



2006 MY

BODY BUILDER'S BOOK

UD1800HD/MKA370

UD2000/MKB370

UD2300/LKC370

UD2600/PKA370

UD3300/PKC370

Pubrication No. BBL3U06E00
0412DRD-14150-S

CONTENTS

IMPORTANT NOTICE	1
-------------------------------	----------

A : GENERAL INFORMATION

INCOMPLETE VEHICLES-SUBSEQUENT MANUFACTURERS AND CERTIFICATION	A1
TERMS (AS DEFINED BY THE U.S. NATIONAL TRAFFIC AND MOTOR VEHICLE SAFETY ACT AND REGULATIONS) ...	A2
LIST OF MOTOR VEHICLE SAFETY STANDARDS AND REGULATIONS APPLICABLE TO TRUCKS WITH A GVWR GREATER THAN 10,000 POUNDS	A3
NOISE EMISSION CONTROL SYSTEMS AND MODIFICATIONS ...	A3
EMISSION CONTROL SYSTEMS AND MODIFICATIONS	A4
LABEL AND IDENTIFICATION PLATE	A5~A6

B : CHASSIS-CAB DATA

CHASSIS-CAB DATA CHART	B1
CONVERSION FACTORS.....	B1
CHASSIS-CAB DIMENSIONS AND MASSES	B2~B7
CHASSIS DIAGRAM FRONT AND REAR VIEW	B8~B9
CHASSIS DIAGRAM PLAN AND SIDE VIEW	B10~B29
REAR-OF-CAB DATA.....	B30
AXLE AND WHEEL DATA.....	B31~B33
CAB DATA	B34
FRAME DATA.....	B35~B45
SIDE RAIL DATA	B46~B51
BATTERY BOX DATA	B52

BRAKE POWER UNIT AND AIR RESERVOIR DATA	B53~B54
WHEEL PARKING BRAKE DATA.....	B55~B57
EXHAUST PIPE AND MUFFLER DATA.....	B58~B60
FUEL TANK DATA	B61~B63
TRANSMISSION P.T.O. DATA.....	B64
TRANSMISSION P.T.O. OPENING DATA	B65
SPRING DATA.....	B66~B70
PROPELLER SHAFT DATA	B71~B88
RECOMMENDED POSITION USED FOR NO.1 U-BOLTS WHICH CONNECT EQUIPMENT AND FRAME	B89~B90

C : BODY INSTALLATION INFORMATION

INFORMATION CHART	C1
ENGINE EXTERNAL VIEW.....	C2~C4
BRAKE SYSTEM DIAGRAM.....	C5~C7
FRAME HEIGHT CALCULATION	C8
SUB-FRAME AND BODY INSTALLATION.....	C9~C18
ELECTRIC WIRING INFORMATION	C19~C23
ENGINE CONTROL	C24~C27
WIRING DIAGRAM INFORMATION.....	C28~C53

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.

Regulations such as those issued by the Federal Highway Administration or issued pursuant to the Occupational Safety and Health Act (OSHA) and/or state and local laws and regulations may require installation of additional equipment for the particular use intended for the vehicle. Nothing contained herein is to be construed as a representation that such equipment required for the particular use intended 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.

**© 2004 NISSAN DIESEL MOTOR CO., LTD
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/MKA370, UD2600/PKA370 UD2000/MKB370, UD2300LP/LKC370, UD3300/PKC370 UD2300DH/LKC370			
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.			

WBM932A

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.

LIST OF 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

49 CFR Part 574	TIRE IDENTIFICATION AND RECORD KEEPING
49 CFR 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	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.

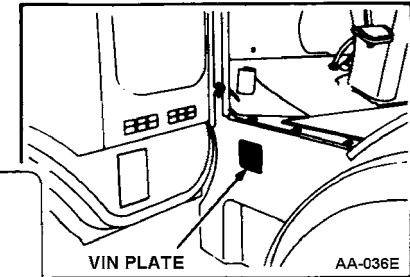
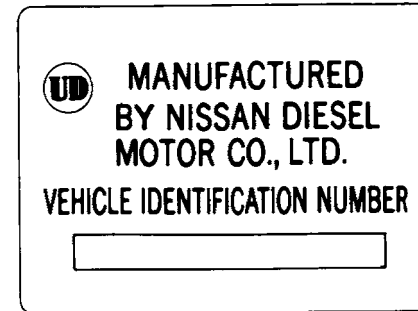
LABEL AND IDENTIFICATION PLATE

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.

LBEL NAME	LOCATION
1. VEHICLE IDENTIFICATION NUMBER PLATE (Required by 49 CFR §565)	On the 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 COTROL 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

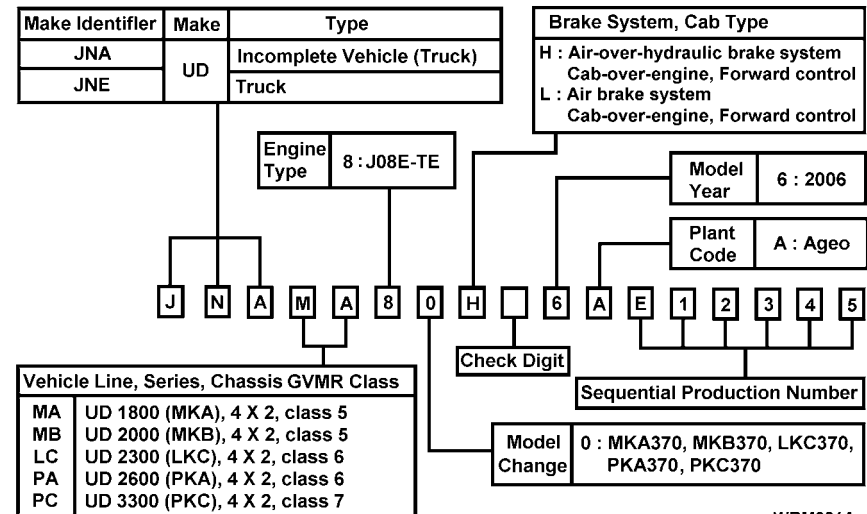
▼ "Sample" VIN Plate



▲ Plate location

WBM272A

<Vehicle Identification Number (VIN) Structure>



WBM981A

2. Vehicle Noise Emission Control Information Label

▼ "Sample" Label

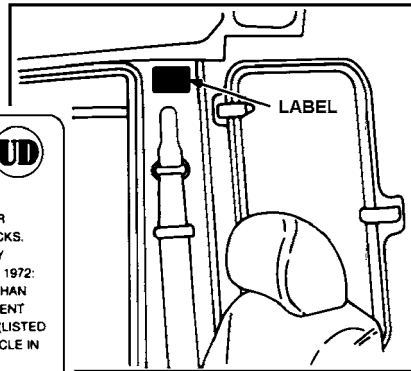
VEHICLE NOISE EMISSION CONTROL INFORMATION
UD
NISSAN DIESEL MOTOR CO., LTD.

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.

2005	JAN	FEB	MAR	APR	MAY	JUN
2006	JUL	AUG	SEP	OCT	NOV	DEC



▲ Label location

WBM982A

4. Chassis-Cab Manufacturer's Certification Label

▼ "Sample" Label

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

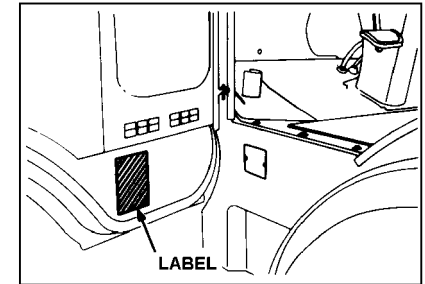
THIS CHASSIS-CAB CONFORMS TO FEDERAL MOTOR VEHICLE SAFETY STANDARD NOS. 101, 102, 103, 104, 106, 107, 111, 115, 116, 124, 205, 206, 207, 208, 209, 210, AND 302.

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.

2005	JAN	FEB	MAR	APR	MAY	JUN
2006	JUL	AUG	SEP	OCT	NOV	DEC

MADE IN JAPAN

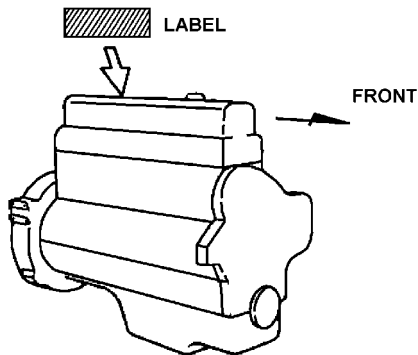


▲ Label location

WBM983A

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~B7
CHASSIS DIAGRAM FRONT AND REAR VIEW	B8~B9
CHASSIS DIAGRAM PLAN AND SIDE VIEW	B10~B29
REAR-OF-CAB DATA	B30
AXLE AND WHEEL DATA	B31~B33
CAB DATA	B34
FRAME DATA	B35~B45
SIDE RAIL DATA	B46~B51
BATTERY BOX DATA	B52
BRAKE POWER UNIT AND AIR RESERVOIR DATA	B53~B54
WHEEL PARKING BRAKE DATA	B55~B57
EXHAUST PIPE AND MUFFLER DATA	B58~B60
FUEL TANK DATA	B61~B63
TRANSMISSION P.T.O. DATA	B64
TRANSMISSION P.T.O OPENING DATA	B65
SPRING DATA	B66~B70
PROPELLER SHAFT DATA	B71~B88
RECOMMENDED POSITION USED FOR NO.1 U-BOLTS WHICH CONNECT EQUIPMENT AND FRAME	B89~B90

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 pound-feet (lbf•ft) =

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		96.46 (2,450)	96.65 (2,455)	96.46 (2,450)	96.65 (2,455)	96.65 (2,455)
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	4,675 (2,120)	4,720 (2,140)	4,750 (2,155)	4,770 (2,165)	4,860 (2,205)
	REAR	2,260 (1,025)	2,290 (1,040)	2,315 (1,050)	2,350 (1,065)	2,415 (1,095)
	TOTAL	6,935 (3,145)	7,010 (3,180)	7,065 (3,205)	7,120 (3,230)	7,275 (3,300)
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	48.23 (1,225)	54.33 (1,380)	58.27 (1,480)	62.60(1,590)	71.65 (1,820)
	FEH	34.84 (885)	34.65 (880)	34.84 (885)	34.84 (885)	34.84 (885)
UNSPRUNG MASS Unit: lb. (kg)						
	FRONT	739 (335)				
	REAR	1,323 (600)				
GVMR & GAMR Unit: lb. (kg)						
GVMR		17,995 (8,160) 16,540 (7,500) for Garbage truck with an ATM (ON-Highway)				
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

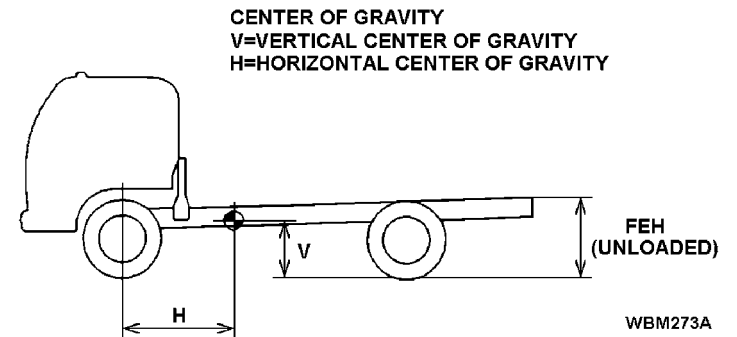
ADDITIONAL MASSES FOR OPTIONAL PARTS

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

Unit: lb. (kg)

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.



UD2000 SERIES

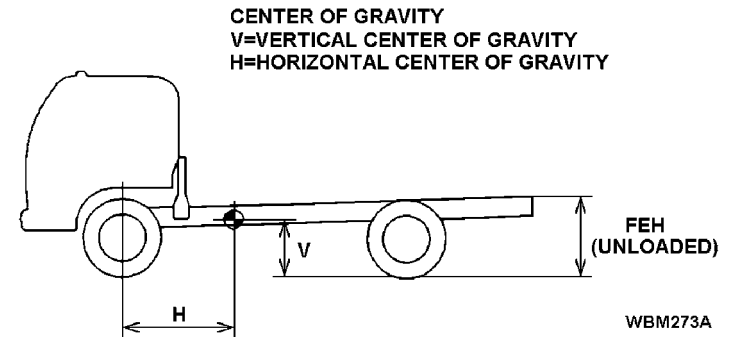
MODEL		UD2000E	UD2000F	UD2000H	UD2000K	UD2000N
DIMENSIONS Unit: inch (mm)						
WHEELBASE		148.43 (3,770)	166.54 (4,230)	178.35 (4,530)	190.16 (4,830)	216.54 (5,500)
OVERALL LENGTH		258.46 (6,565)	276.57 (7,025)	302.56 (7,685)	320.28 (8,135)	359.65 (9,135)
OVERALL WIDTH		86.61 (2,200)	86.61 (2,200)	86.61 (2,200)	86.61 (2,200)	86.61 (2,200)
OVERALL HEIGHT		96.85 (2,460)	96.85 (2,460)	96.85 (2,460)	97.05 (2,465)	97.05 (2,465)
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	4,675 (2,120)	4,720 (2,140)	4,750 (2,155)	4,770 (2,165)	4,860 (2,205)
	REAR	2,260 (1,025)	2,290 (1,040)	2,315 (1,050)	2,350 (1,065)	2,415 (1,095)
	TOTAL	6,935 (3,145)	7,010 (3,180)	7,065 (3,205)	7,120 (3,230)	7,275 (3,300)
CENTER OF GRAVITY Unit: inch (mm)						
CHASSIS-CAB	V	26.77 (680)	26.77 (680)	26.77 (680)	26.77 (680)	26.77 (680)
	H	48.23 (1,225)	54.33 (1,380)	58.27 (1,480)	62.60(1,590)	71.65 (1,820)
	FEH	34.65 (880)	34.45 (875)	34.65 (880)	34.65 (880)	34.65 (880)
UNSPRUNG MASS Unit: lb. (kg)						
	FRONT	739 (335)				
	REAR	1,323 (600)				
GVMR & GAMR Unit: lb. (kg)						
GVMR		19,500 (8,845) 16,540 (7,500) for Garbage truck with an ATM (ON-Highway)				
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)			
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.



WBM273A

*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		98.82 (2,510)	98.82 (2,510)	98.82 (2,510)	98.82 (2,510)	98.82 (2,510)
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	5,005 (2,270)	5,015 (2,275)	5,070 (2,300)	5,135 (2,330)	5,215 (2,365)
	REAR	2,490 (1,130)	2,545 (1,155)	2,555 (1,160)	2,565 (1,165)	2,690 (1,220)
	TOTAL	7,495 (3,400)	7,560 (3,430)	7,625 (3,460)	7,700 (3,495)	7,905 (3,585)
CENTER OF GRAVITY Unit: inch (mm)						
CHASSIS-CAB	V	28.15 (715)	28.15 (715)	28.15 (715)	28.15 (715)	28.15 (715)
	H	50.79 (1,290)	57.48 (1,460)	61.02 (1,550)	64.76 (1,645)	74.80 (1,900)
	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

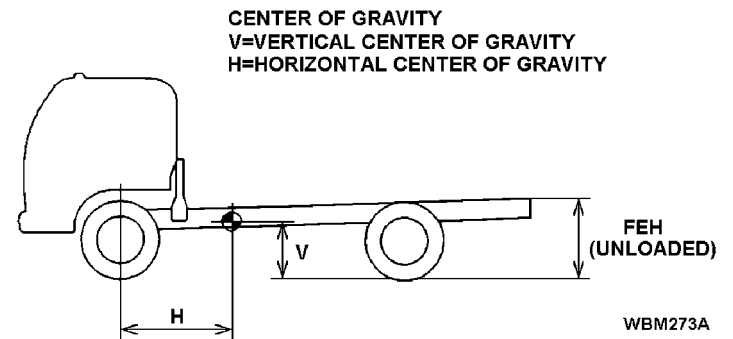
ADDITIONAL MASSES FOR OPTIONAL PARTS

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

Unit: lb. (kg)

PARTSASSEMBLYNAME	FRONT	REAR	TOTAL
2400/2500 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.



*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		102.95 (2,615)	102.95 (2,615)	102.95 (2,615)	102.95 (2,615)	102.95 (2,615)
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	5,080 (2,305)	5,105 (2,315)	5,170 (2,345)	5,235 (2,375)	5,325 (2,415)
	REAR	2,790 (1,265)	2,830 (1,285)	2,830 (1,285)	2,845 (1,290)	2,955 (1,340)
	TOTAL	7,870 (3,570)	7,935 (3,600)	8,000 (3,630)	8,080 (3,665)	8,280 (3,755)
CENTER OF GRAVITY Unit: inch (mm)						
CHASSIS-CAB	V	25.39 (645)	25.39 (645)	25.39 (645)	25.39 (645)	25.39 (645)
	H	52.76 (1,340)	59.65 (1,515)	63.39 (1,610)	67.13 (1,705)	77.56 (1,970)
	FEH	40.75 (1,035)	40.35 (1,025)	40.75 (1,035)	40.75 (1,035)	40.75 (1,035)
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

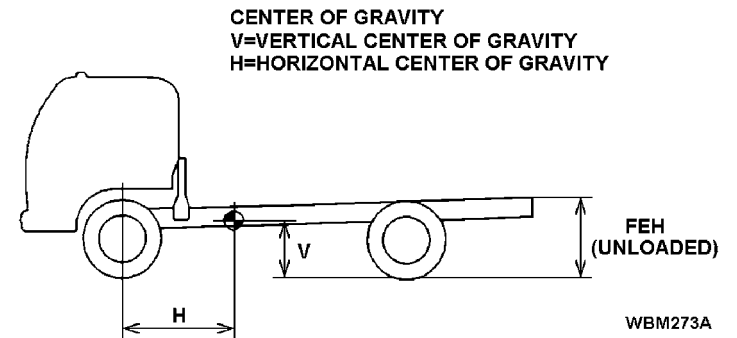
ADDITIONAL MASSES FOR OPTIONAL PARTS

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

Unit: lb. (kg)

PARTS ASSEMBLY NAME	FRONT	REAR	TOTAL
2400/2500 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

MODEL		UD2600E	UD2600G	UD2600K	UD2600L	UD2600N	UD2600S
DIMENSIONS Unit: inch (mm)							
WHEELBASE		150.39 (3,820)	171.26 (4,350)	187.01 (4,750)	202.76 (5,150)	218.50 (5,550)	253.94 (6,450)
OVERALL LENGTH		245.67 (6,240)	300.39 (7,630)	320.28 (8,135)	347.64 (8,830)	371.26 (9,430)	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		106.30 (2,700)	106.30 (2,700)	106.30 (2,700)	106.30 (2,700)	106.30 (2,700)	106.50 (2,705)
CAB TO REAR AXLE CENTER		118.27 (3,004)	139.13 (3,534)	154.88 (3,934)	170.63 (4,334)	186.38 (4,734)	221.81 (5,634)
MASSES Unit: lb. (kg)							
CHASSIS-CAB	FRONT	5,665 (2,570)	5,800 (2,630)	5,840 (2,650)	5,865 (2,660)	5,930 (2,690)	5,975 (2,710)
	REAR	3,625 (1,645)	3,580 (1,625)	3,605 (1,635)	3,670 (1,665)	3,735 (1,695)	3,790 (1,720)
	TOTAL	9,290 (4,215)	9,380 (4,255)	9,445 (4,285)	9,535 (4,325)	9,665 (4,385)	9,765 (4,430)
CENTER OF GRAVITY Unit: inch (mm)							
CHASSIS-CAB	V	30.12 (765)	30.12 (765)	30.12 (765)	30.12 (765)	30.12 (765)	30.12 (765)
	H	58.66 (1,490)	65.35 (1,660)	71.26 (1,810)	78.15 (1,985)	84.45 (2,145)	98.62 (2,505)
	FEH	42.72 (1,085)	43.50 (1,105)	43.50 (1,105)	43.50 (1,105)	43.50 (1,105)	43.50 (1,105)
UNSPRUNG MASS Unit: lb. (kg)							
	FRONT	1,499 (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		6,040 (2,735) x 2 {Si unit : 2,800 kg (6,175 lbs)}					
REAR TIRE		5,300 (2,400) x 4 {Si unit : 2,650 kg (5,840 lbs)}					

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

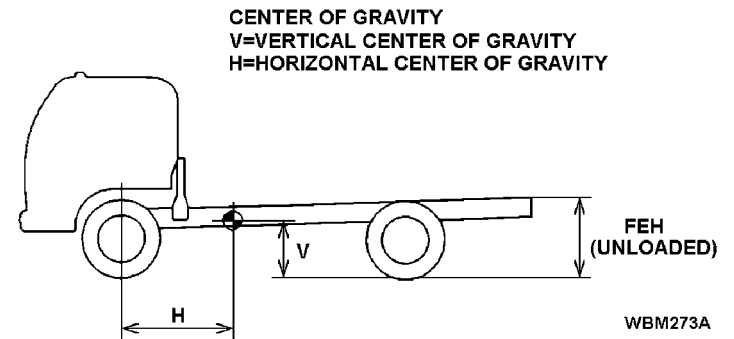
ADDITIONAL MASSES FOR OPTIONAL PARTS

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

Unit: lb. (kg)

PARTS ASSEMBLY NAME	FRONT	REAR	TOTAL
2400/2500 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 UD2600G.



