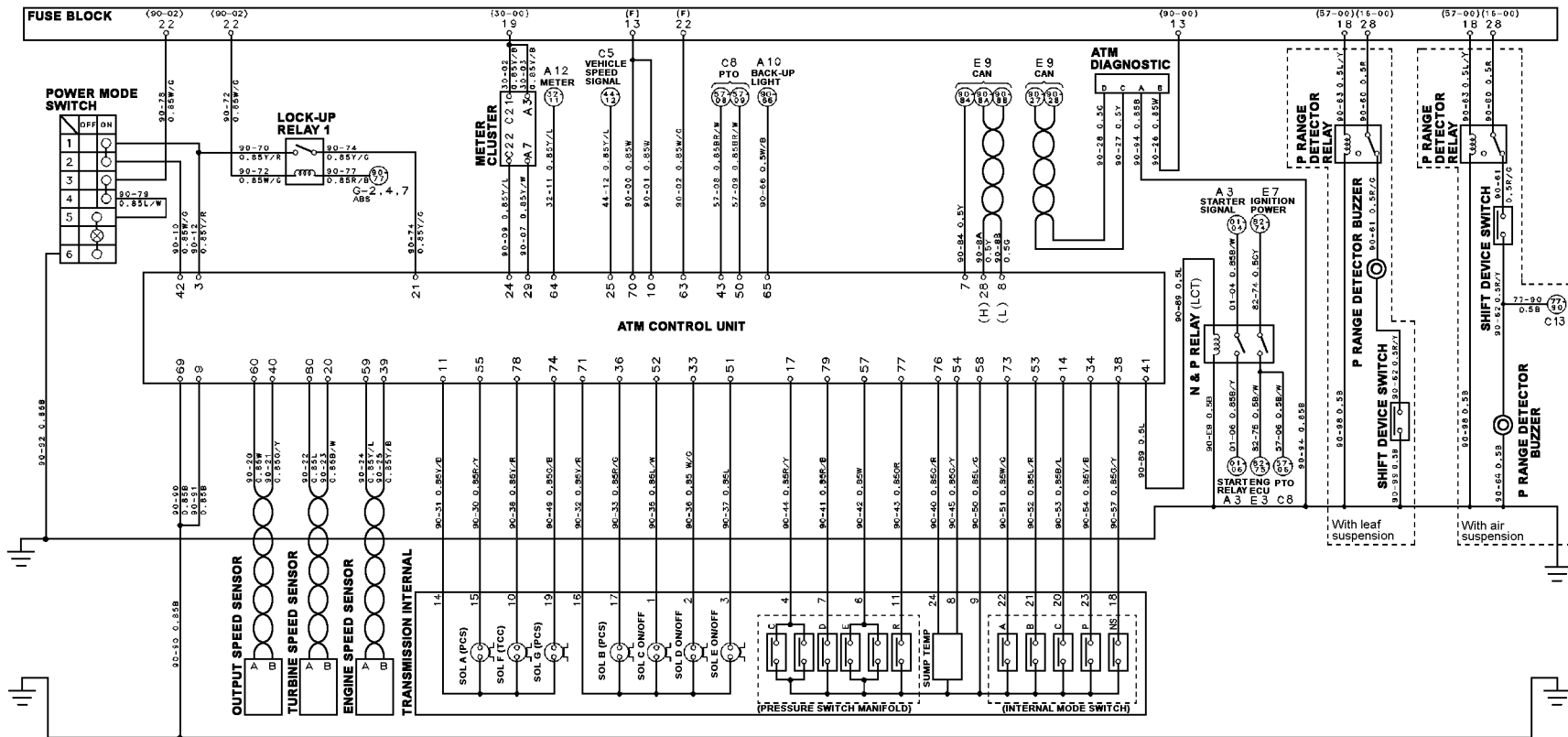




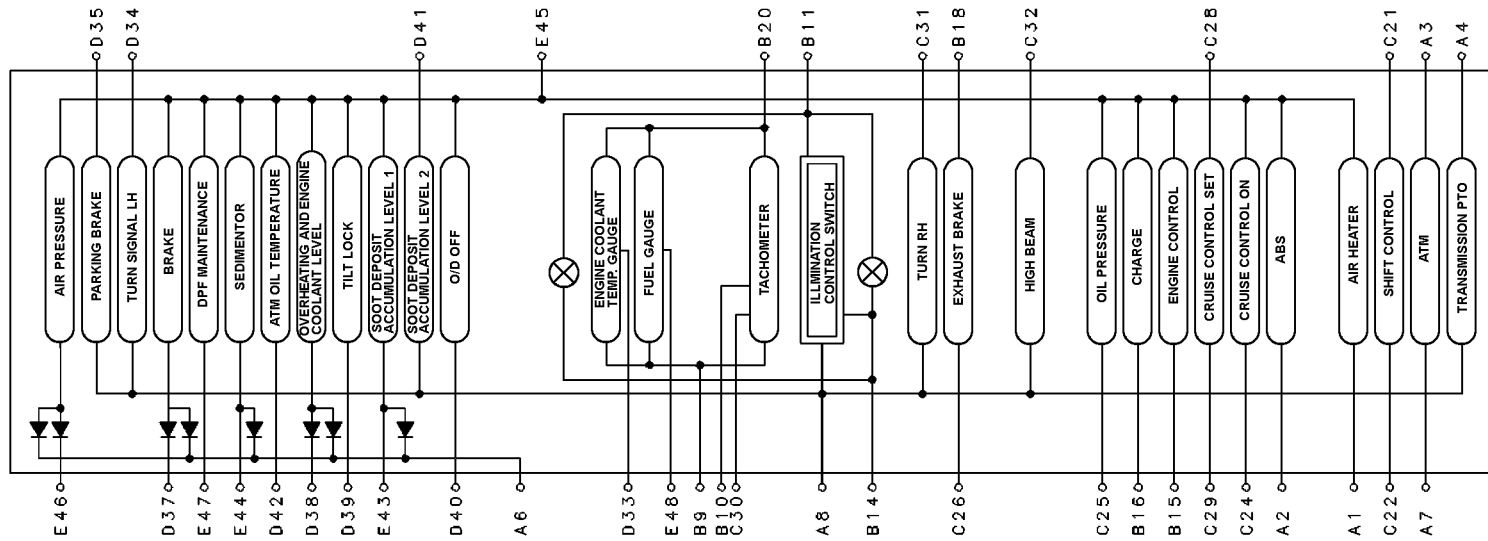


WEL089C





METER CLUSTER



24005 30Z3B 04

WEL225C



2009 MY

BODY BUILDER'S BOOK

UD3300/PKC371 SWEEPER