UD3300 SERIES

MODEL		UD3300E	UD3300H	UD3300K	UD3300M	UD3300R
DIMENSIONS Unit: inch (mm)						
WHEELBASE		156.30 (3,970)	177.17 (4,500)	192.91 (4,900)	208.66 (5,300)	238.19 (6,050)
OVERALL LENGTH		276.57 (7,025)	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		107.28 (2,725)	107.28 (2,725)	107.28 (2,725)	107.28 (2,725)	107.28 (2,725)
CAB TO REAR AXLE CENTER		124.17 (3,154)	145.04 (3,684)	160.79 (4,084)	176.54 (4,484)	206.06 (5,234)
MASSES Unit: lb. (kg)						
CHASSIS-CAB	FRONT	6,040 (2,740)	6,105 (2,770)	6,170 (2,800)	6,215 (2,820)	6,340 (2,875)
	REAR	4,045 (1,835)	4,090 (1,855)	4,135 (1,875)	4,200 (1,905)	4,285 (1,945)
	TOTAL	10,085 (4,575)	10,195 (4,625)	10,305 (4,675)	10,415 (4,725)	10,625 (4,820)
CENTER OF GRAVITY Unit: inch (mm)						
CHASSIS-CAB	V	30.91 (785)	30.91 (785)	30.91 (785)	30.91 (785)	30.91 (785)
	H	62.68 (1,592)	71.06 (1,805)	77.36 (1,965)	84.13 (2,137)	96.10 (2,441)
	FEH	42.91 (1,090)	42.91 (1,090)	42.91 (1,090)	42.91 (1,090)	42.91 (1,090)
UNSPRUNG MASS Unit: lb. (kg)						
	FRONT	1,544 (700)				
	REAR	2,867 (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		6,040 (2,735) x 2 {Si unit : 2,800 kg (6,175 lb)}				
REAR TIRE		5,300 (2,400) x 4 {Si unit : 2,650 kg (5,840 lb)}				

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

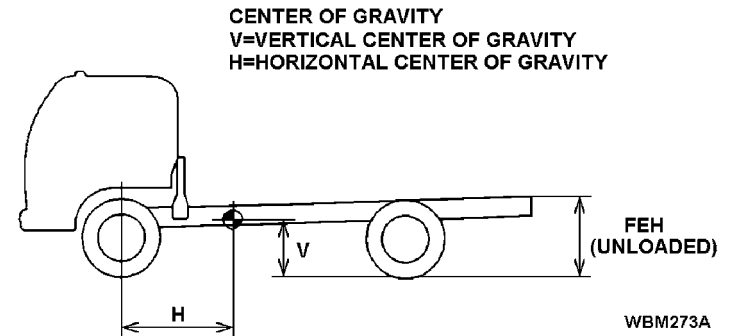
ADDITIONAL MASSES FOR OPTIONAL PARTS

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

Unit: lb. (kg)

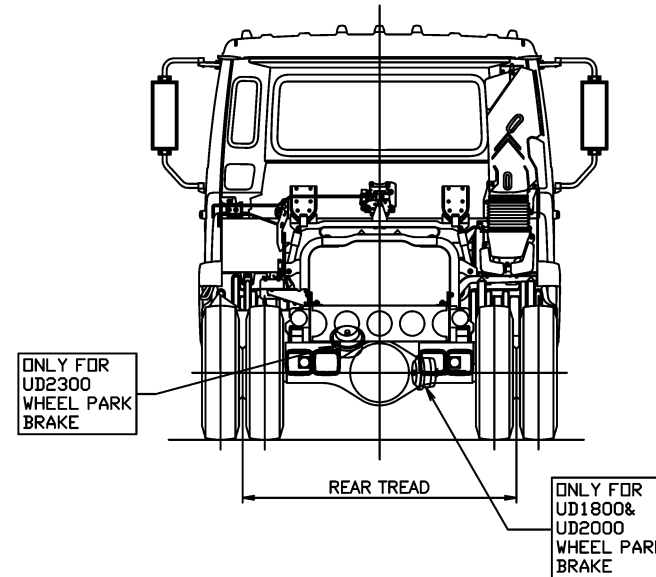
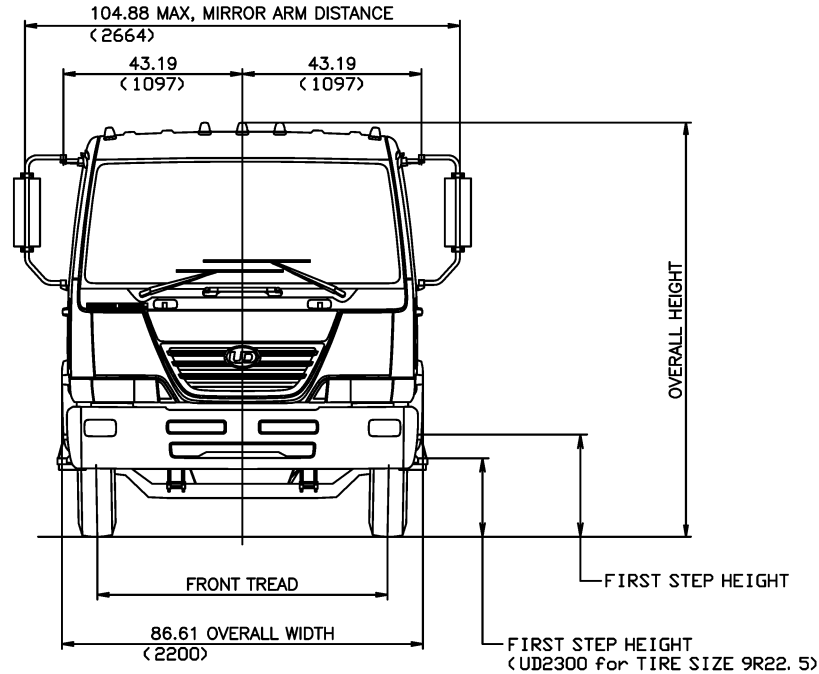
PARTS ASSEMBLY NAME	FRONT	REAR	TOTAL
TRANSMISSION PTO	11.0 (5)	4.4 (2)	15.4 (7)
THIRD SEAT	13.2 (6)	—	13.2 (6)
REAR SHOCK ABSORBER	—	55.1 (25)	55.1 (25)

NOTE : THE ABOVE DATA CONCERN THE UD3300H.



CHASSIS DIAGRAM FRONT AND REAR VIEW UD1800, UD2000, UD2300

UNIT: INCH(MM)



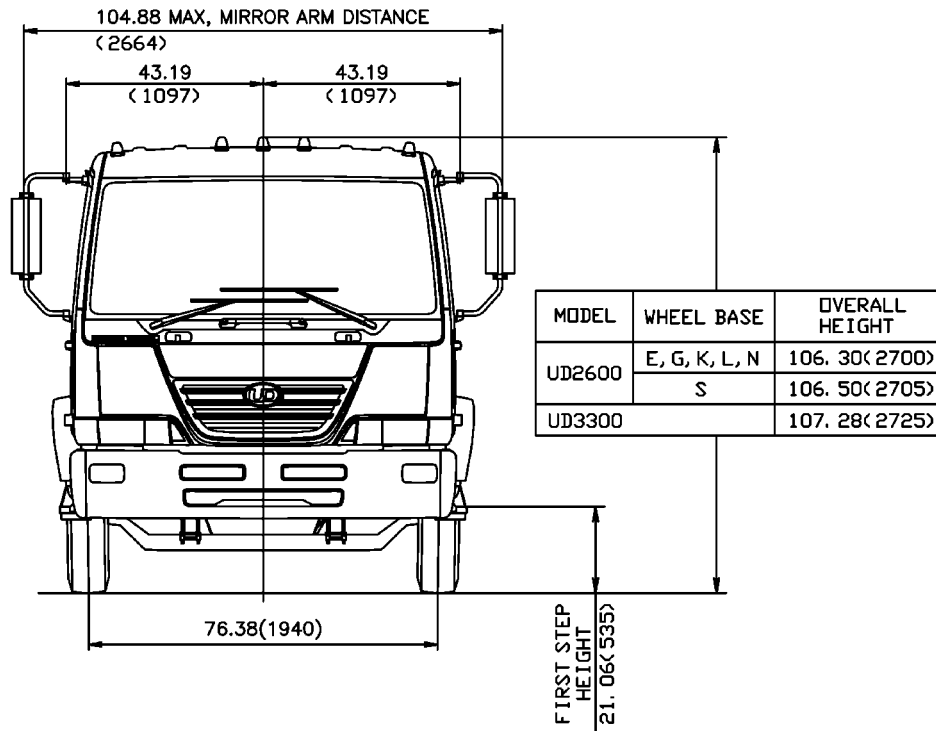
MODEL	TIRE SIZE	OVERALL HEIGHT	FRONT TREAD	REAR TREAD	FIRST STEP HEIGHT
UD1800E, H	215/75R 17.5	96.46(2450)	69.28(1760)	65.94(1675)	21.46(545)
UD1800F, K, N	215/75R 17.5	96.65(2455)	69.28(1760)	65.94(1675)	21.65(550)
UD2000E, F, H	215/75R 17.5	96.85(2460)	69.28(1760)	65.94(1675)	21.85(555)
UD2000K, N	215/75R 17.5	97.05(2465)	69.28(1760)	65.94(1675)	22.05(560)
UD2300LP	245/70R 19.5	98.82(2510)	69.49(1765)	66.14(1680)	23.82(605)
UD2300DH	9R22.5	102.95(2615)	67.91(1725)	66.14(1680)	18.90(480)

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.

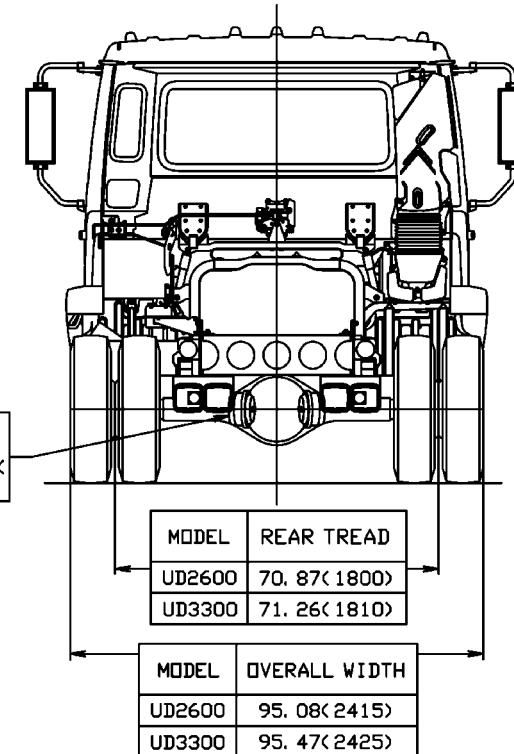
WBM984A

UD2600, UD3300

UNIT: INCH(MM)



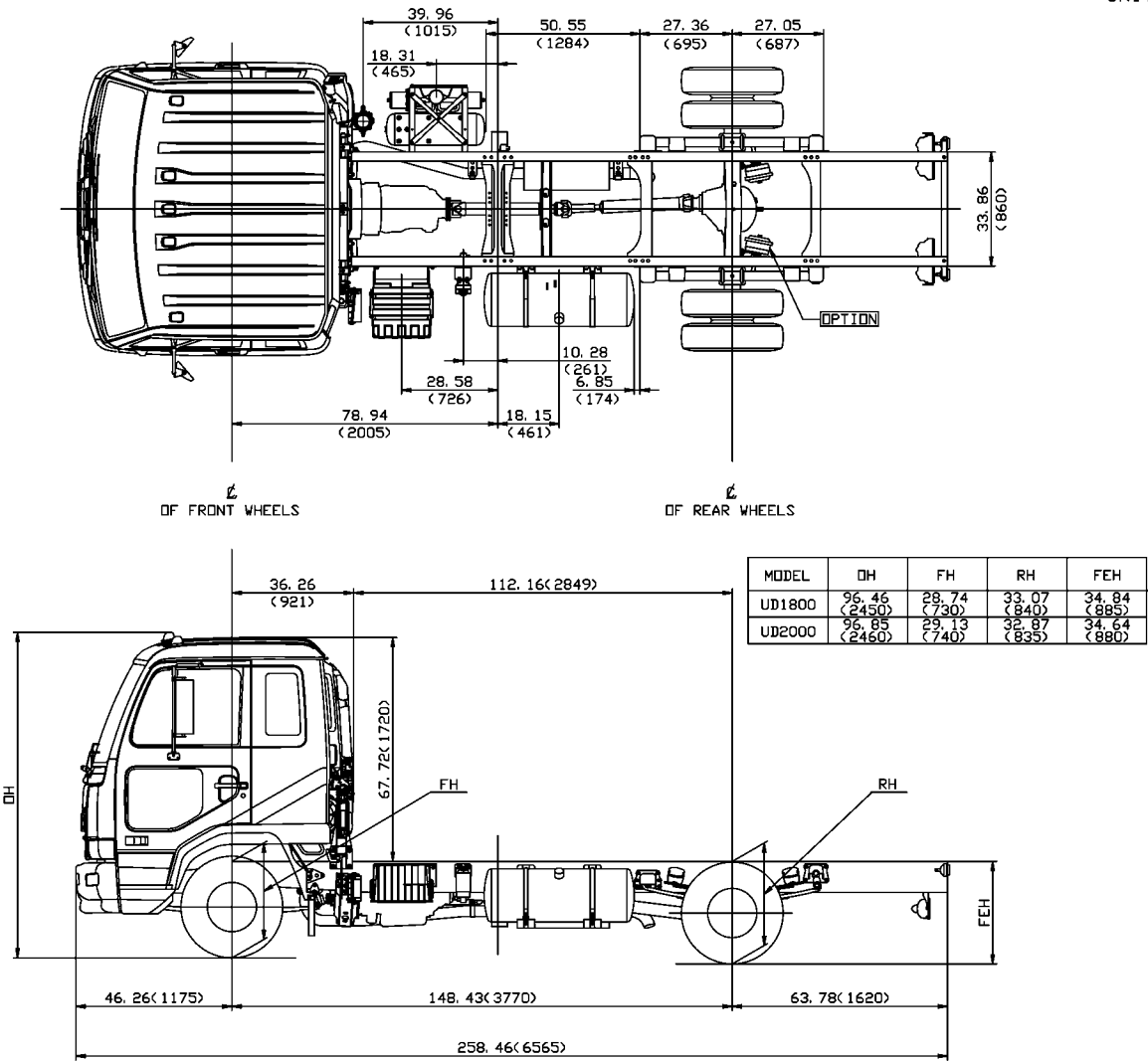
ONLY FOR
UD2600
WHEEL PARK
BRAKE



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.

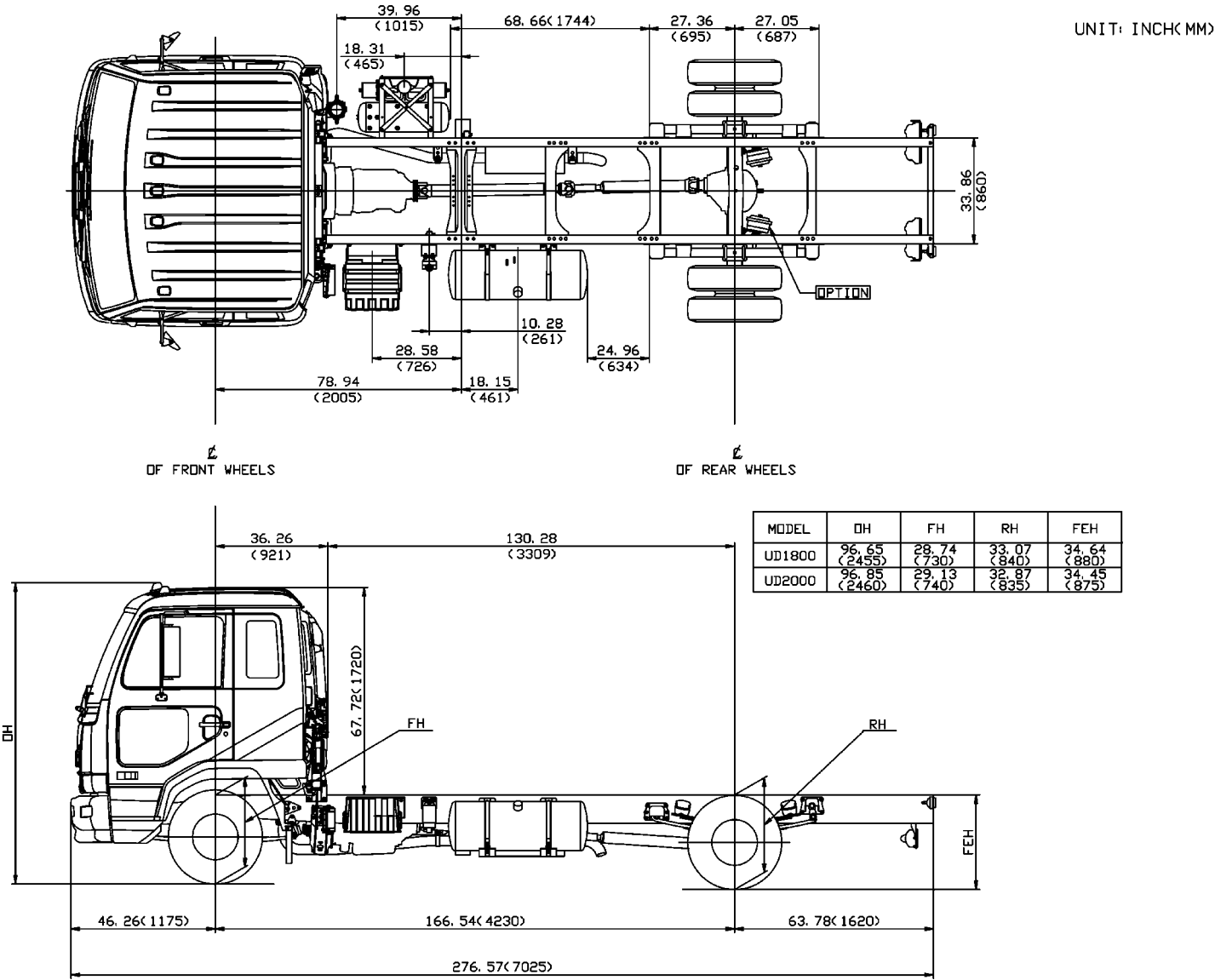
CHASSIS DIAGRAM PLAN AND SIDE VIEW
UD1800E, UD2000E

UNIT: INCH(MM)