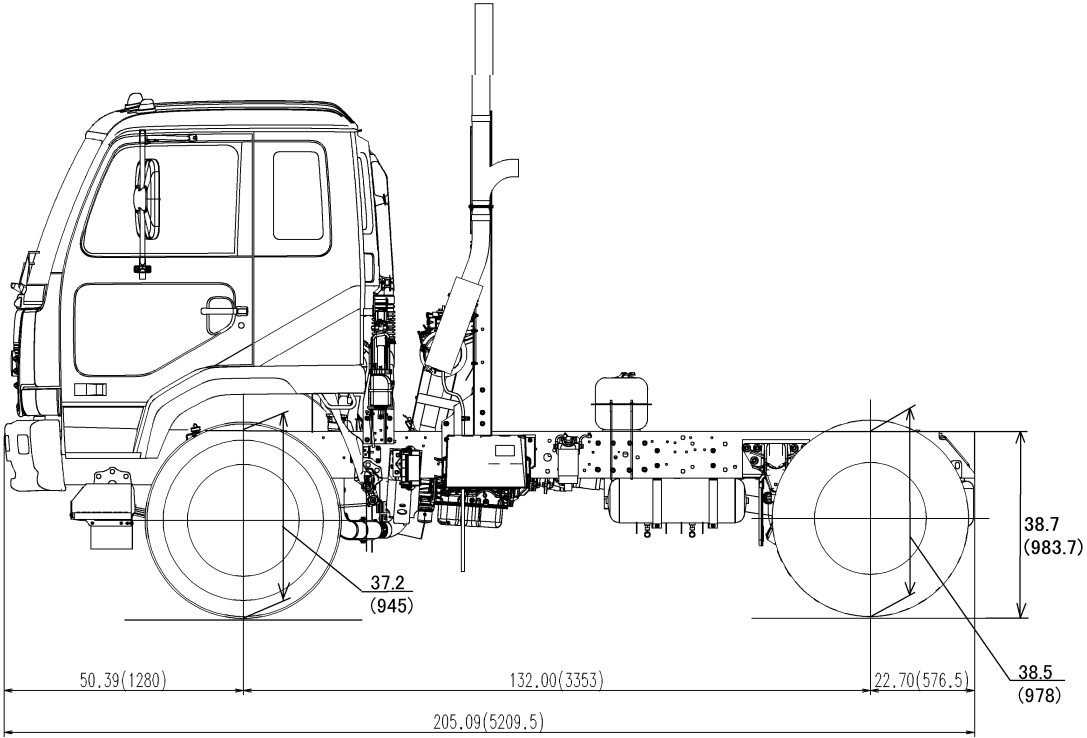
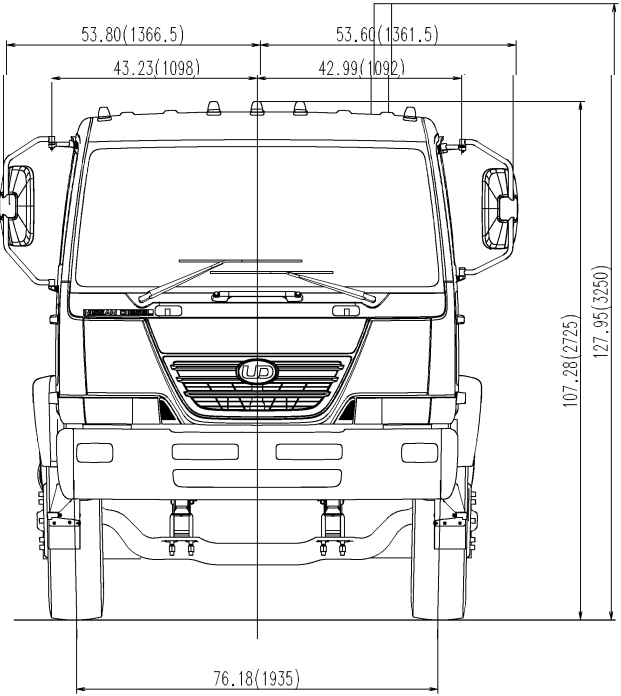
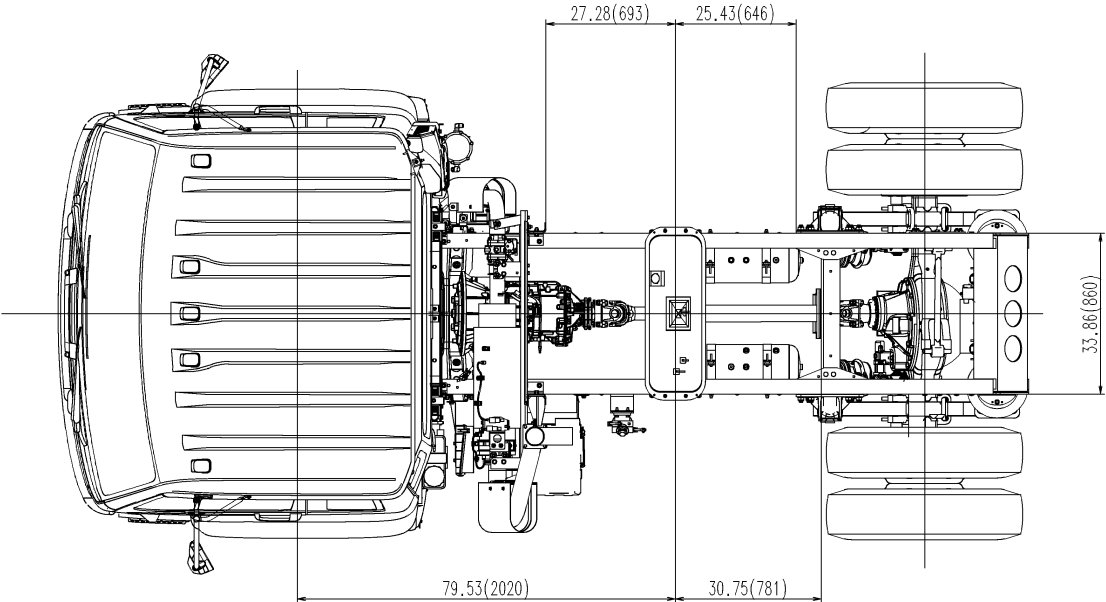
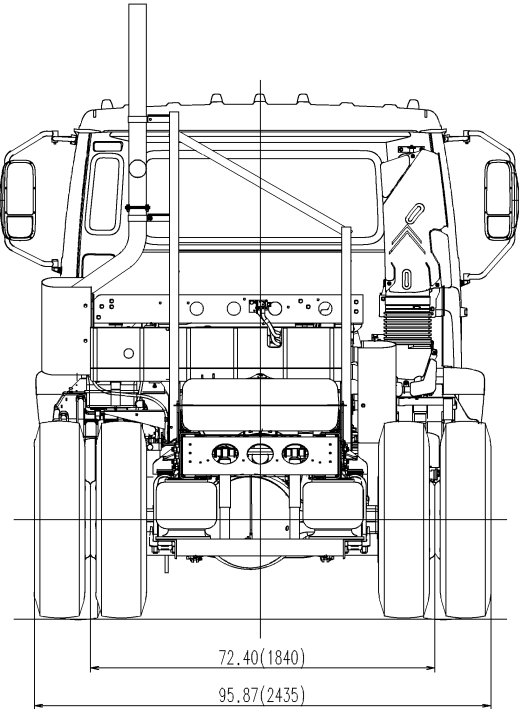
CHASSIS-CAB DIMENSIONS AND MASSES