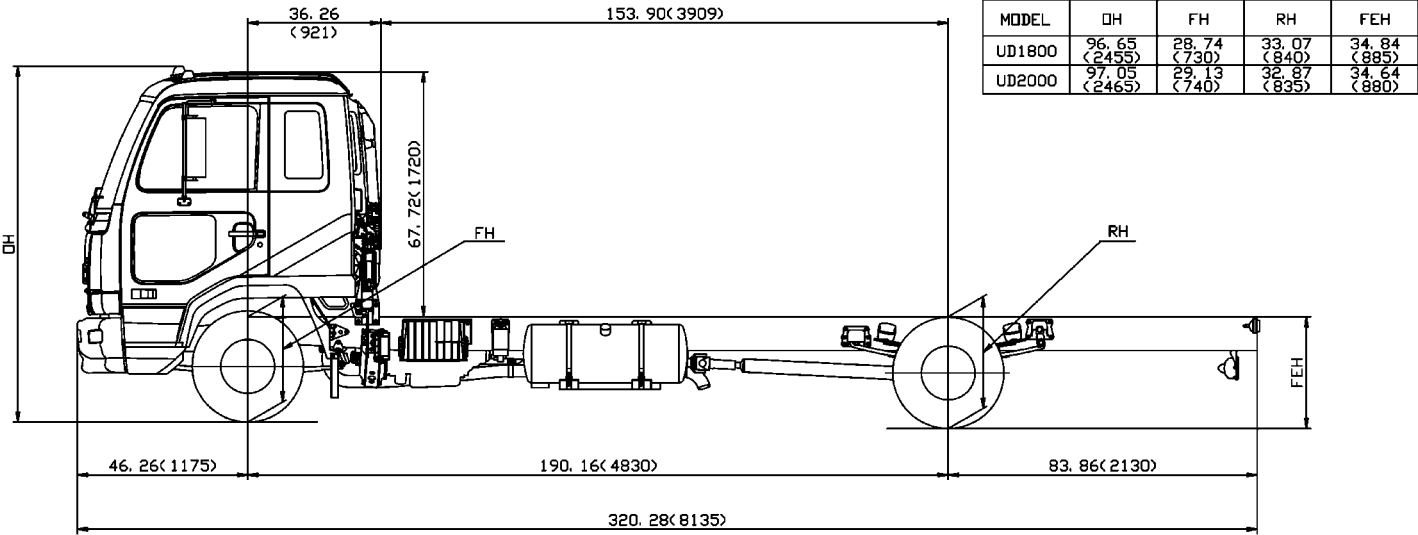
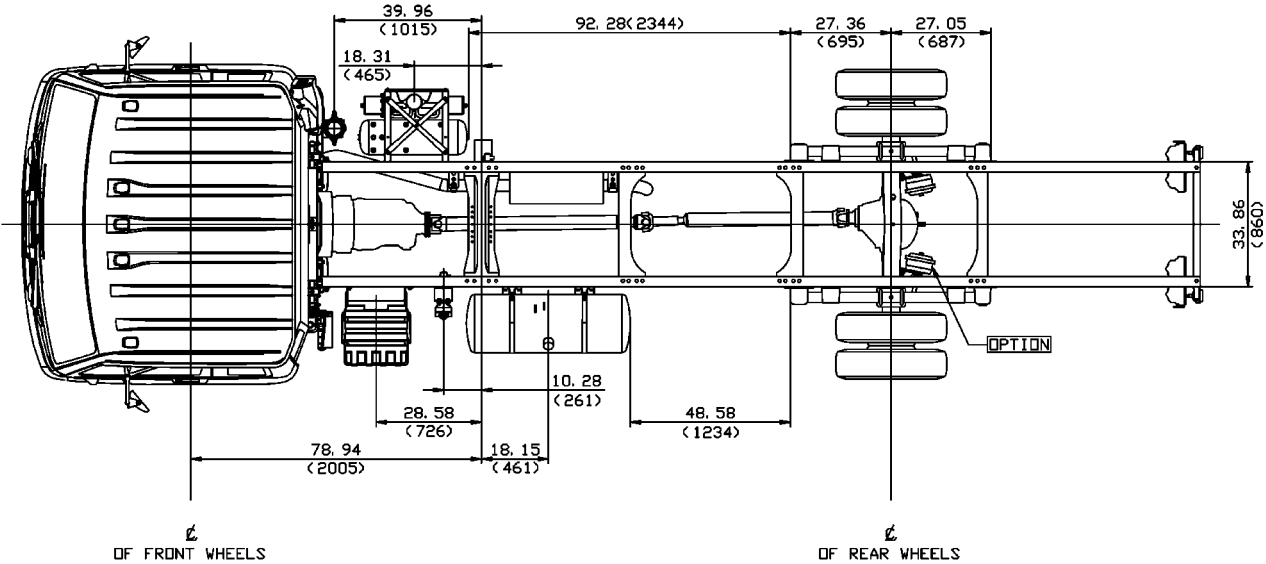
WBM986A

UD1800F, UD2000F



UD1800K, UD2000K

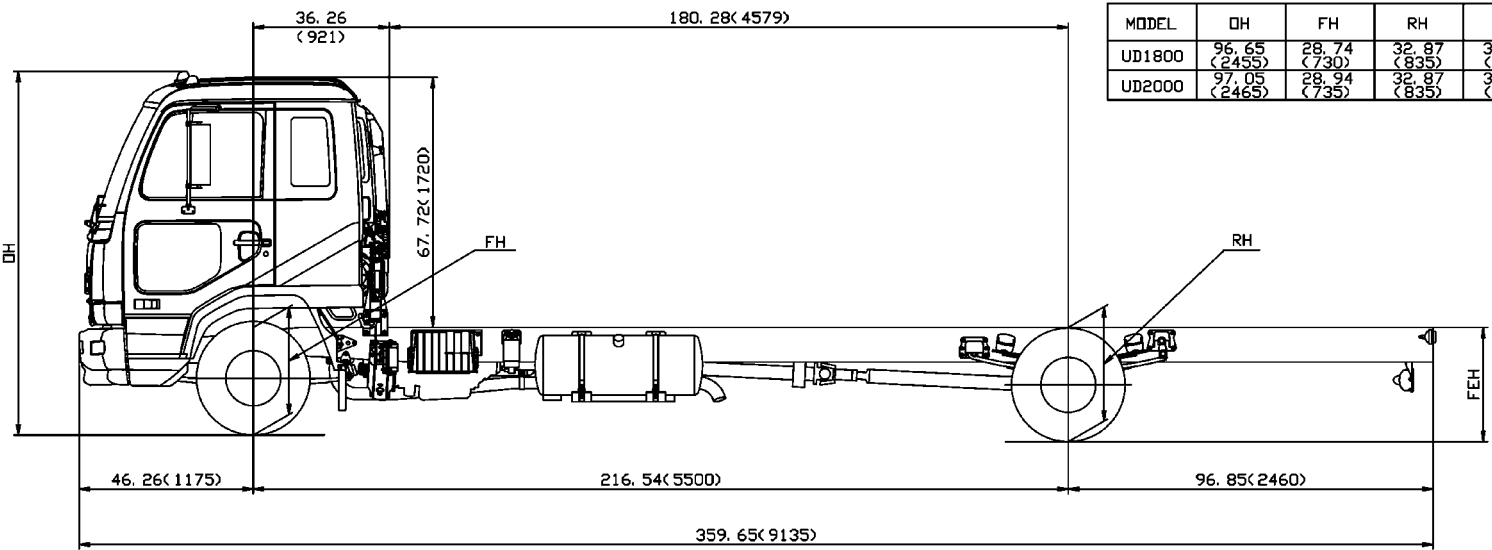
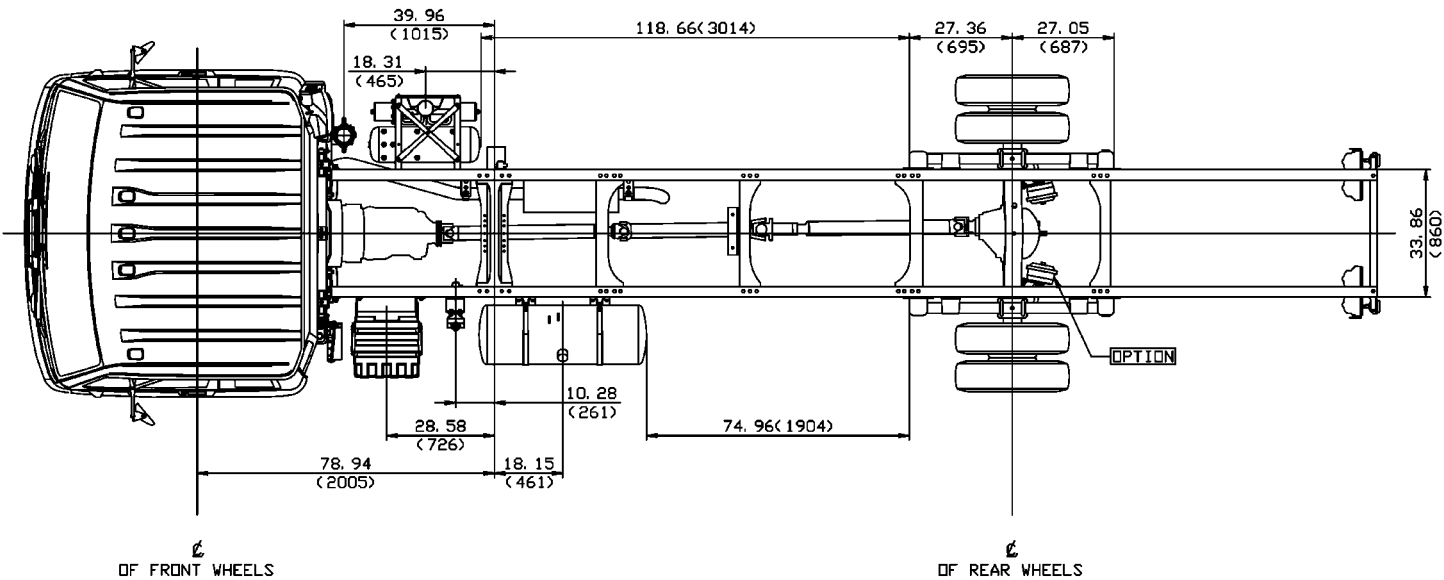
UNIT: INCH(MM)



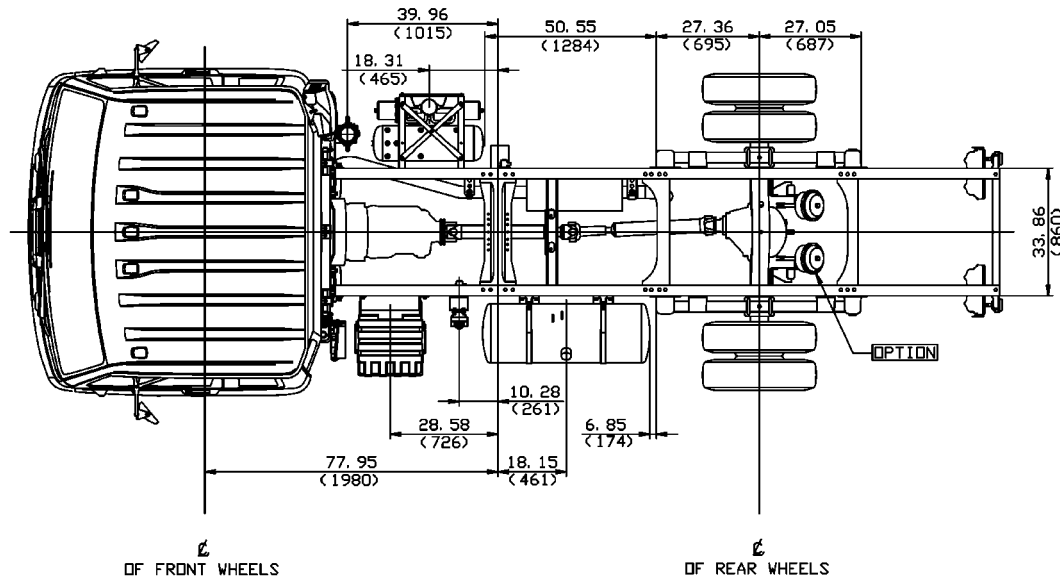
WBM989A

UD1800N, UD2000N

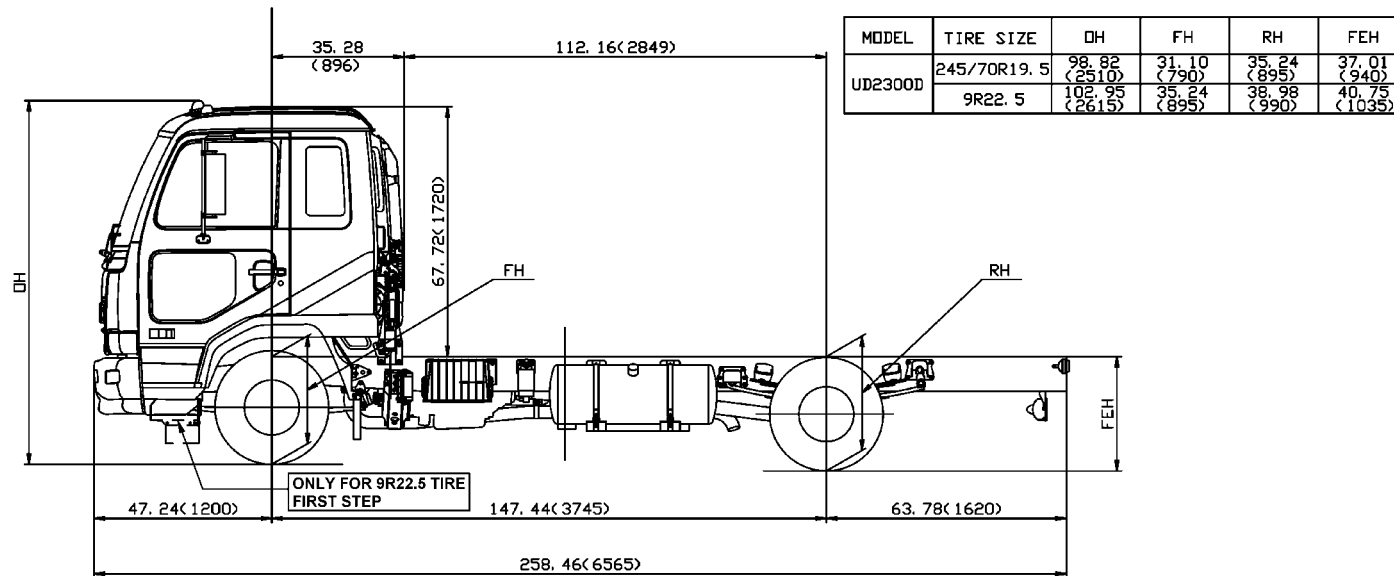
UNIT: INCH(MM)



UD2300D



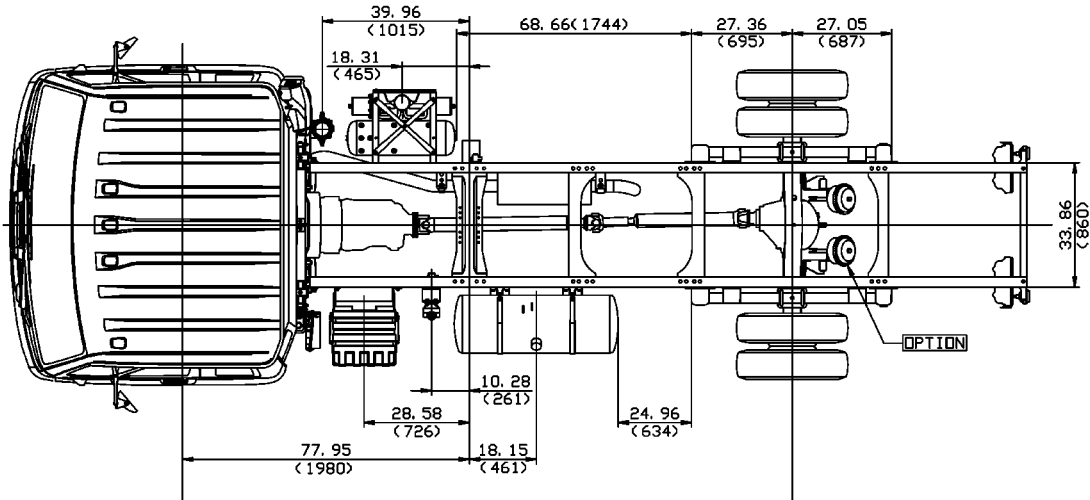
UNIT: INCH(MM)



MODEL	TIRE SIZE	DH	FH	RH	FEH
UD2300D	245/70R19.5	98.82 (2510)	31.10 (790)	35.24 (895)	37.01 (940)
	9R22.5	102.95 (2615)	35.24 (895)	38.98 (990)	40.75 (1035)