UD3300 SERIES(RIGHT-HAND STEERING, ROAD SWEEPING USE)

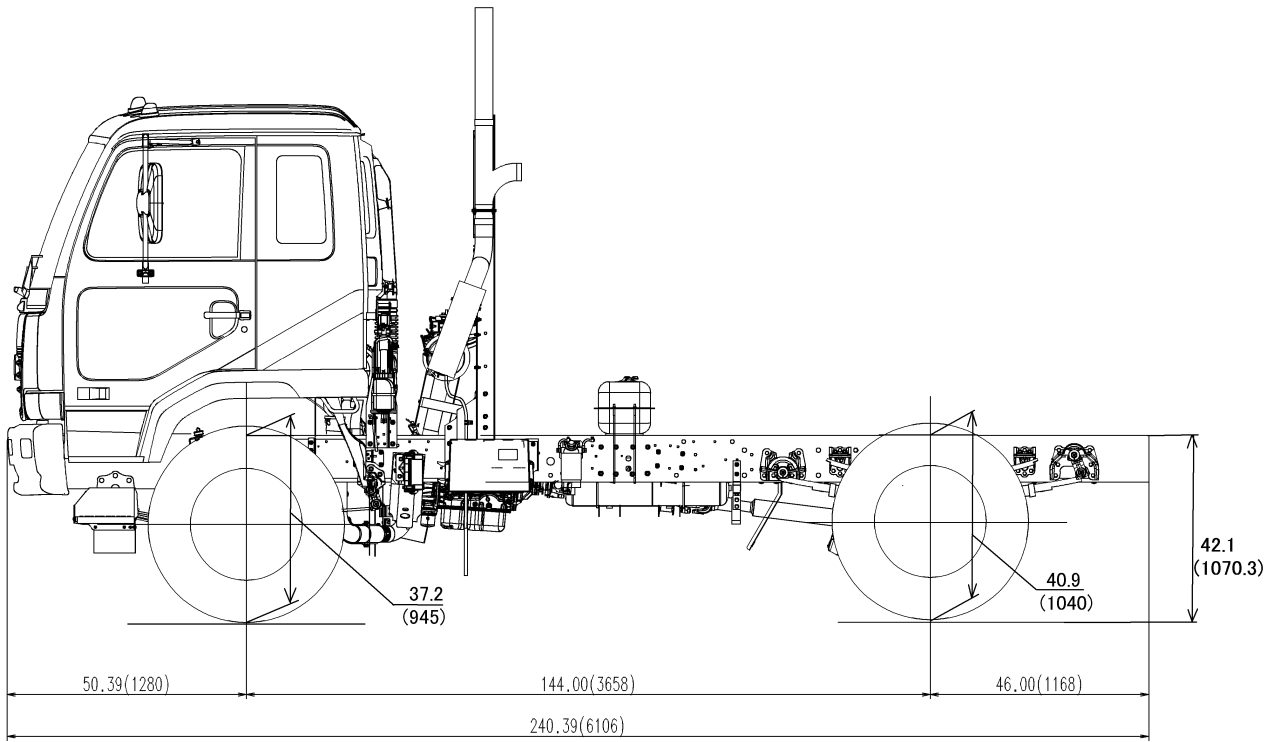
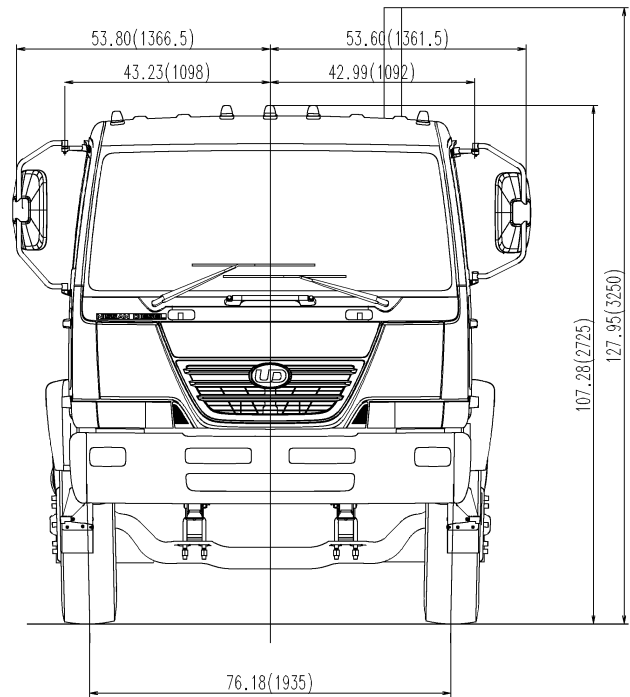
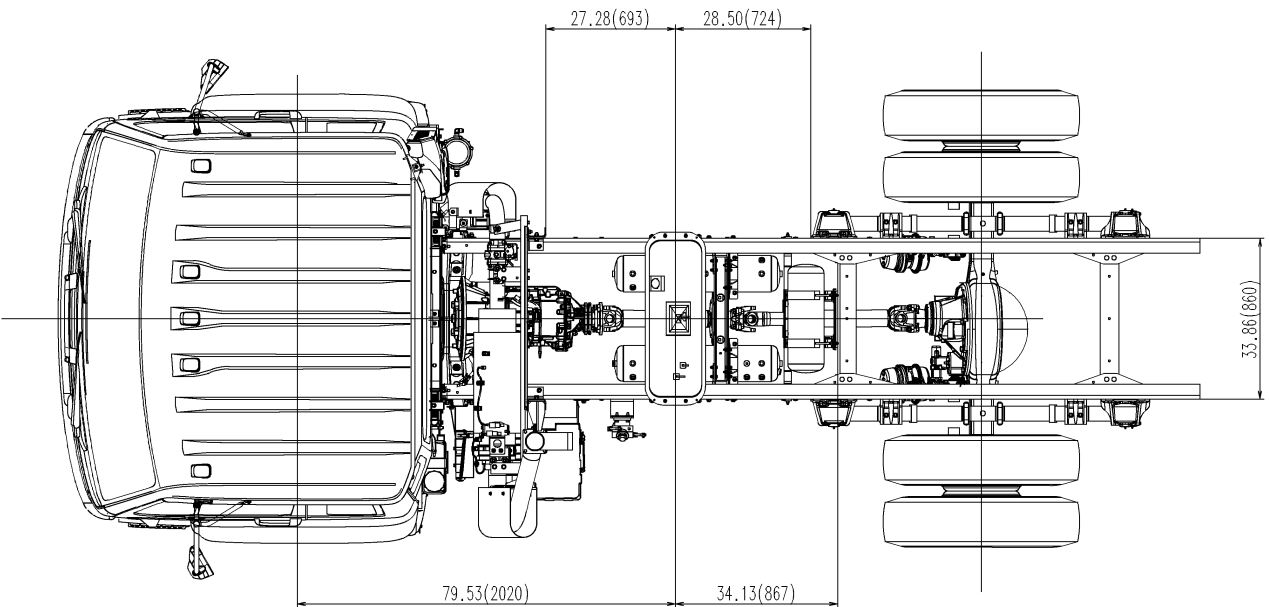
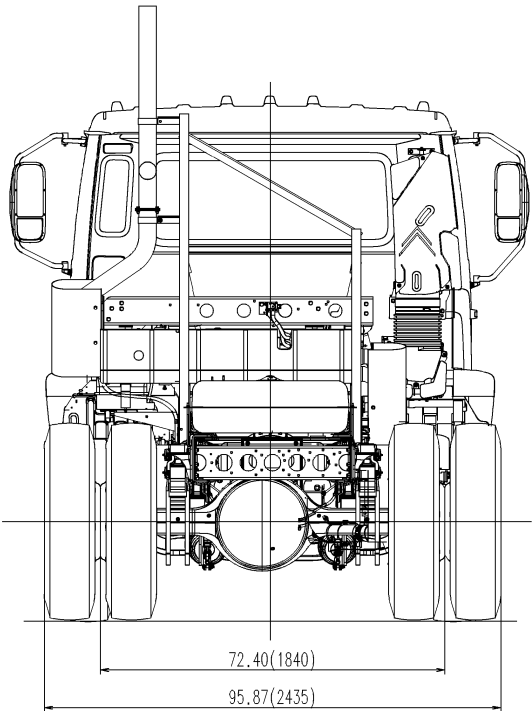
MODEL		UD3300C	UD3300D	UD3300F
SUSPENSION(REAR)		AIR	LEAF	LEAF
DDIMENSIONS Unit: inch (mm)				
WHEELBASE		132 (3,353)	144 (3,658)	164 (4166)
OVERALL LENGTH		205.09 (5,210)	240.39 (6,106)	250.80 (6,371)
OVERALL WIDTH		96.65 (2,455)	96.65 (2,455)	96.65 (2,455)
OVERALL HEIGHT		127.95 (3,250)	127.95 (3,250)	127.95 (3,250)
CAB TO REAR AXLE CENTER		79.76 (2,026)	91.77 (2,331)	111.77 (2,839)
MASSES Unit: lb. (kg)				
CHASSIS-CAB	FRONT	6,040 (2,740)	6,130 (2,780)	6,215 (2,820)
	REAR	3,640 (1,650)	3,815 (1,730)	3,900 (1,770)
	TOTAL	9,680 (4,390)	9,945 (4,510)	10,115 (4,590)
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		6,175 (2,800) x 2		
REAR TIRE		5,840 (2,650) x 4		