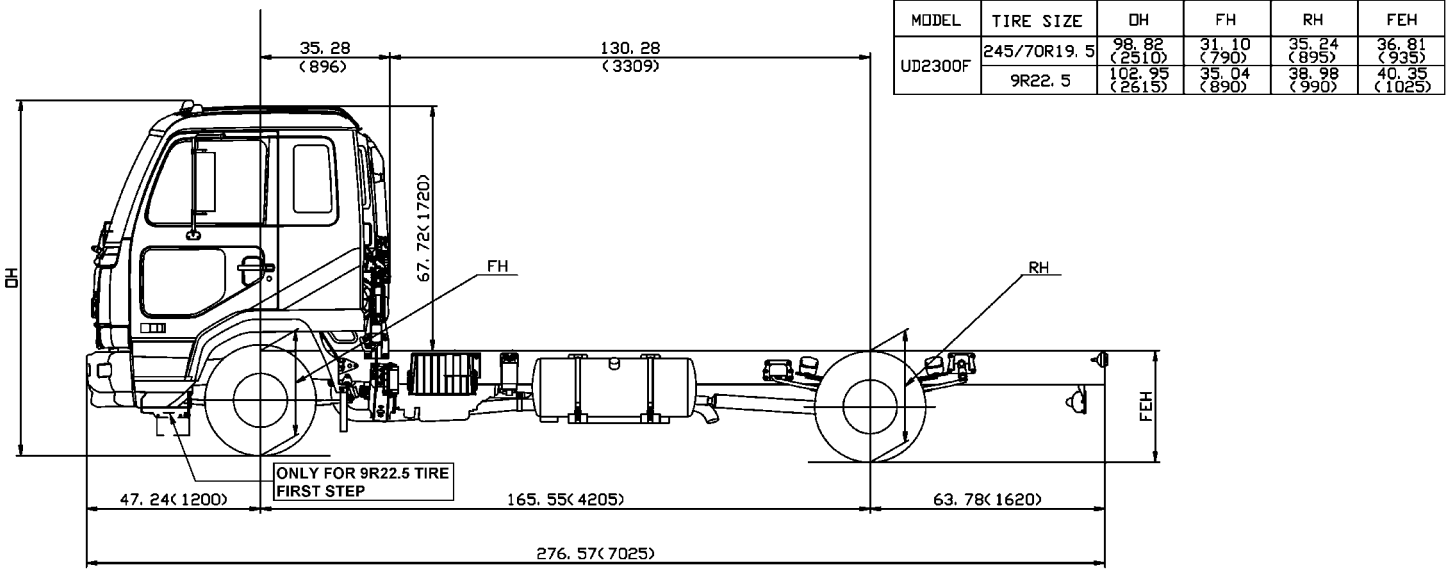
UD2300F

UNIT: INCH<MM>



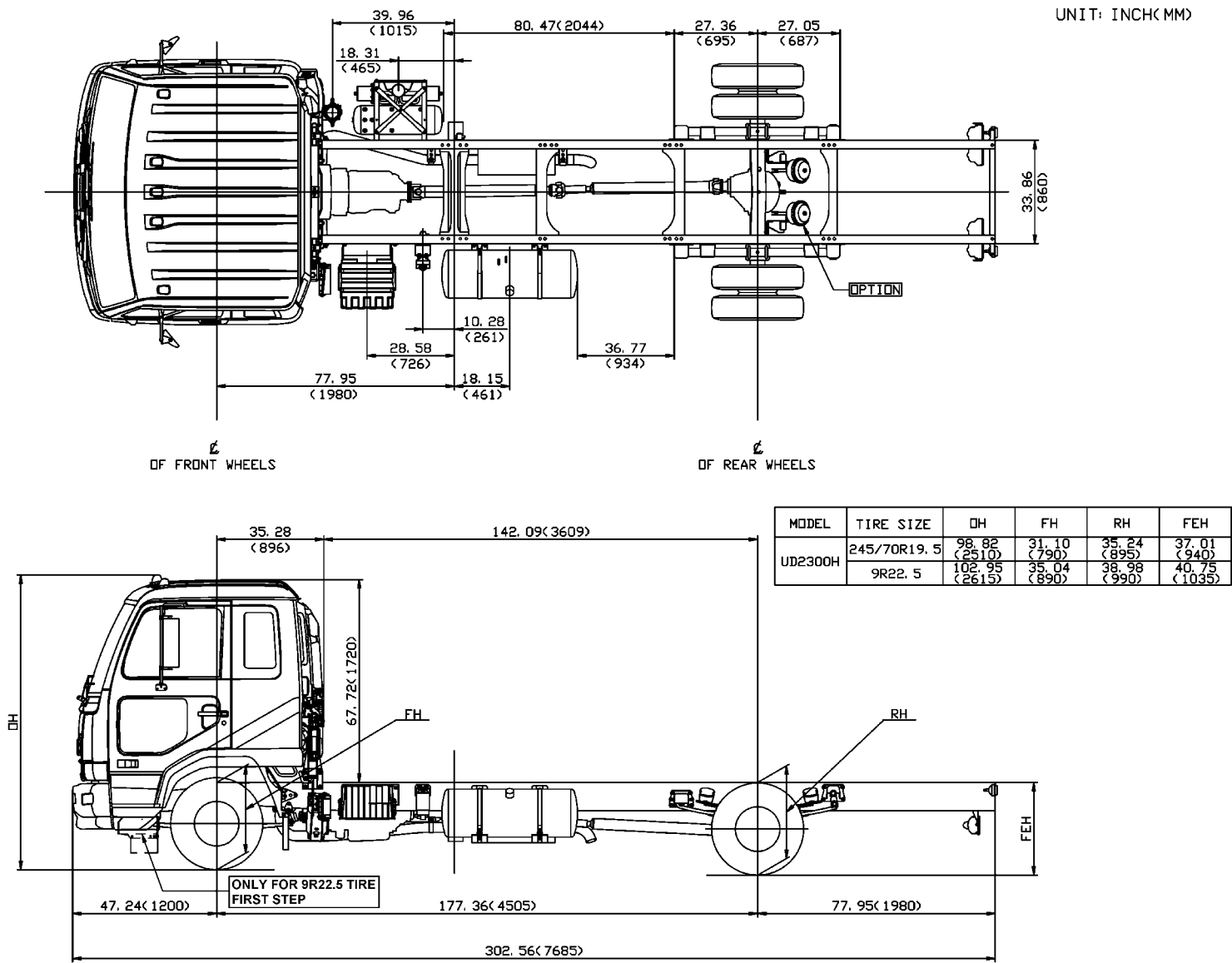
OF FRONT WHEELS

OF REAR WHEELS



WBM992A

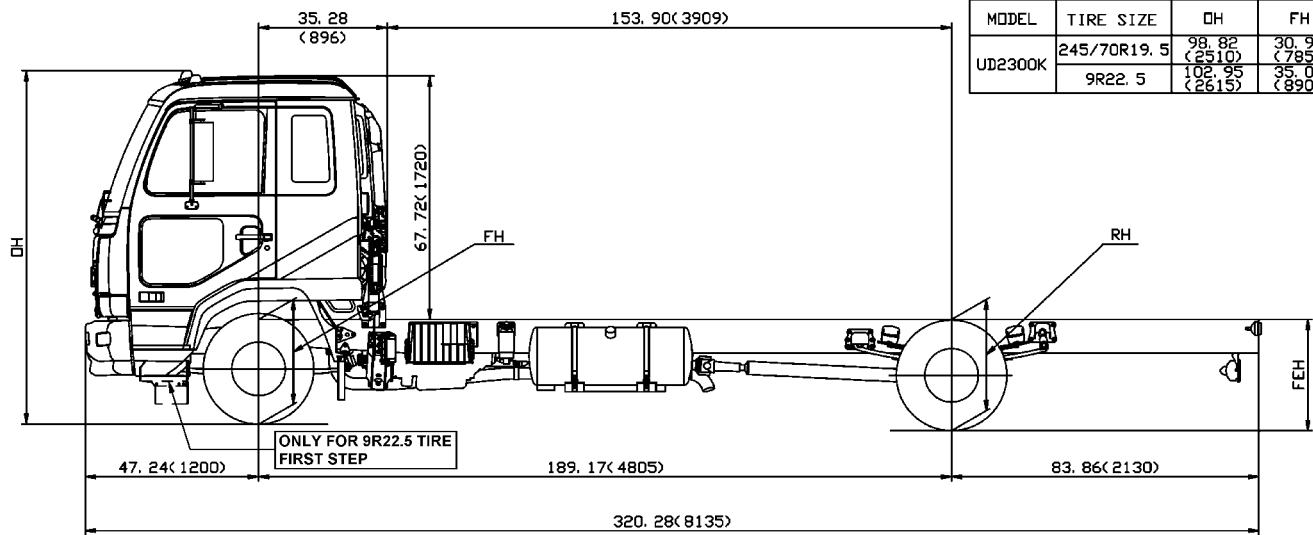
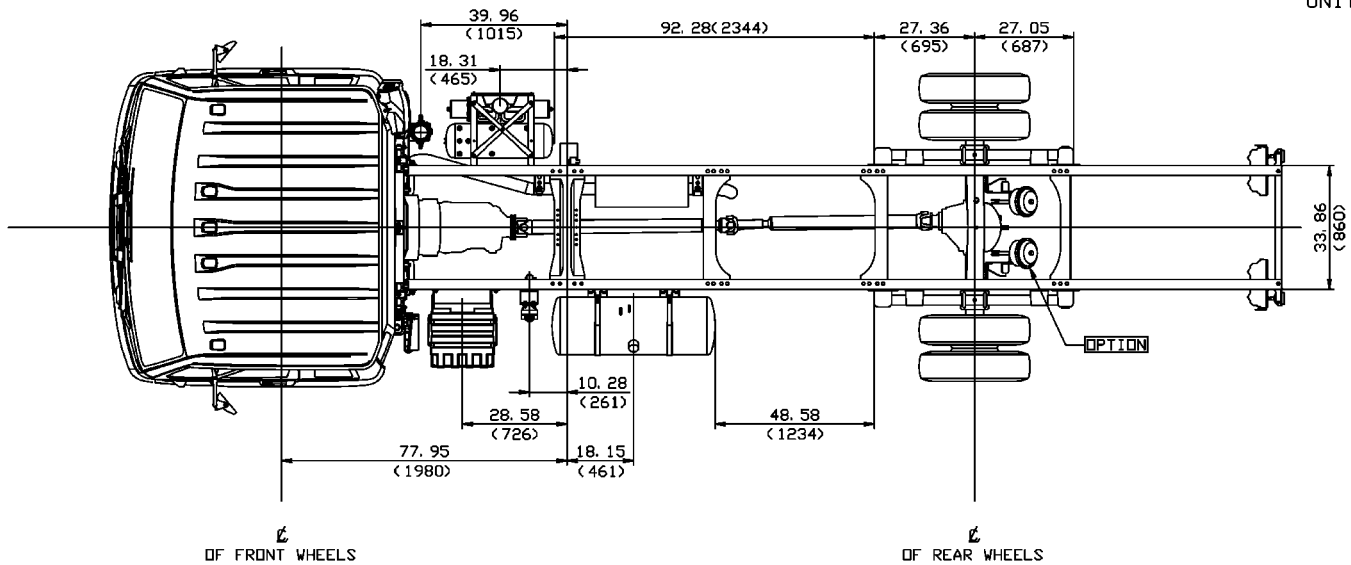
UD2300H



WBM993A

UD2300K

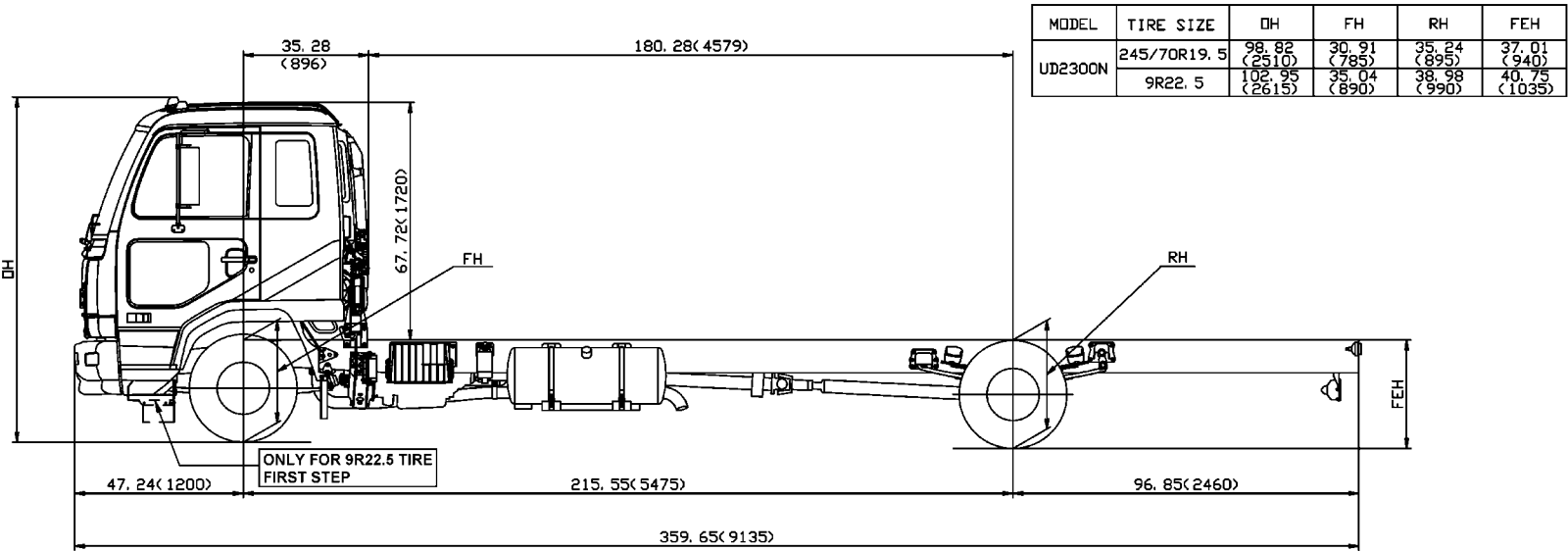
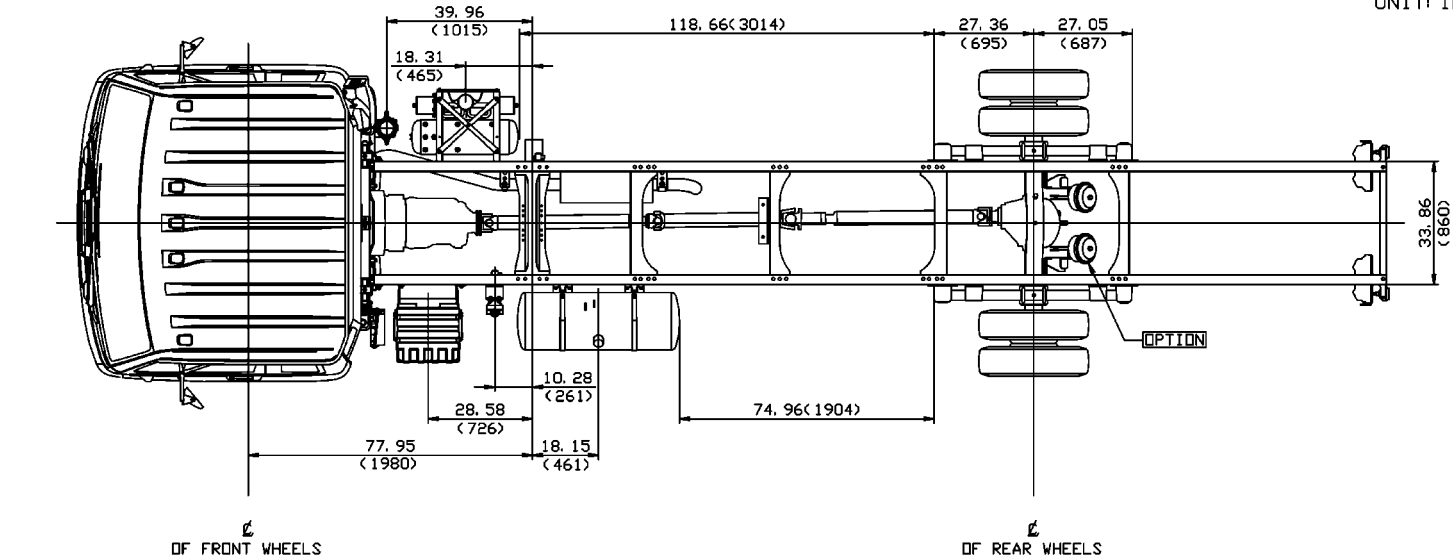
UNIT: INCH(MM)



WBM994A

UD2300N

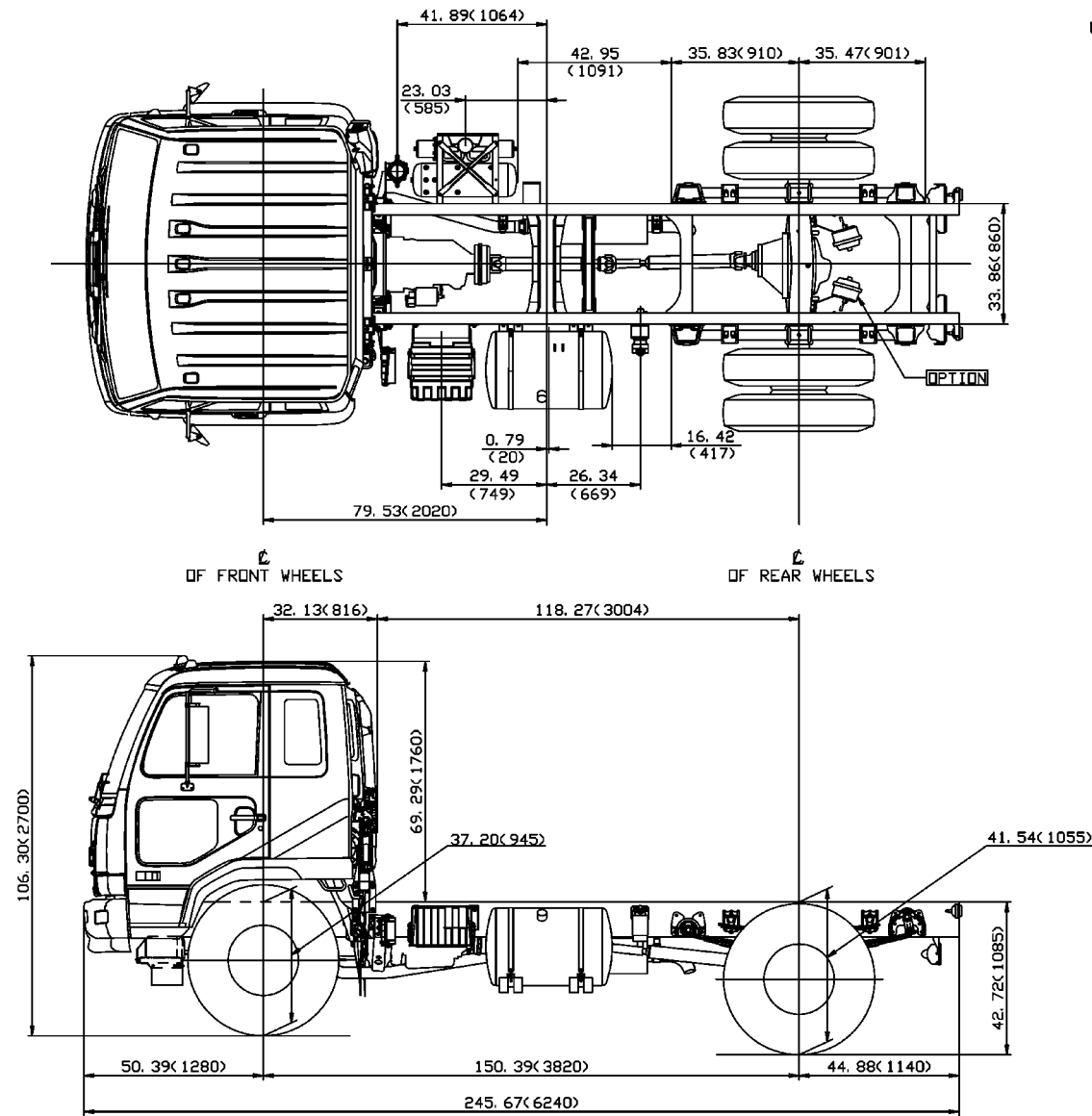
UNIT: INCH(MM)



WBM995A

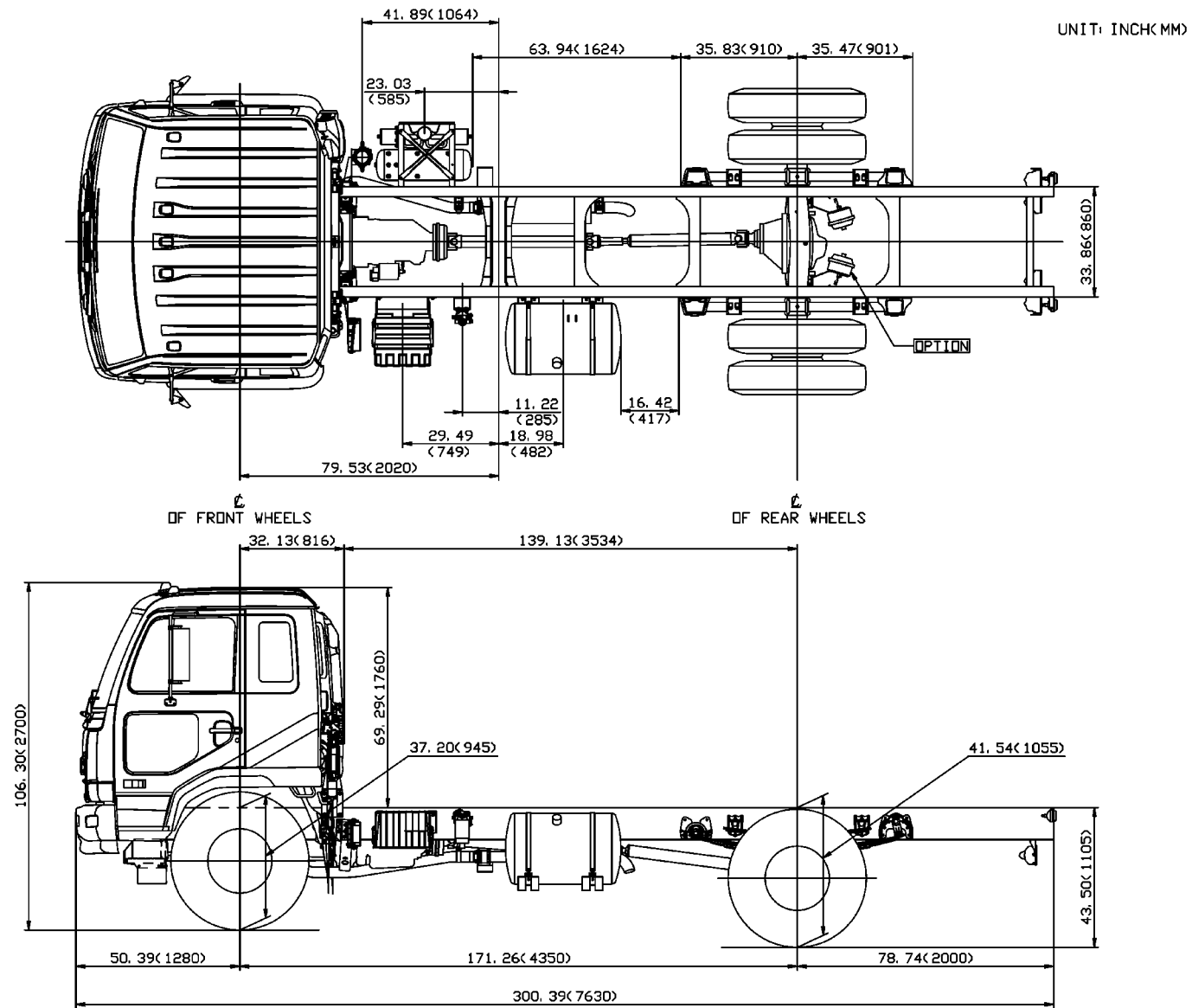
UD2600E

UNIT: INCH(MM)