NOTE: OVERALL HEIGHT CONTAINS EXHAUST PIPE
STANDARD SPECIFICATION WITH 11R22.5-14PR(G) TIRES

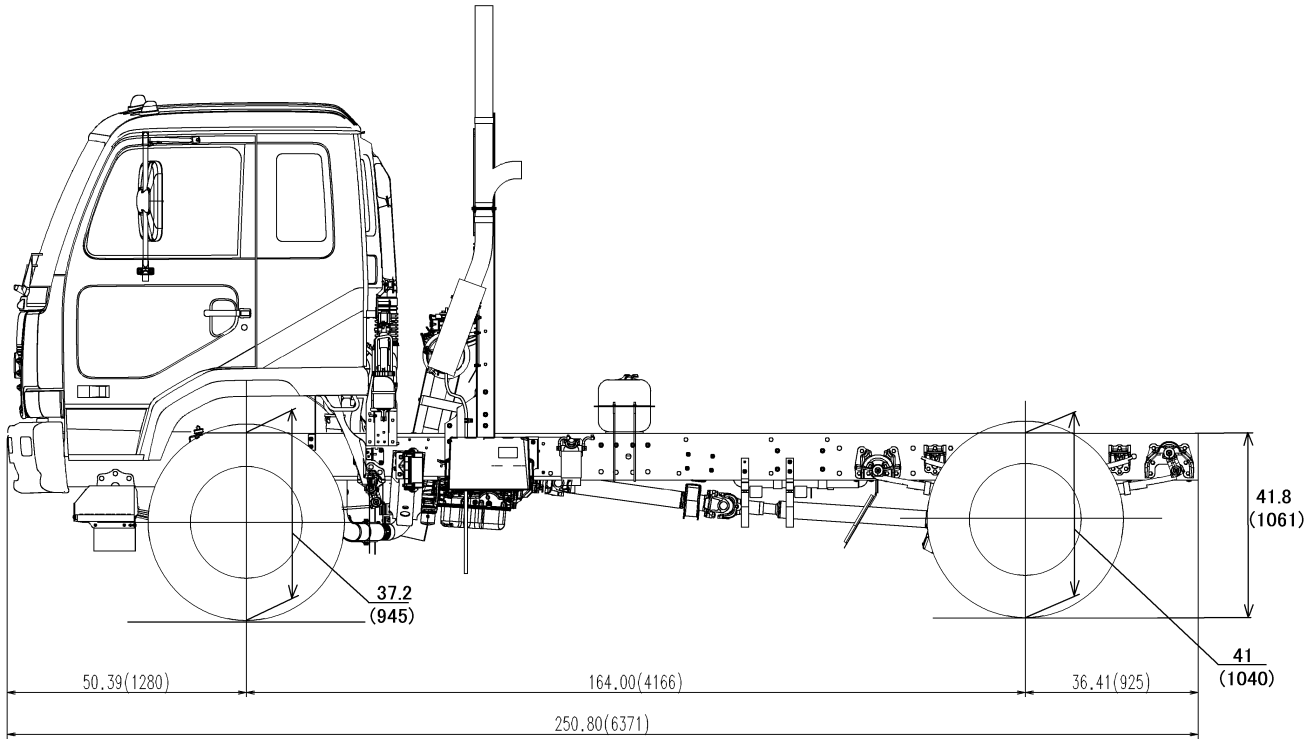
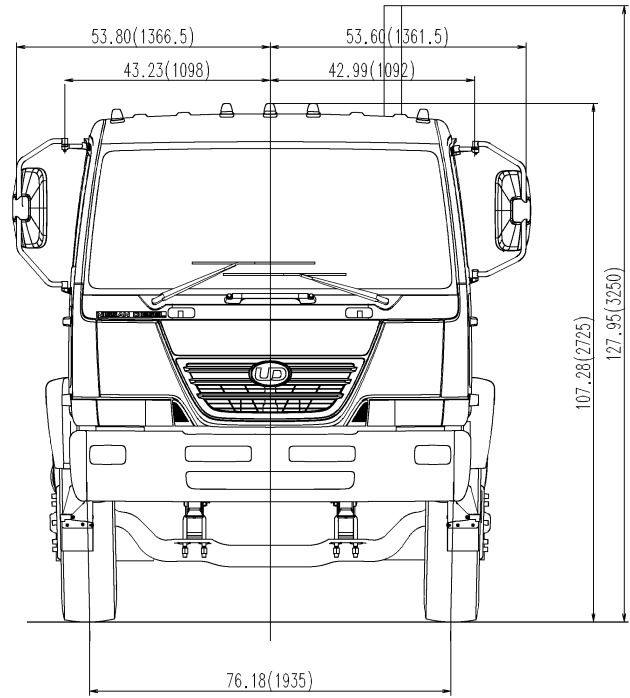
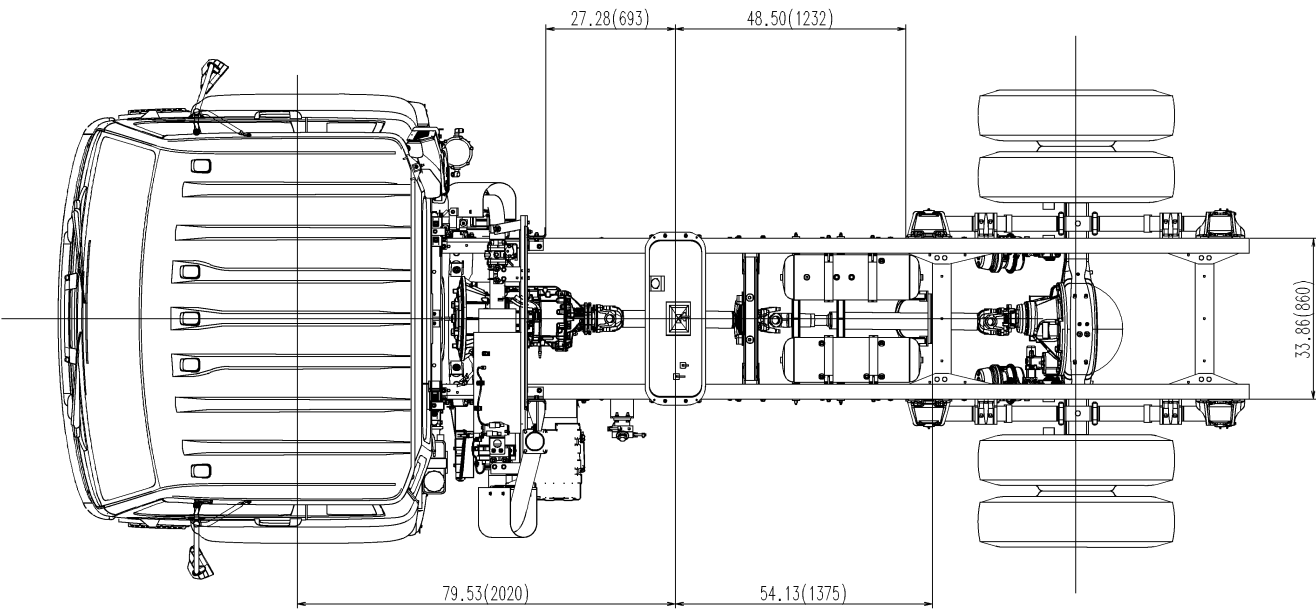
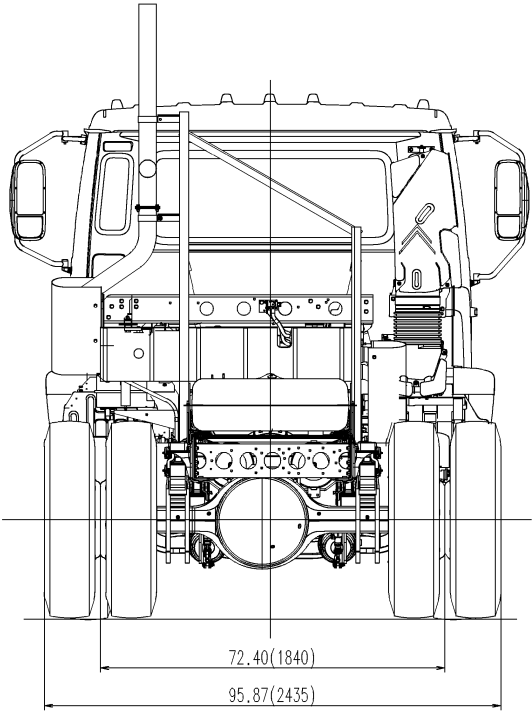
CHASSIS DIAGRAM



UD3300C(PKC371CR5N)