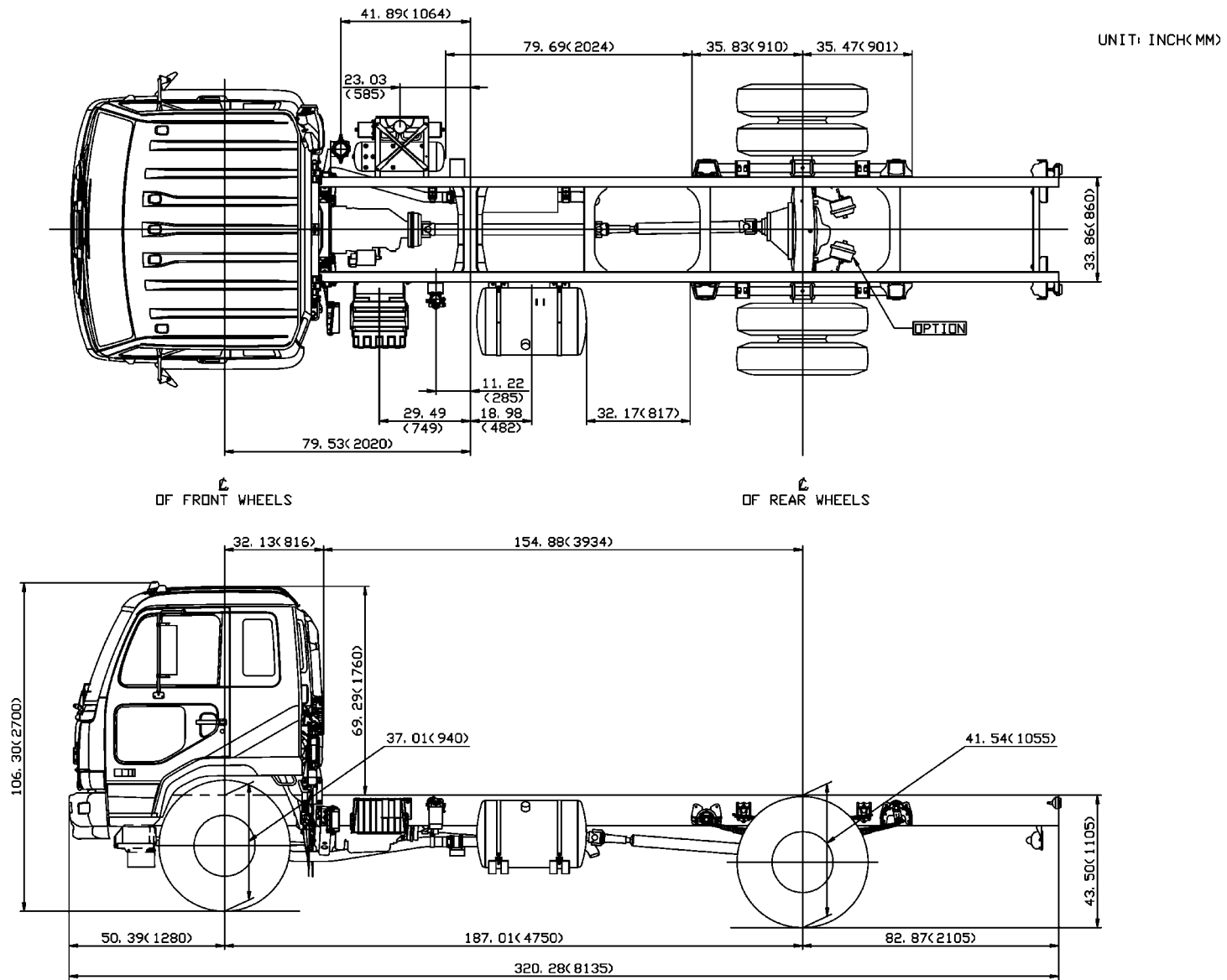
WBM996A

UD2600G

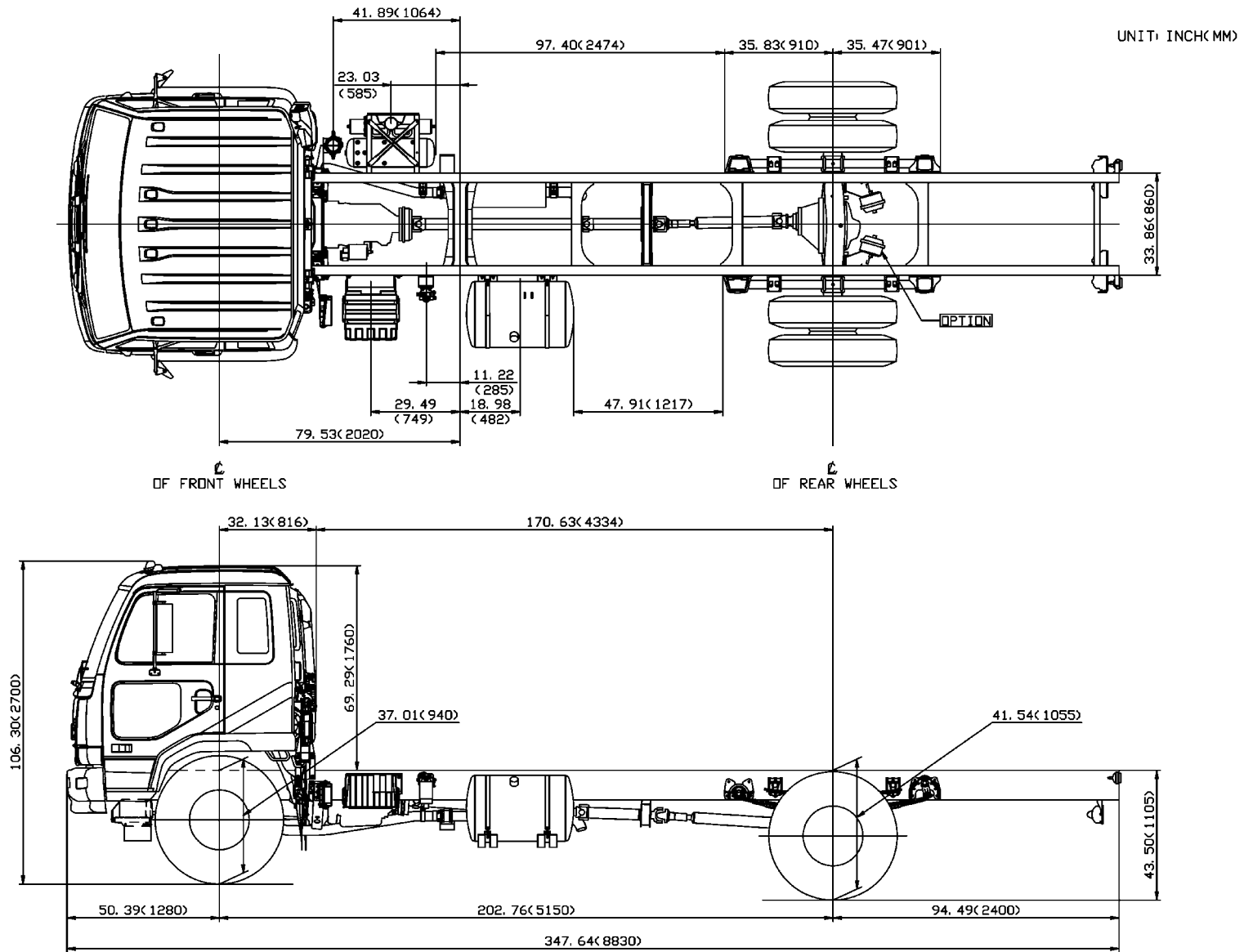


WBM997A

UD2600K

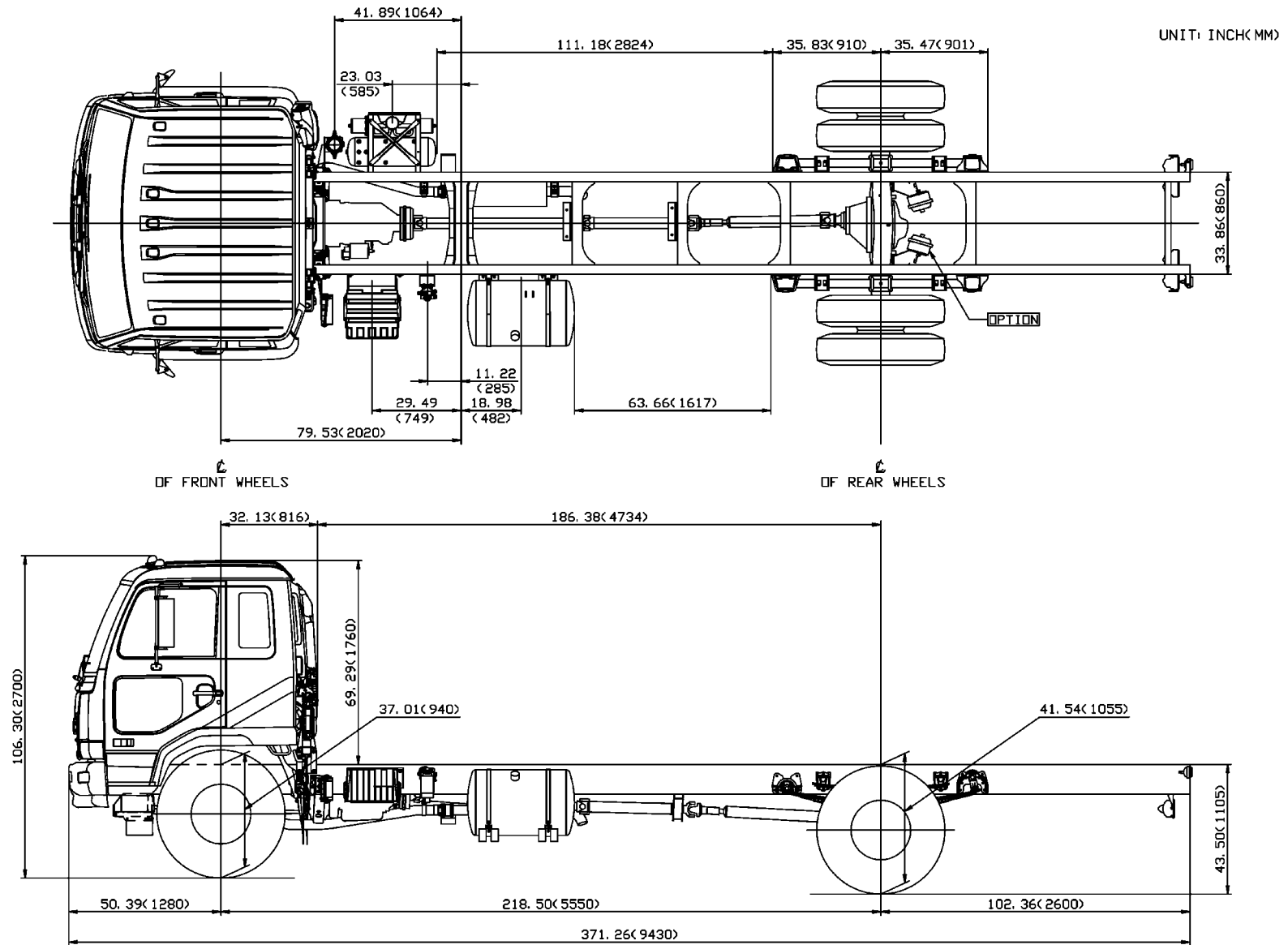


UD2600L



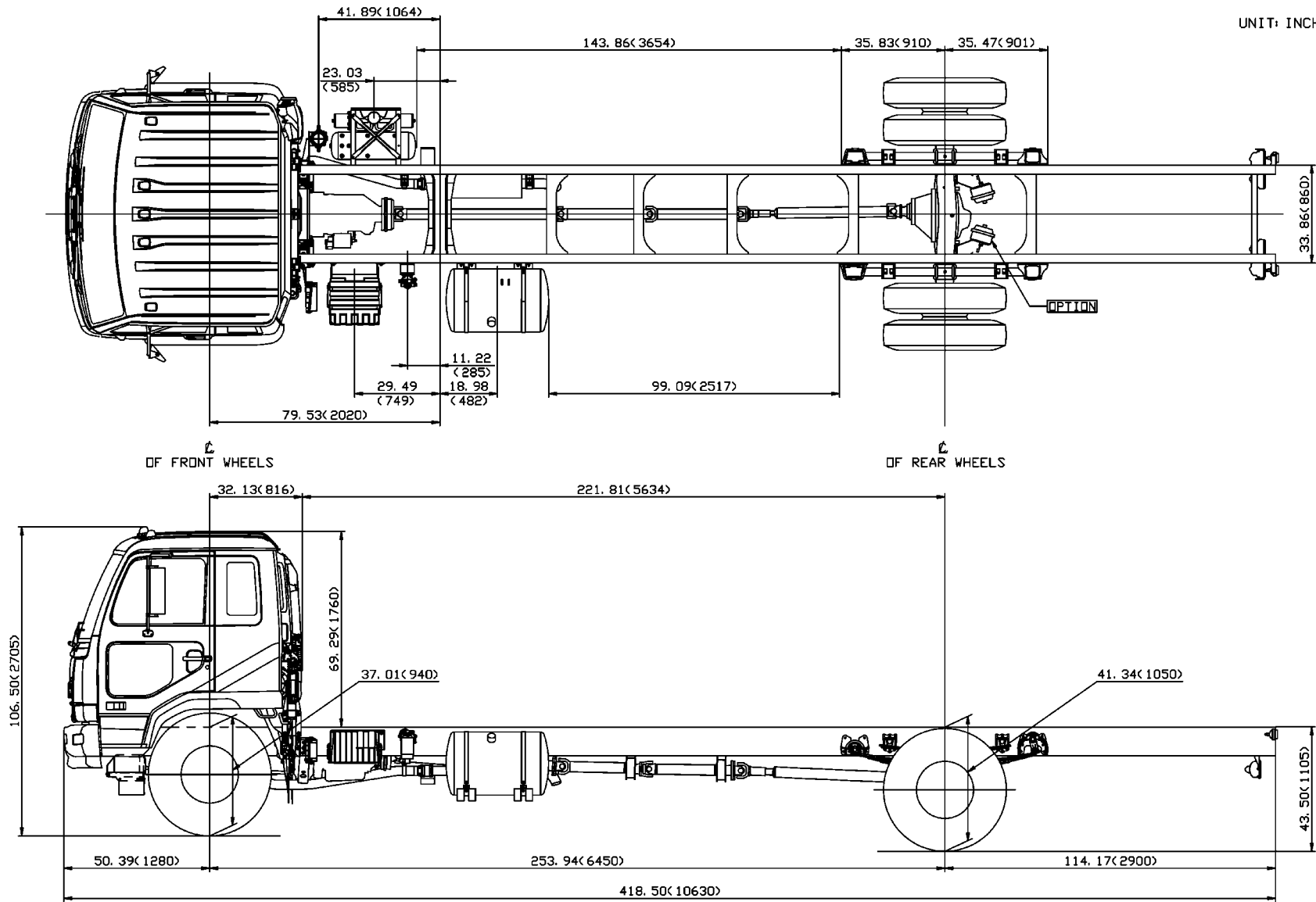
WBM999A

UD2600N

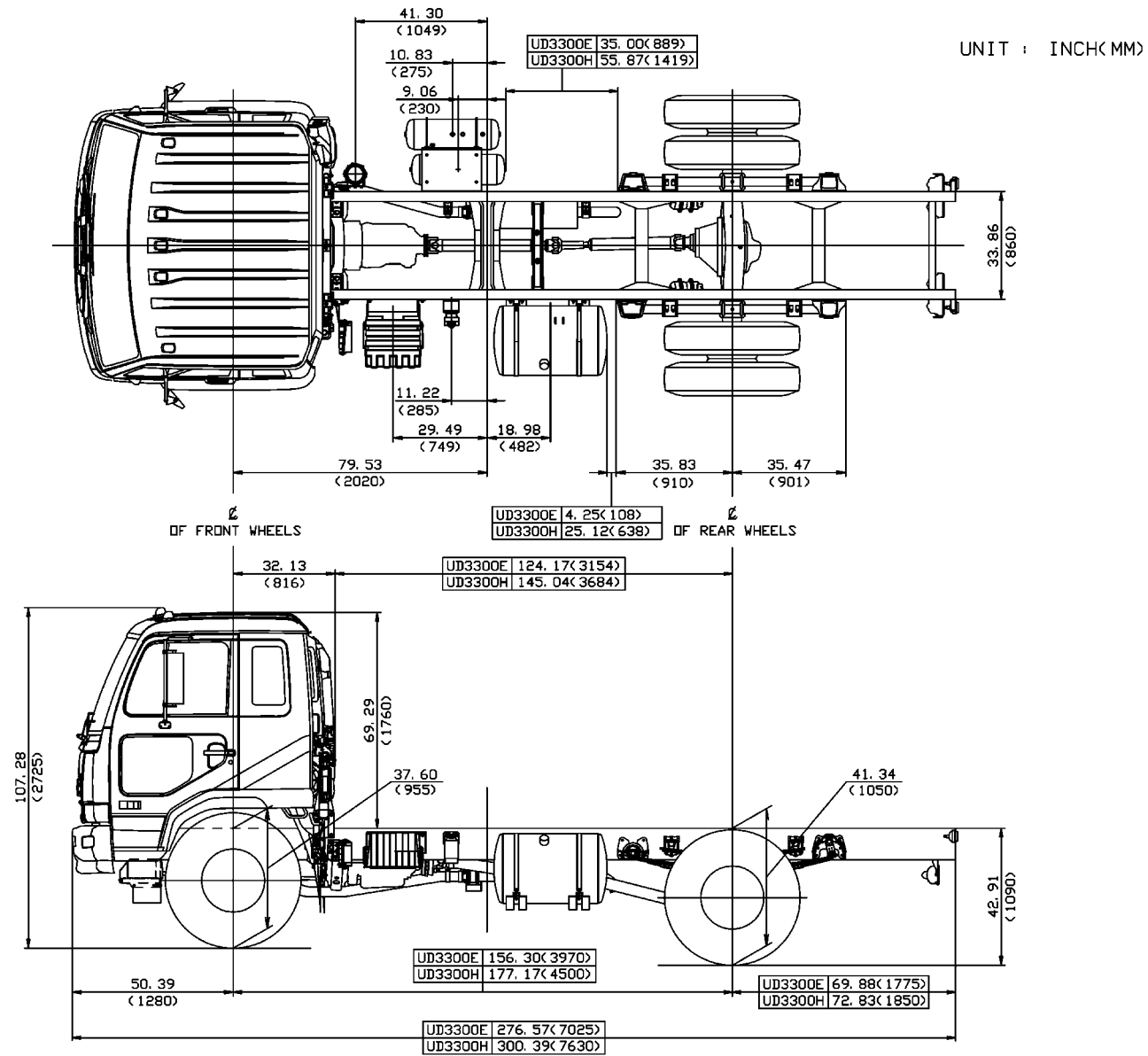


UD2600S

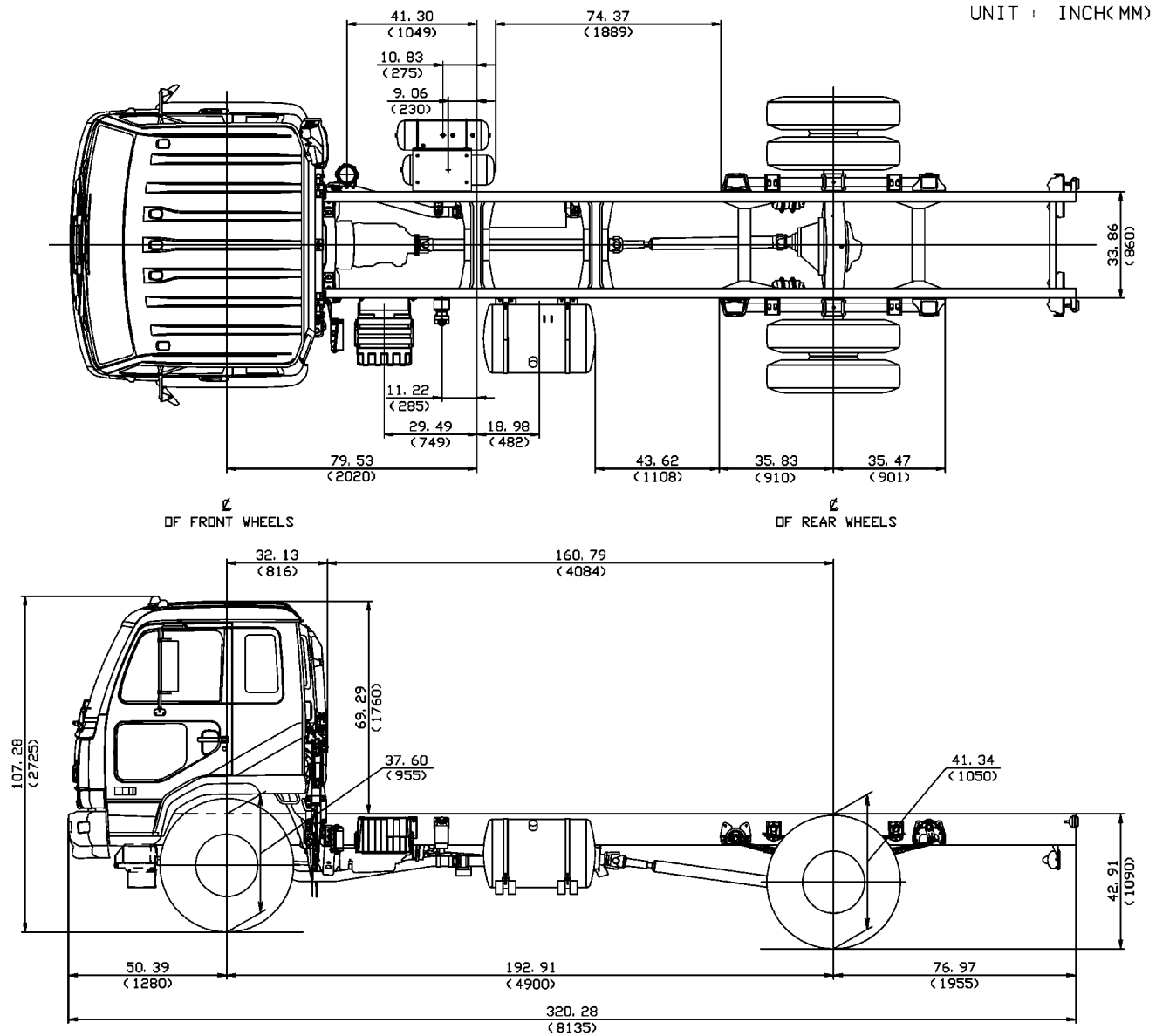
UNIT: INCH(MM)



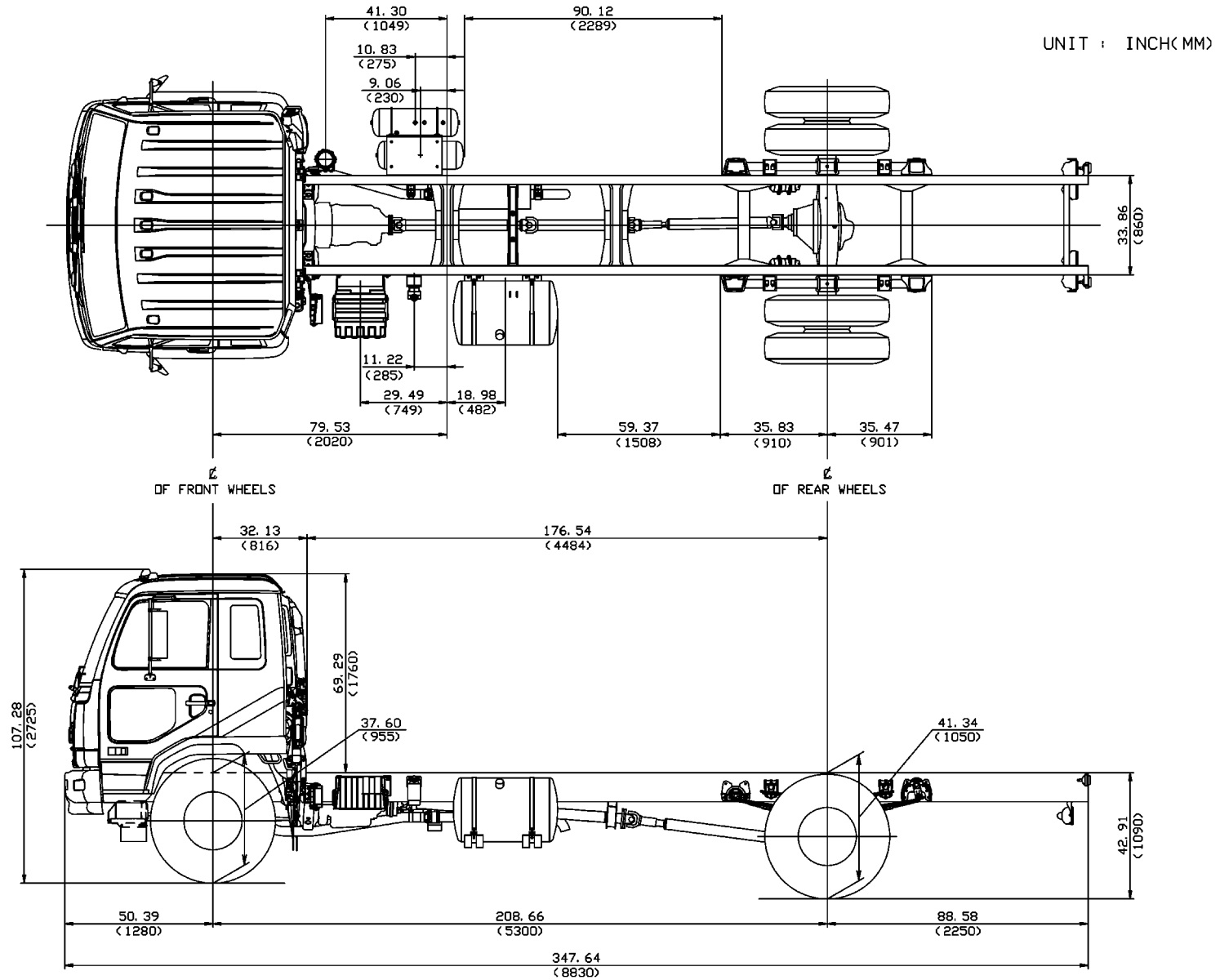
UD3300E, UD3300H



UD3300K

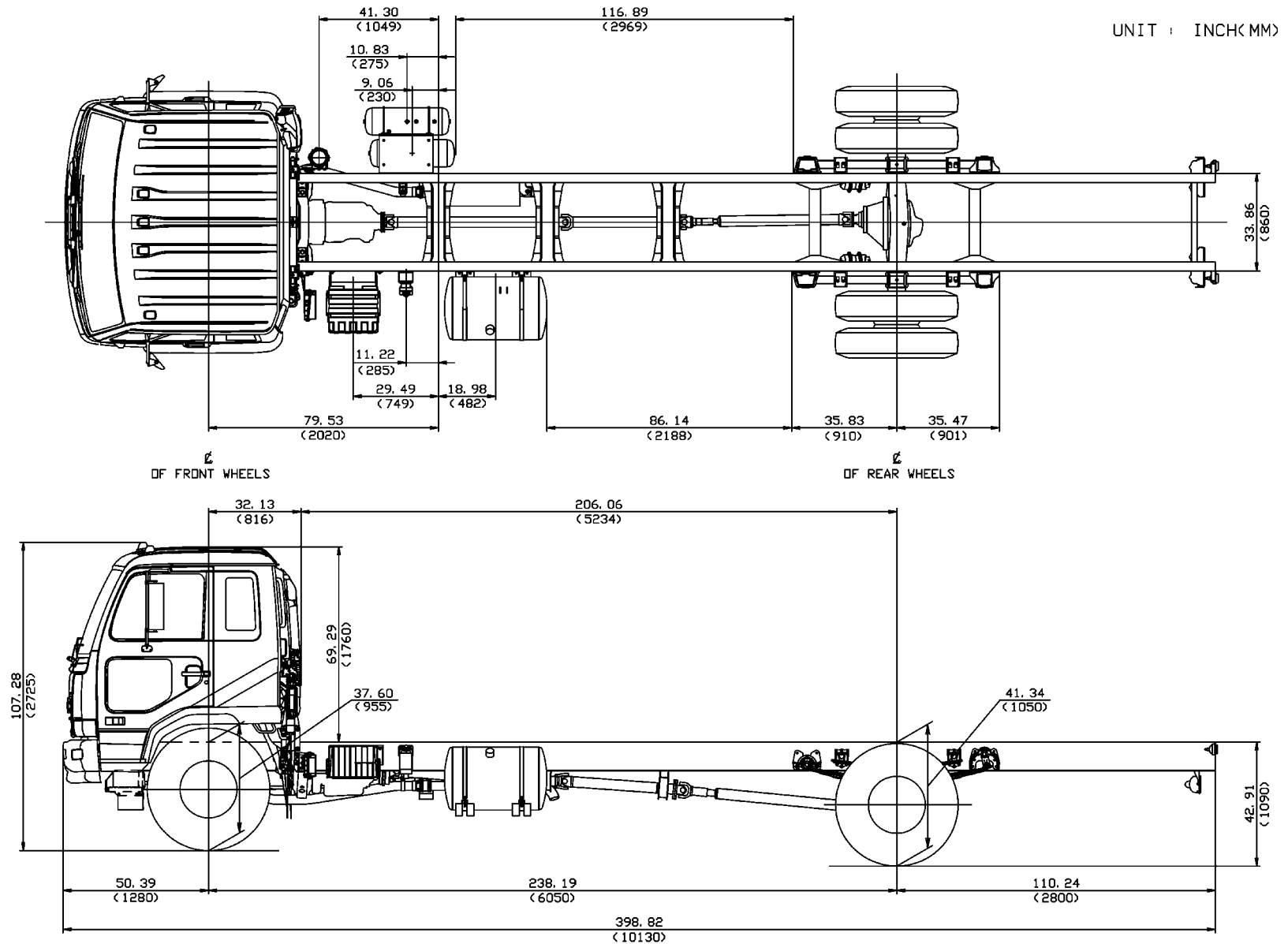


UD3300M



WBM005B

UD3300R

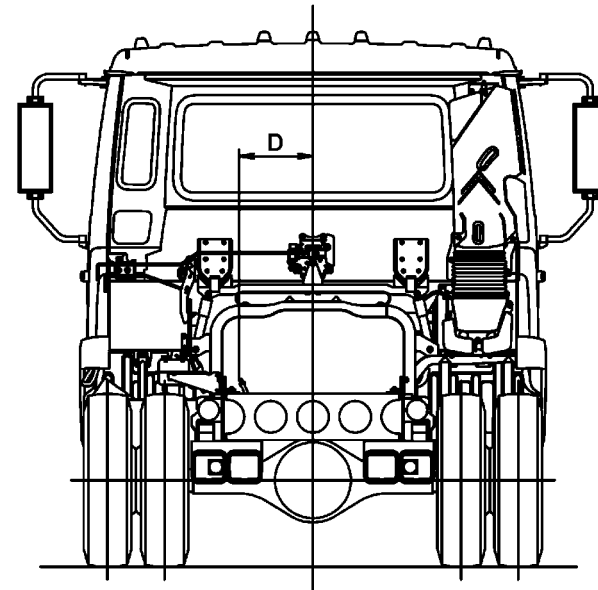
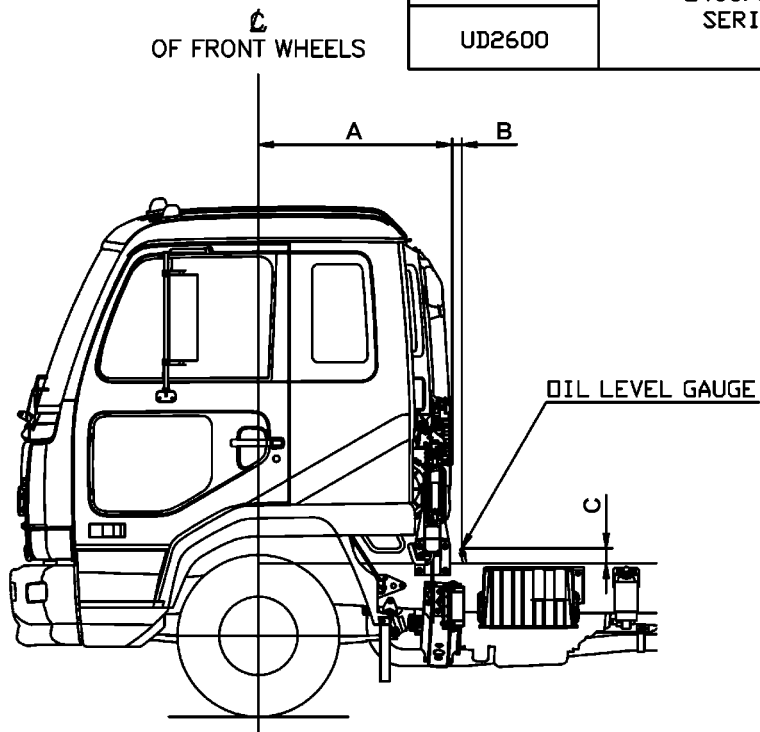


REAR-OF-CAB DATA

WITH AUTOMATIC TRANSMISSION:UD1800, UD2000, UD2300, UD2600

UNIT: INCH<MM>

MODEL	TRANSMISSION MODEL	A	B	C	D
UD1800 UD2000	1000 SERIES	36. 26<921>	1. 81<46>	2. 80<71>	13. 78<350>
UD2300	2400/2500 SERIES	35. 28<896>		3. 03<77>	
UD2600		32. 12<816>			



AXLE AND WHEEL DATA

UD1800, UD2000, UD2300

AXLE INFORMATION

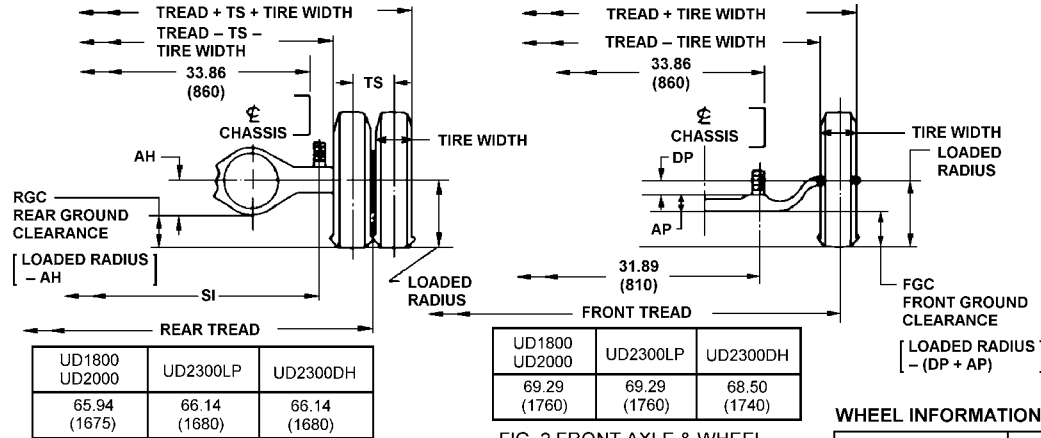


FIG. 1 REAR AXLE & WHEEL

FIG. 2 FRONT AXLE & WHEEL

WHEEL INFORMATION

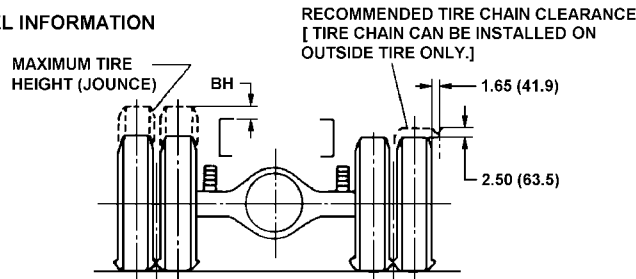


FIG. 3 REAR AXLE & WHEEL MOTION

TIRE INFORMATION (SEE NOTE)

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)
245/70R19.5 (G)	19.5 X 6.75	10.24 (260)	33.58 (853)	15.35 (390)	15.98 (406)	15.39 (391)	16.02 (407)
9R22.5 (G)	22.5 X 6.75	9.57 (243)	39.13 (994)	17.87 (454)	18.46 (469)	17.91 (455)	18.50 (470)

AXLE INFORMATION CHART (SEE FIG. 1 & 2)

MODEL	REAR AXLE		FRONT AXLE	
	SI	AH	AP	DP
UD1800 SERIES UD2000 SERIES UD2300LP SERIES	39.65 (1007)	7.87 (200)	3.80 (96.5)	3.15 (80)
UD2300DH SERIES		8.62 (219)		

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)	6.14 (156)
245/70R19.5 (G)	19.5 X 6.75	5.31 (135)	8	10.63 (270)	5.71 (145)	8.41 (213.5)	7.52 (1.91)
9R22.5 (G)	22.5 X 6.75	5.98 (152)		11.97 (304)	8.46 (215)	10.93 (277.5)	9.29 (236)

NOTE : TIRE AND WHEEL RIM

UD1800 & UD2300 SERIES MODELS ARE EQUIPPED WITH TIRES AND WHEEL-RIM DESCRIBED BELOW.

MODEL	TIRE	WHEEL - RIM
UD1800, UD2000 SERIES	215/70R17.5 (G)	17.5 X 6.00
UD2300LP SERIES	245/70R19.5 (G)	19.5 X 6.75
UD2300DH SERIES	9R22.5-14PR (G)	22.5 X 6.75

TIRE DIMENSIONS SHOWN ARE FOR NEW TIRES

★ THIS DIMENSION IS CALCULATED ACCORDING TO JATMA

■ 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)

UD2600

AXLE INFORMATION

UNIT : INCH (MM)

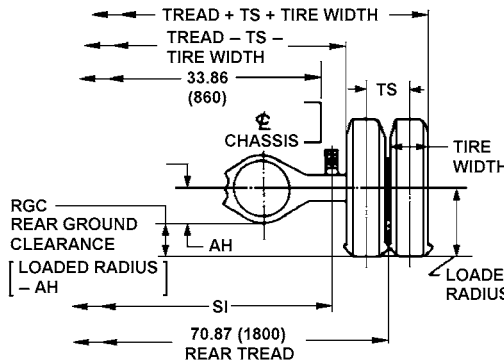


FIG. 1 REAR AXLE & WHEEL

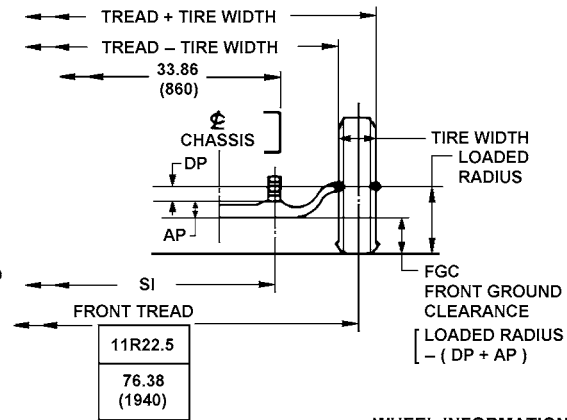


FIG. 2 FRONT AXLE & WHEEL

AXLE INFORMATION CHART (SEE FIG. 1 & 2)

MODEL	REAR AXLE		FRONT AXLE		
	SI	AH	AP	DP	SI
UD2600 SERIES	39.92 (1014)	9.76 (248)	5.59 (142)	3.63 (92.3)	31.89 (810)

WHEEL INFORMATION

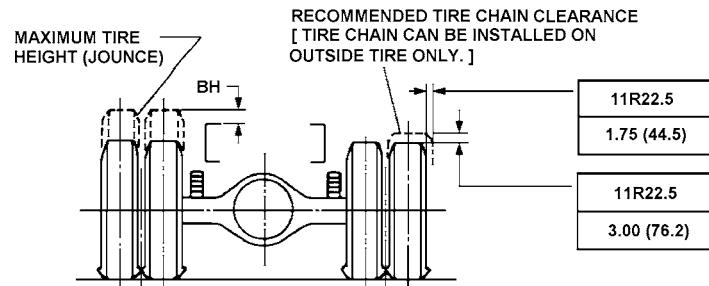


FIG. 3 REAR AXLE & WHEEL MOTION

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 7.50	6.38 (162)	8	12.76 (324)	8.07 (205)	11.16 (283.5)	9.65 (245)

MODEL	WHEEL - RIM
UD2600 SERIES	22.5 X 7.50

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 7.50	11.68 (296.7)	42.34 (1075.4)	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)

WBM789A

UD3300

AXLE INFORMATION

UNIT : INCH (MM)

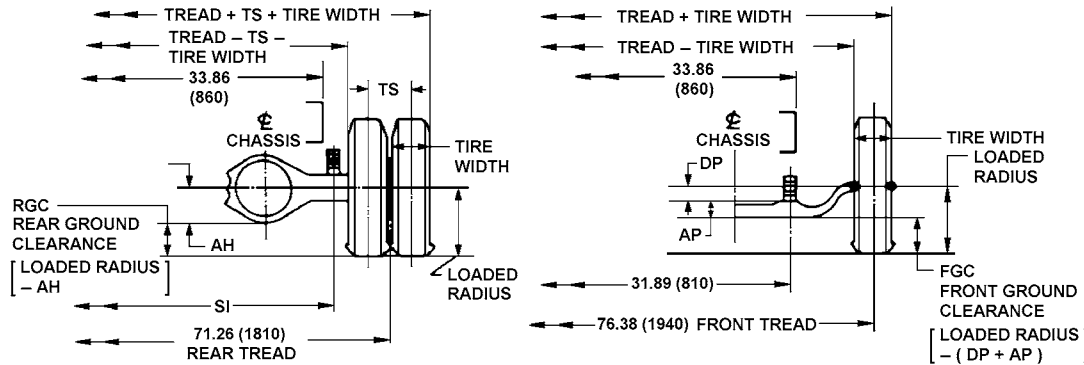


FIG. 1 REAR AXLE & WHEEL

FIG. 2 FRONT AXLE & WHEEL

WHEEL INFORMATION

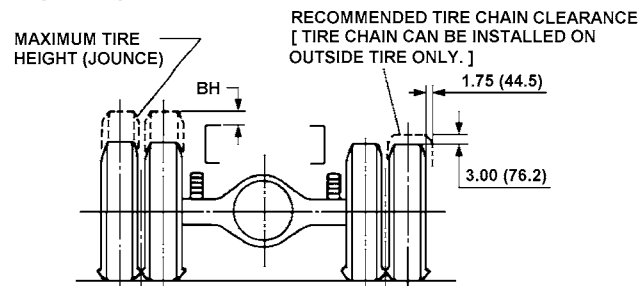


FIG. 3 REAR AXLE & WHEEL MOTION

AXLE INFORMATION CHART (SEE FIG. 1 & 2)

MODEL	REAR AXLE		FRONT AXLE	
	SI	AH	AP	DP
UD3300 SERIES	39.92 (1014)	9.76 (248)	5.59 (142)	3.63 (92.3)

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 7.50	6.38 (162)	8	12.76 (324)	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 7.50

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 7.50	11.68 (296.7)	42.34 (1075.4)	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.