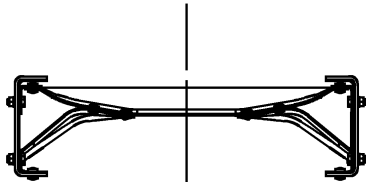
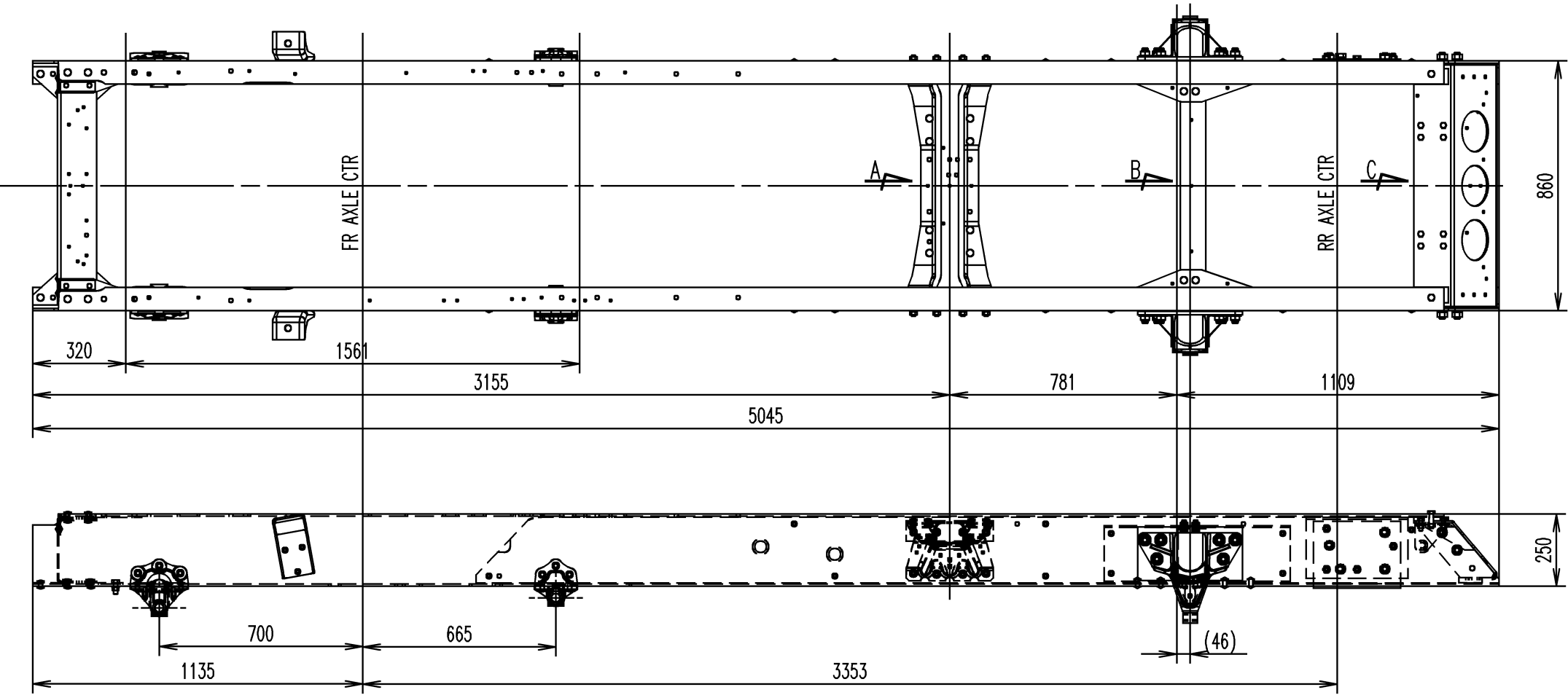


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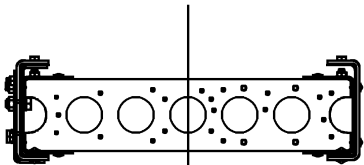


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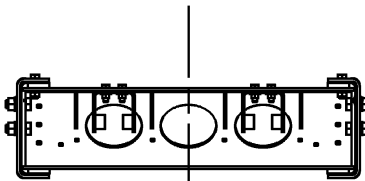
FRAME DATA



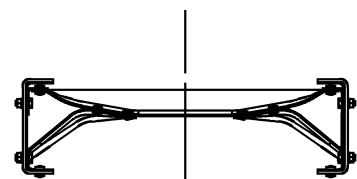
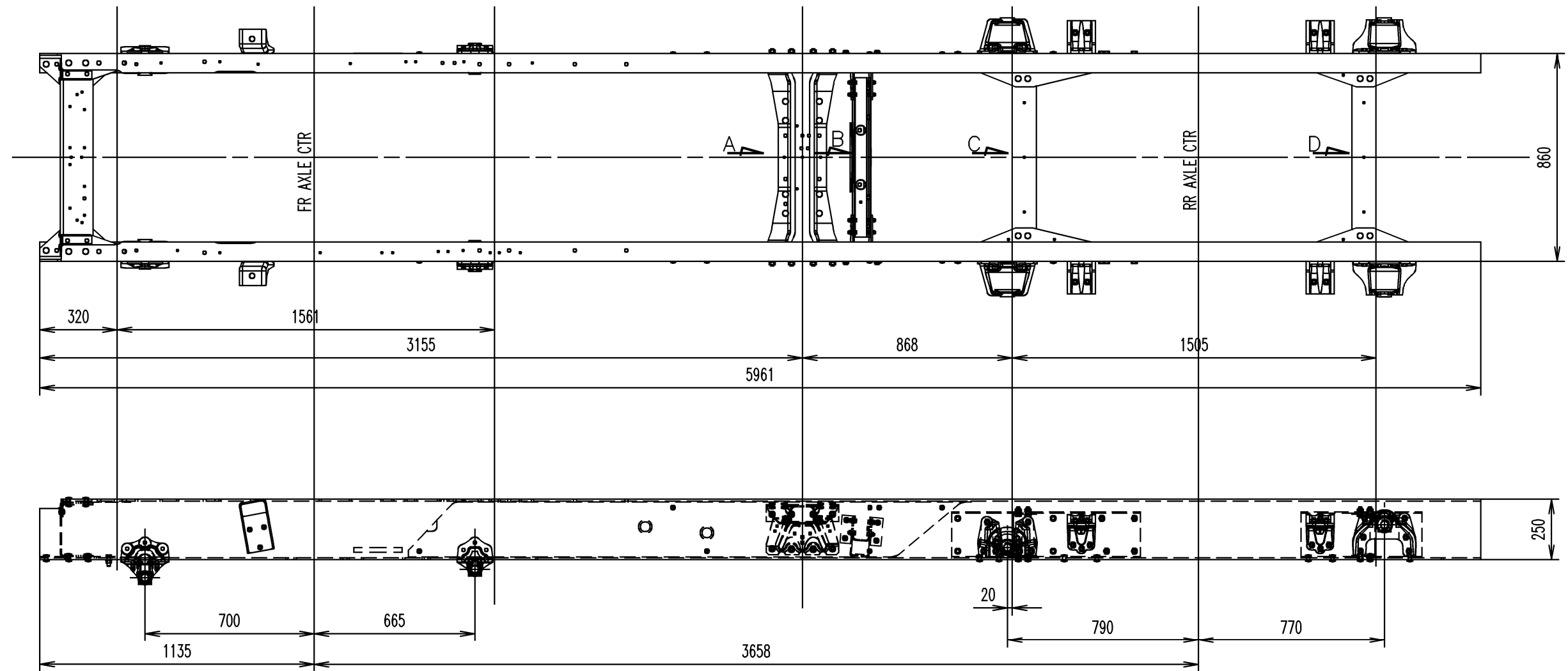
矢視 A