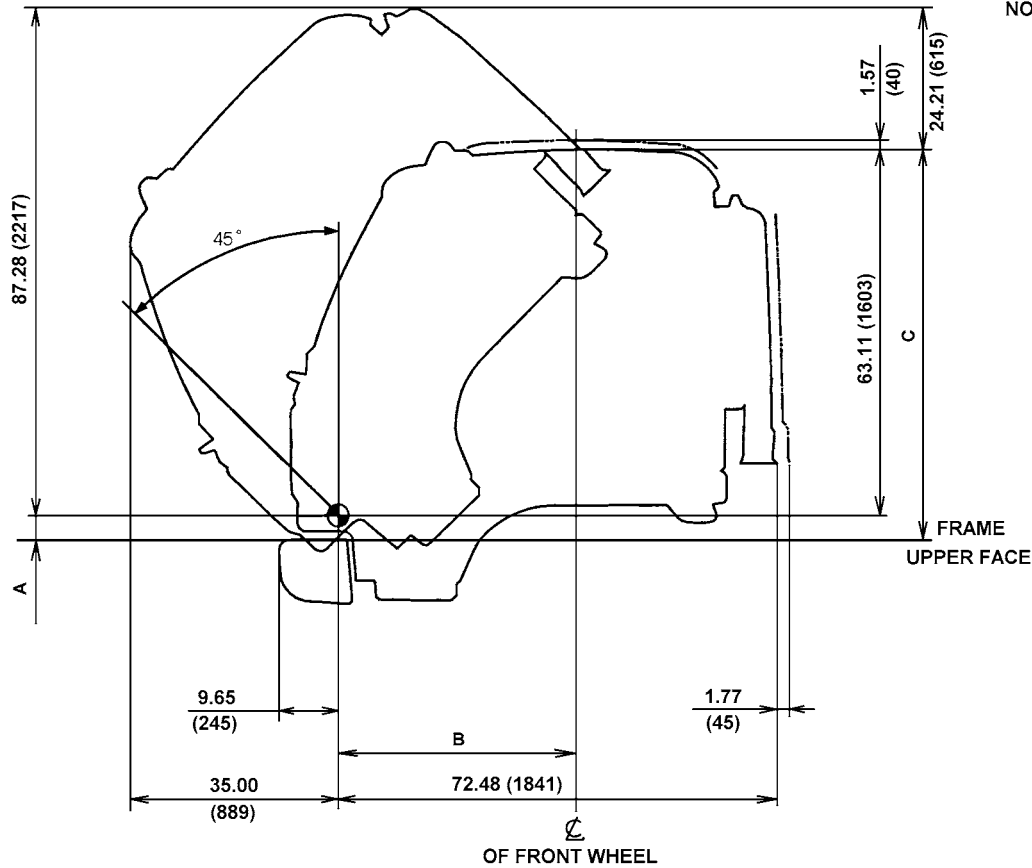
** HEAVY TREAD TIRE'S OVERALL DIA. OF MAX GROWN TIRE.

□ 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).

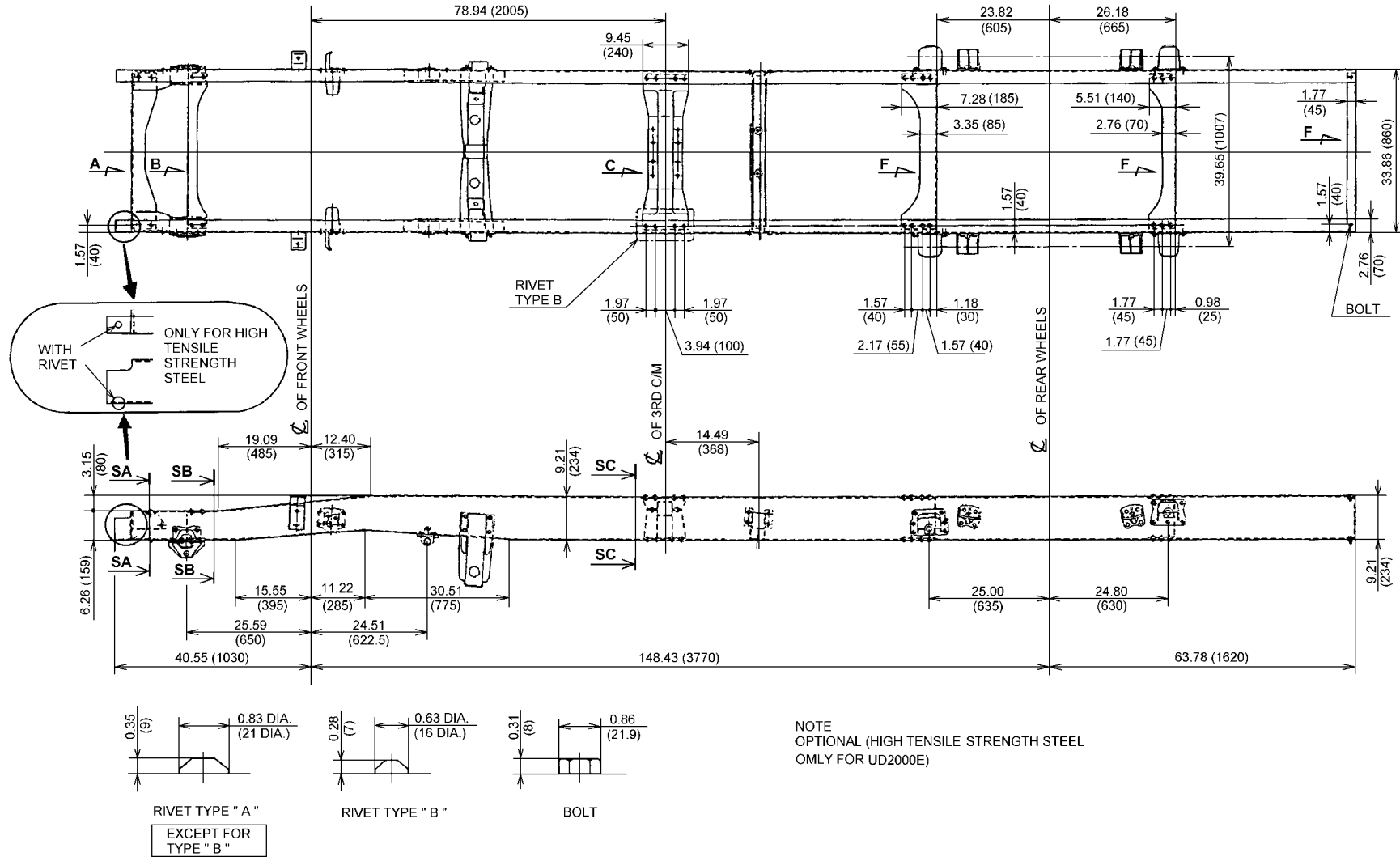
MODEL	A	B	C
UD1800 UD2000	2.56 (65)	36.22 (920)	67.72 (1720)
UD2300	2.56 (65)	37.20 (945)	67.72 (1720)
UD2600 UD3300	4.13 (105)	40.35 (1025)	69.29 (1760)

WBM940A

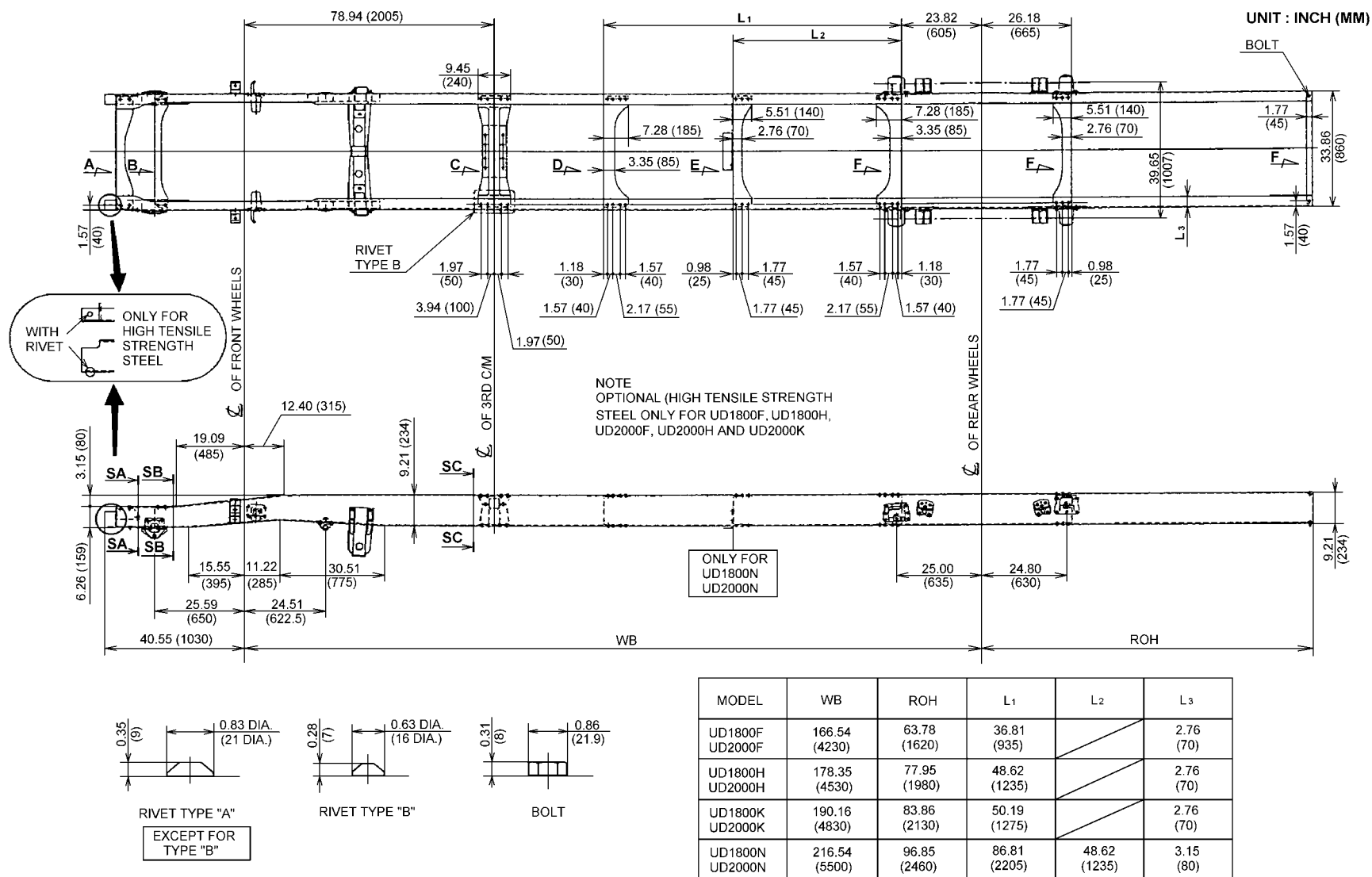
FRAME DATA

UD1800E, UD2000E

UNIT : INCH (MM)

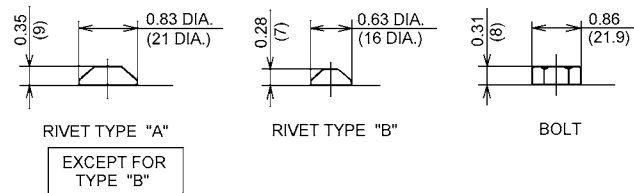
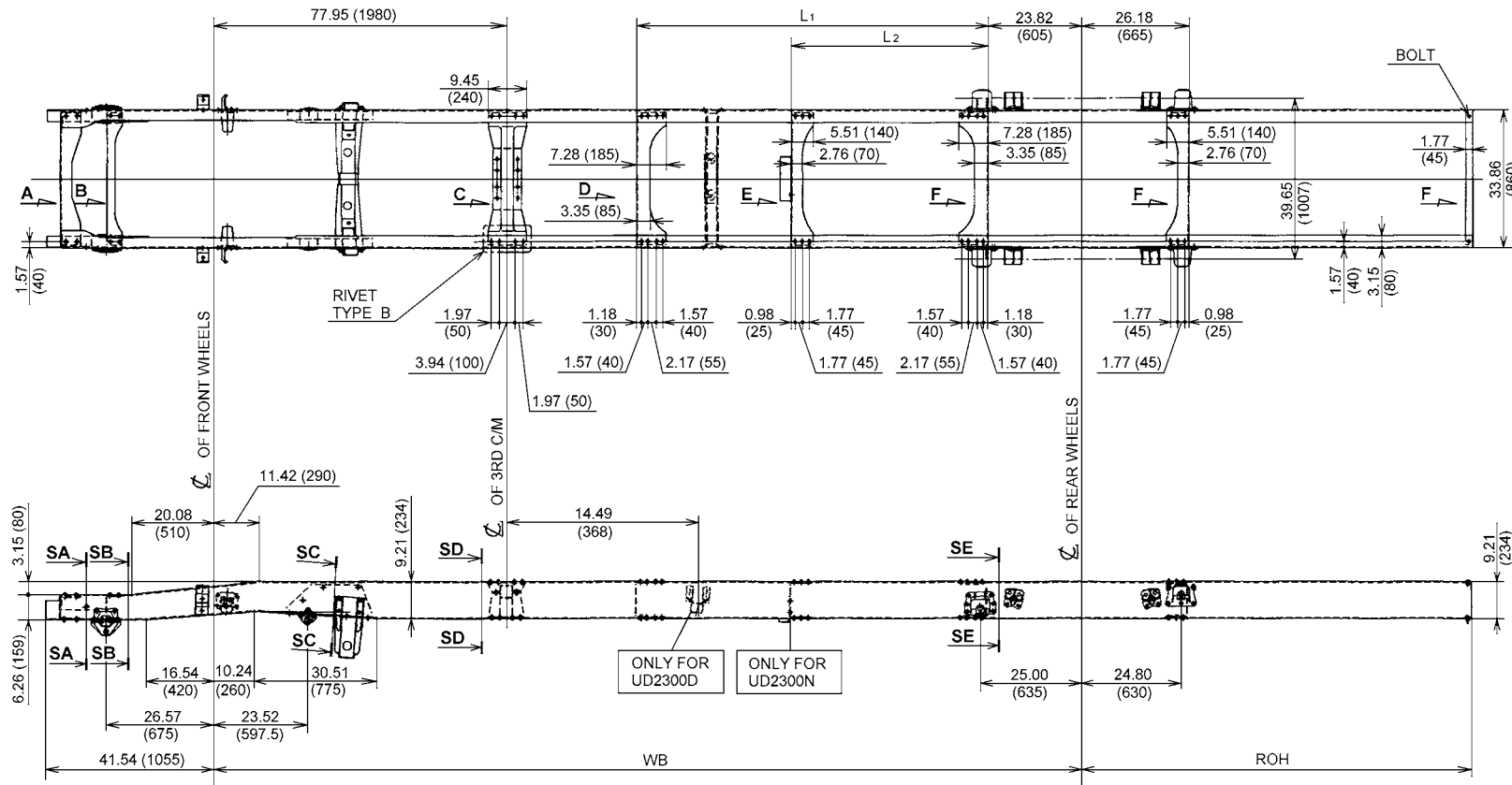


WBM792A



UD2300D, UD2300F, UD2300H, UD2300K, UD2300N

UNIT : INCH (MM)

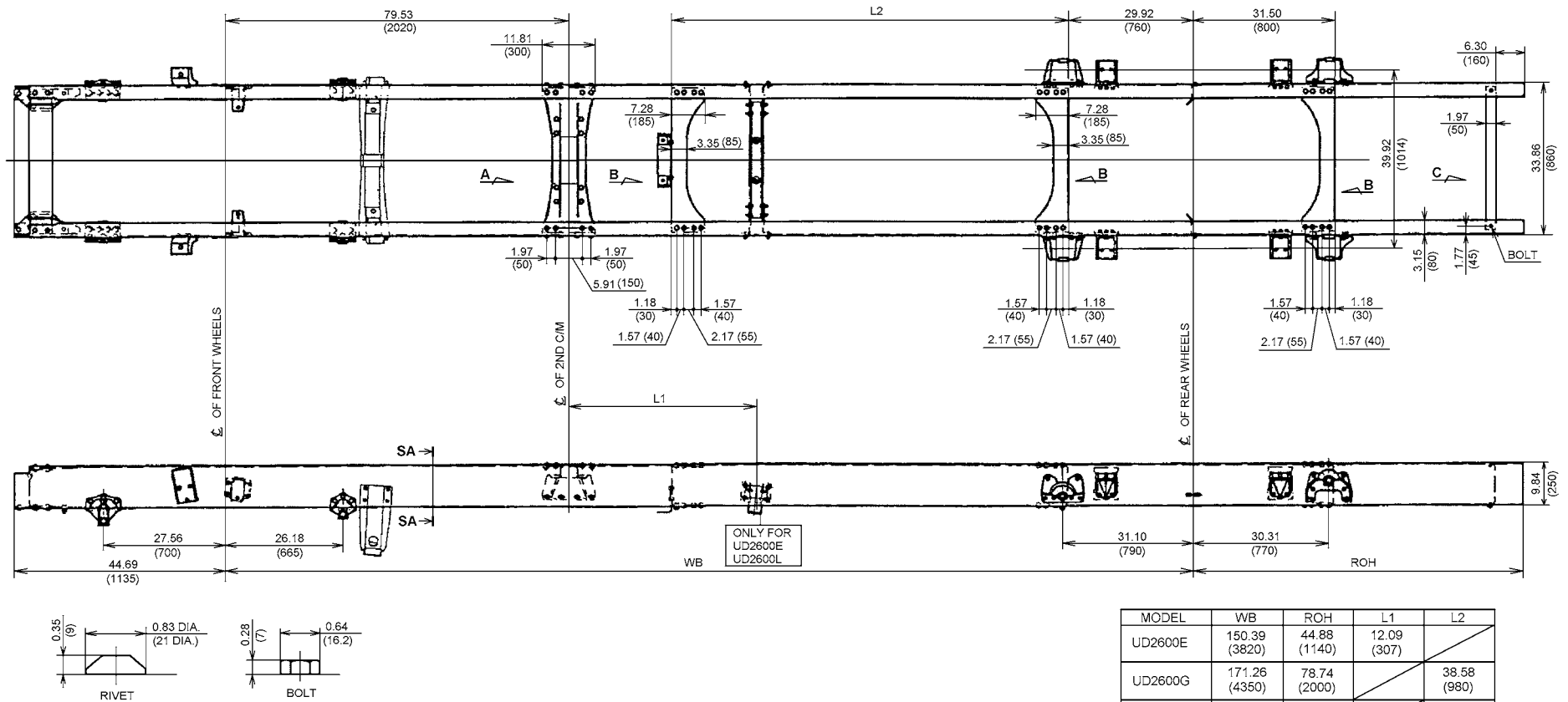


MODEL	WB	ROH	L ₁	L ₂
UD2300D	147.44 (3745)	63.78 (1620)		
UD2300F	165.55 (4205)	63.78 (1620)	36.81 (935)	
UD2300H	177.36 (4505)	77.95 (1980)	48.62 (1235)	
UD2300K	189.17 (4805)	83.86 (2130)	50.19 (1275)	
UD2300N	215.55 (5475)	96.85 (2460)	86.81 (2205)	48.62 (1235)