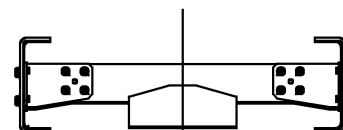
矢視 B



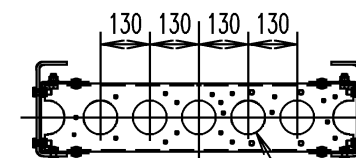
矢視 C



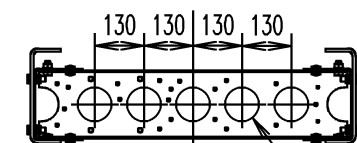
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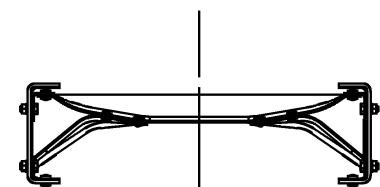
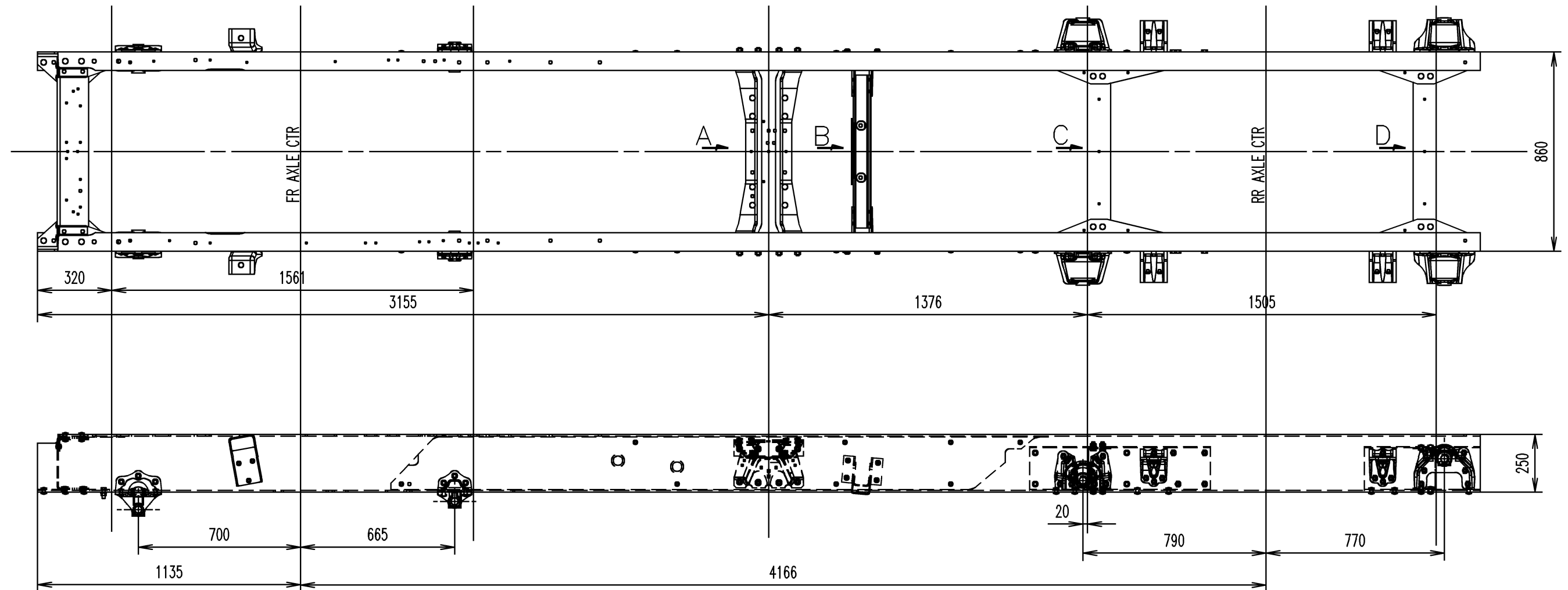
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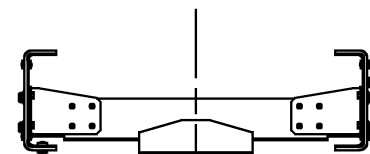
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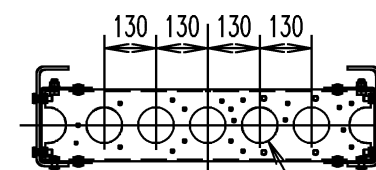
矢視 D



矢視 A

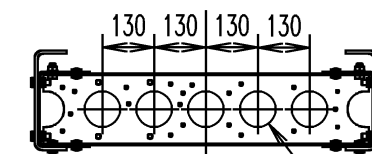


矢視 B



矢視 C

5- ϕ 90



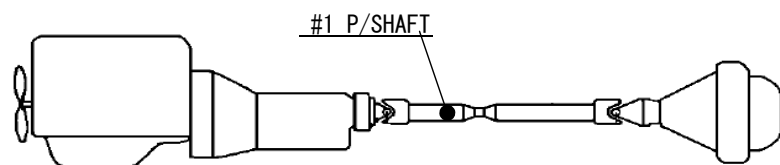
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5- ϕ 90

PROPELLER SHAFT DATA

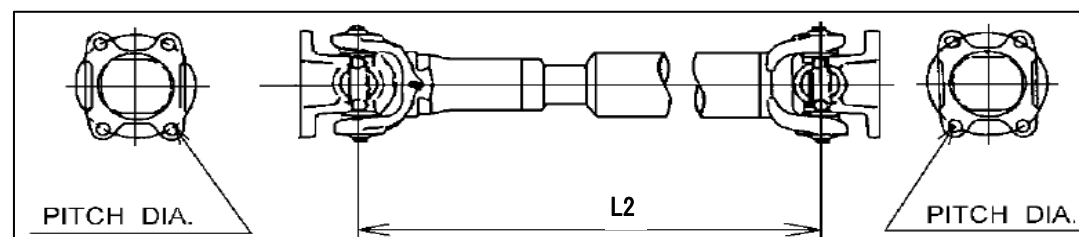
<https://truckmanualshub.com/>

UD3300C

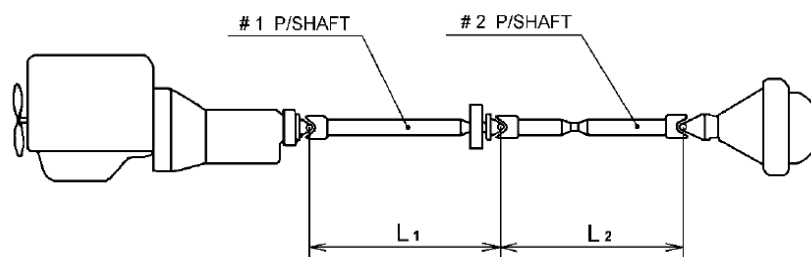


TYPE : PS420

Unit : inch (mm)

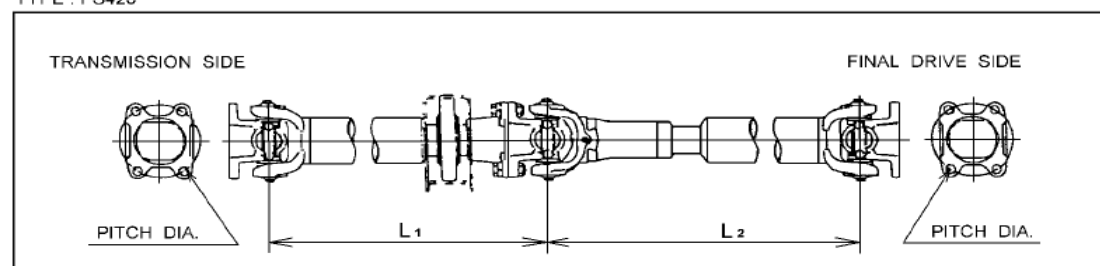


UD3300D, UD3300F



TYPE : PS420

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.

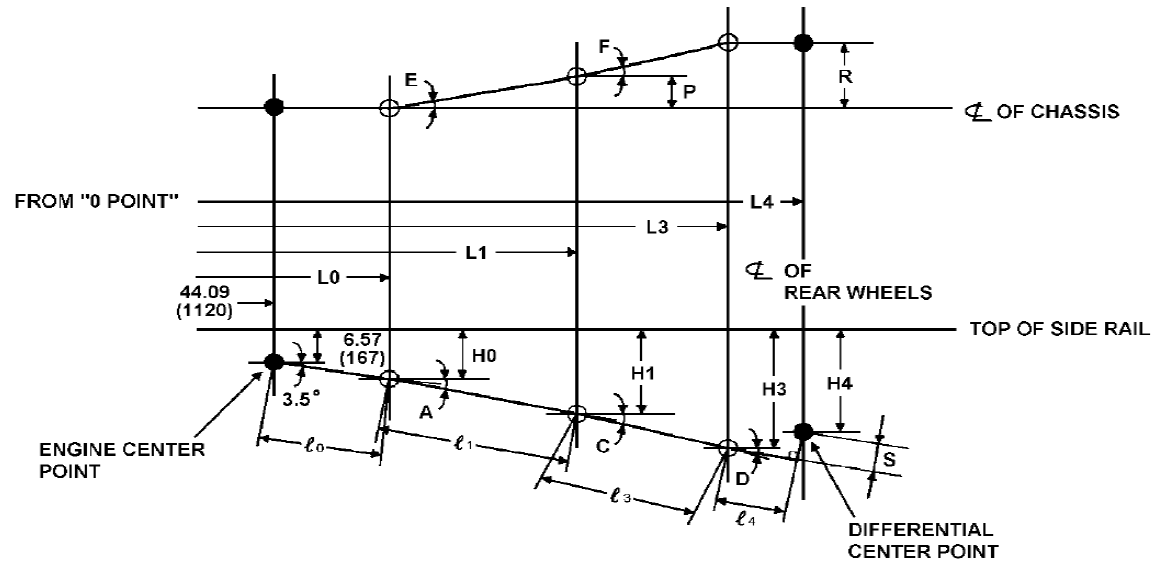
	T/M TYPE	P/S MODEL	INSTALLING LENGTH		P/S DIMENSION OD×ID×T	PERMISSIBLE LENGTH		
			L1	L2		※ L1	L2 MAX	L2 MIN
UD3300C	ATM	PS420	—	48.86 (1241.16)	3.54×3.23×0.16 (90×82.0×4.0)	—	1257	1223
UD3300D	ATM	PS420	28.66 (728)	32.2 (817.83)	3.54×3.23×0.16 (90×82.0×4.0)	28.66 (728)	818	812
UD3300F	ATM	PS420	35.35 (898)	45.2 (1147.22)	3.54×3.23×0.16 (90×82.0×4.0)	35.35 (898)	1150	1145

OD: OUTSIDE DIAMETER "L₁" IS CONSTANT VALUE

ID : INSIDE DIAMETER

T : THICKNESS

UD3300C, UD3300D, UD3300F



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

NOTE:
THE PROPELLER SHAFT SHOULD NOT BE SHORT-
ENED TO A LENGTH SHORTER THAN THE SHORT-
EST 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 COR-
RESPOND WITH A WHEELBASE OFFERED BY
NISSAN DIESEL MOTOR CO., LTD.

MODEL	TRANSMISSION	Lo	Ho	<i>LO</i>
UD3300C	ATM 2500 SERIES	98.66 (2506)	9.92 (252)	54.69 (1389)
UD3300D				
UD3300F				

MODEL		TRANSMISSION	L1	H1	L3	H3	L4	H4	$\ell 1$	$\ell 3$	$\ell 4$	A	C	D	E	F	P	R	S
CHASSIS-CAB	US3300C	ATM 2500 SERIES	–	–	147 (3736.46)	16.79 (–426.36)	164 (4168)	18.66 (–474)	–	48.86 (1241.16)	16.93 (430)	7.71°	–	10.5°	0.06°	–	–	0.047 (1.2)	1.25 (31.8)
	US3300D	ATM 2500 SERIES	127.2 (3231)	13.02 (–330.6)	158.56 (4027.3)	20.37 (–517.35)	175.64 (4461.21)	20.95 (–532.2)	28.66 (728)	32.2 (817.83)	16.93 (430)	5.58°	13.8°	6.16°	0°	0.09°	0	0.047 (1.2)	1.25 (31.8)
	US3300F	ATM 2500 SERIES	133.82 (3398.93)	14.17 (–359.92)	178.56 (4535.3)	20.37 (–517.35)	195.64 (4969.21)	20.95 (–532.2)	35.35 (898)	45.2 (1147.22)	16.93 (430)	6.4°	7.99°	6.16°	0°	0.06°	0	0.047 (1.2)	1.25 (31.8)
LOADED (GVW)	US3300C	ATM 2500 SERIES	–	–	147 (3736.46)	16.79 (–426.36)	164 (4168)	18.66 (–474)	–	48.86 (1241.16)	16.93 (430)	7.71°	–	10.5°	0.06°	–	–	0.047 (1.2)	1.25 (31.8)
	US3300D	ATM 2500 SERIES	127.2 (3231)	13.02 (–330.6)	159 (4038.43)	17.45 (–443.18)	176.08 (4472.4)	18 (–456.36)	28.66 (728)	32.1 (815.16)	16.93 (430)	5.58°	8.11°	5.94°	0°	0.09°	0	0.047 (1.2)	1.25 (31.8)
	US3300F	ATM 2500 SERIES	133.82 (3398.93)	14.17 (–359.92)	179 (4546.43)	17.45 (–443.18)	196.08 (4980.4)	18 (–456.36)	35.35 (898)	45.3 (1150.52)	16.93 (430)	6.4°	4.04°	5.94°	0°	0.06°	0	0.047 (1.2)	1.25 (31.8)