WBM793A

UD2600E, UD2600G, UD2600K, UD2600L

UNIT : INCH (MM)

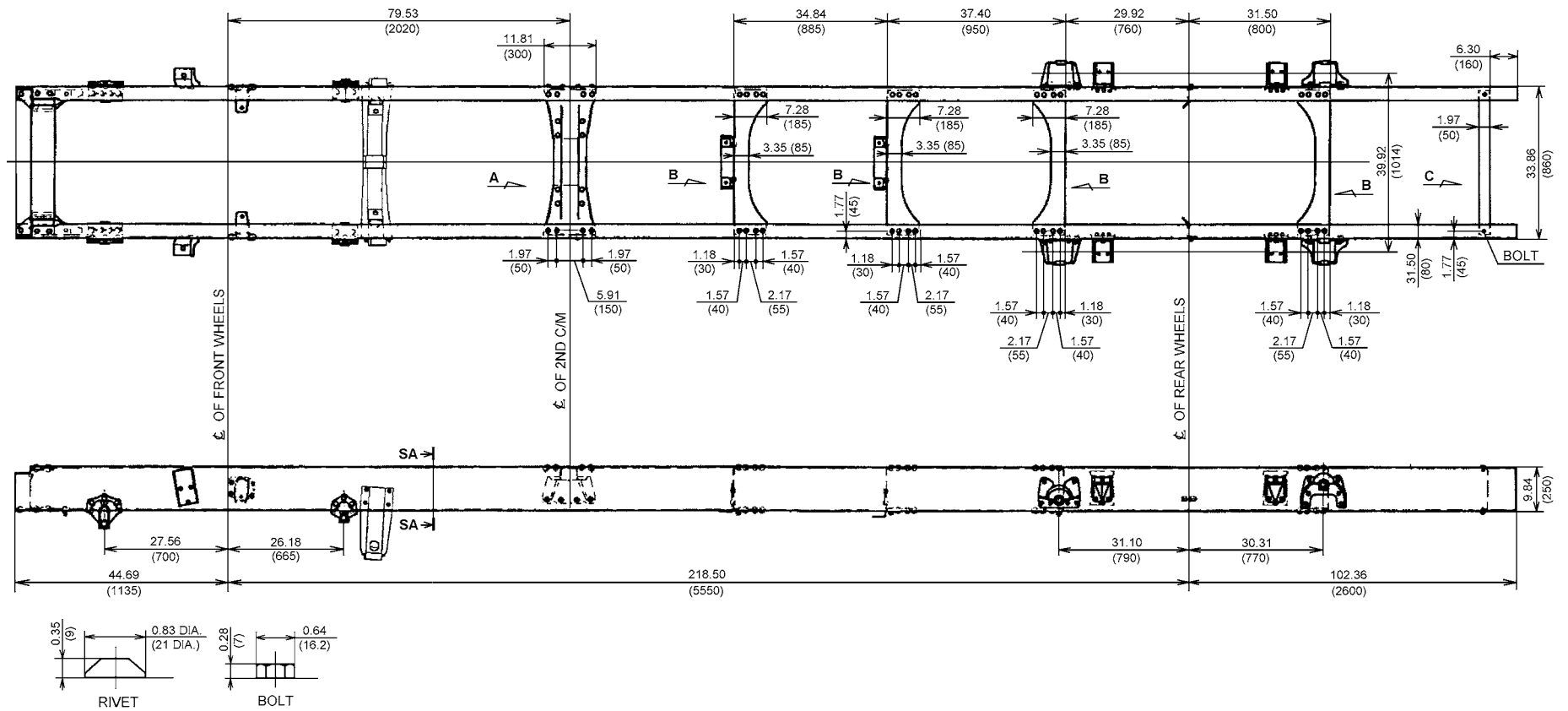


MODEL	WB	ROH	L1	L2
UD2600E	150.39 (3820)	44.88 (1140)	12.09 (307)	
UD2600G	171.26 (4350)	78.74 (2000)		38.58 (980)
UD2600K	187.01 (4750)	82.87 (2105)		40.75 (1035)
UD2600L	202.76 (5150)	94.49 (2400)	61.89 (1572)	56.50 (1435)

WBM794A

UD2600N

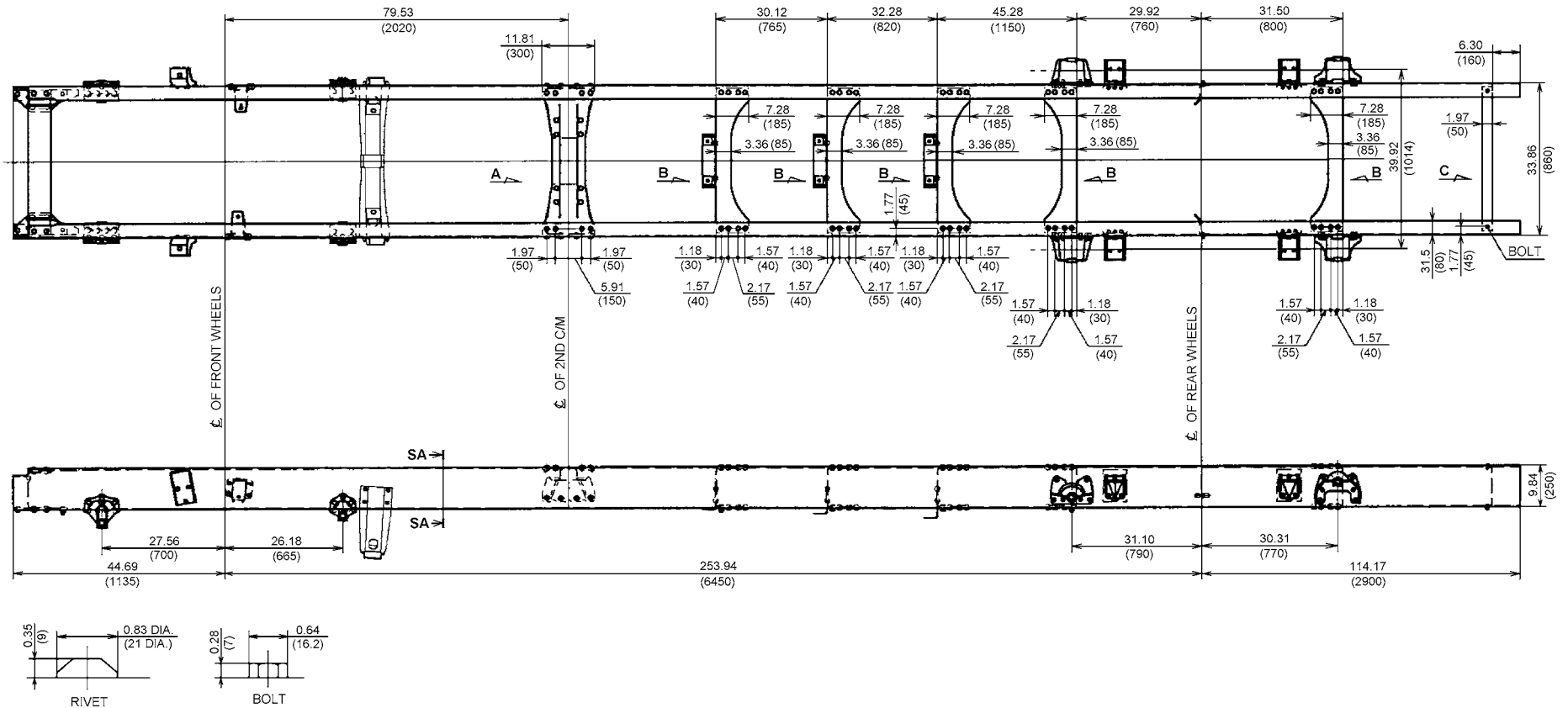
UNIT : INCH (MM)



WBM795A

UD2600S

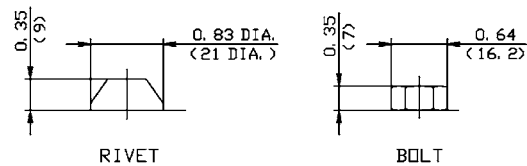
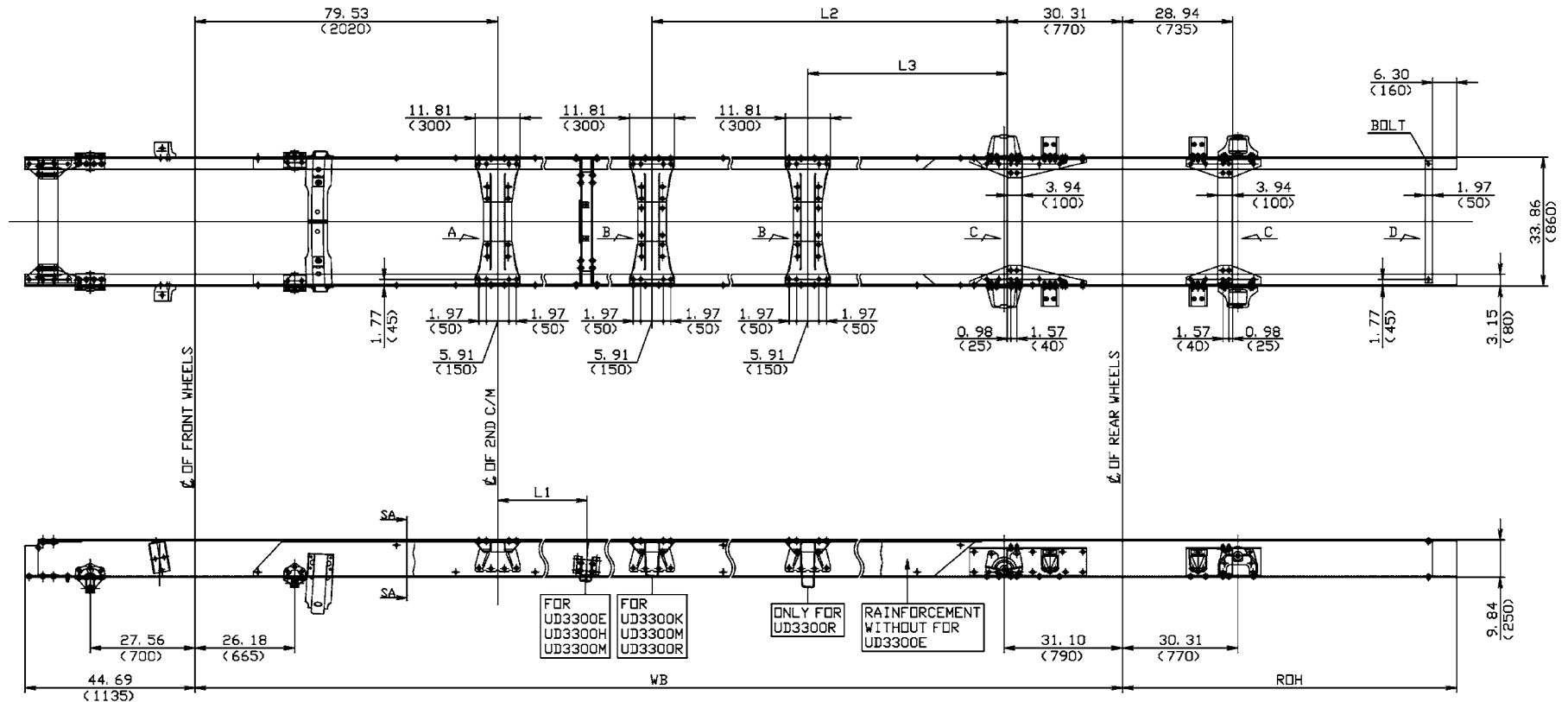
UNIT : INCH (MM)



WBM796A

UD3300E, UD3300H, UD3300K, UD3300M, UD3300R

UNIT : INCH (MM)

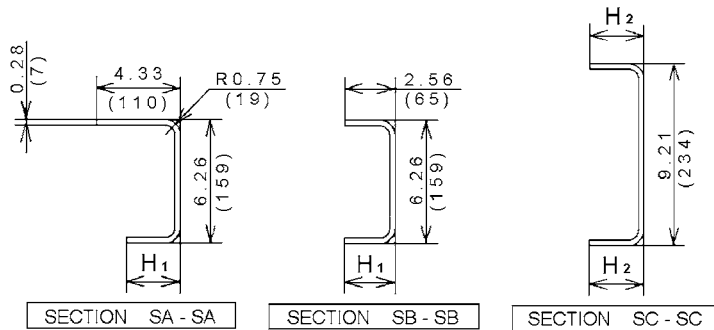
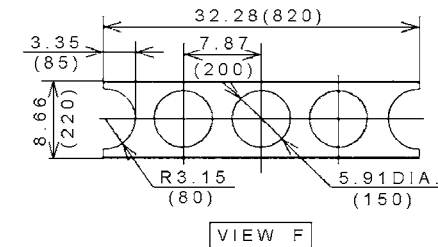
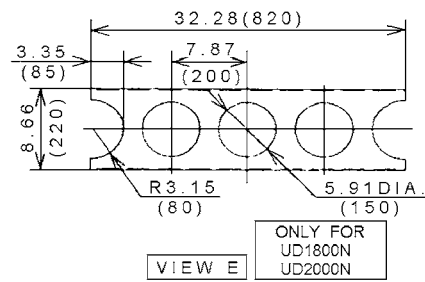
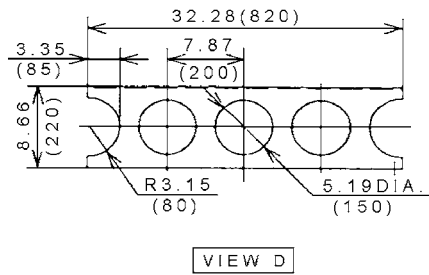
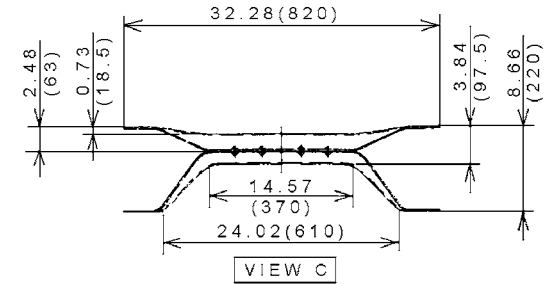
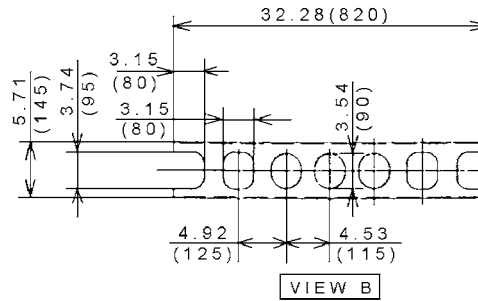
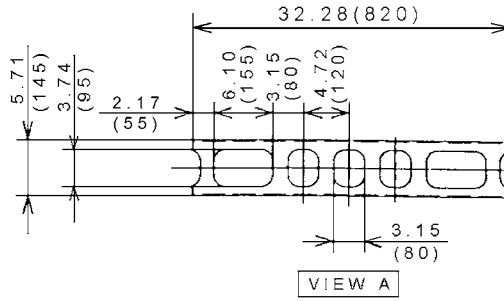


MODEL	WB	RDH	L1	L2	L3
UD3300E	156.30 (3970)	69.88 (1775)	15.98 (406)		
UD3300H	177.17 (4500)	72.83 (1850)	22.48 (571)		
UD3300K	192.91 (4900)	76.97 (1955)		45.28 (1150)	
UD3300M	208.66 (5300)	88.58 (2250)	22.48 (571)	41.34 (1050)	
UD3300R	238.19 (6050)	110.24 (2800)		90.55 (2300)	48.82 (1240)

WBM941A

CROSSMEMBER AND FRAME SECTION DATA UD1800, UD2000

UNIT : INCH (MM)

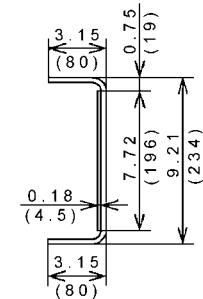
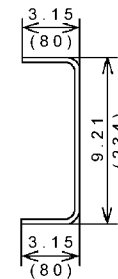
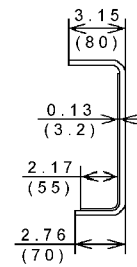
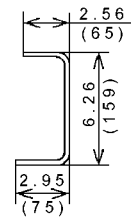
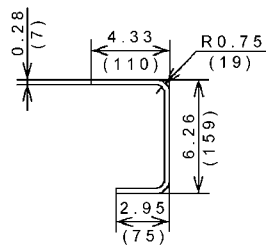
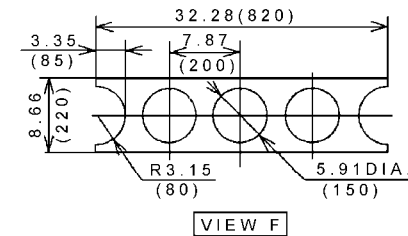
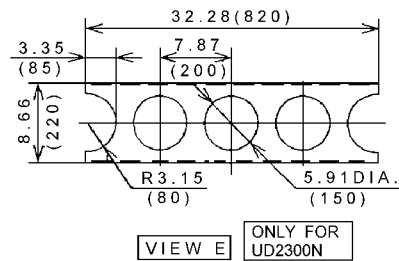
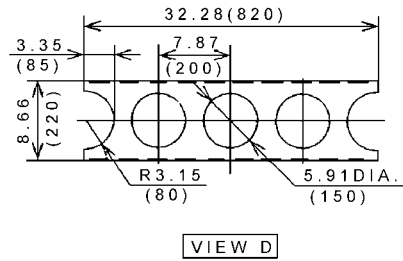
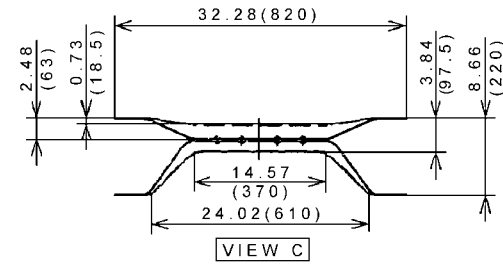
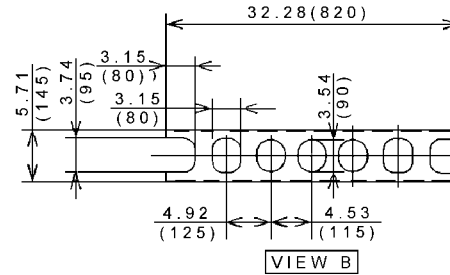
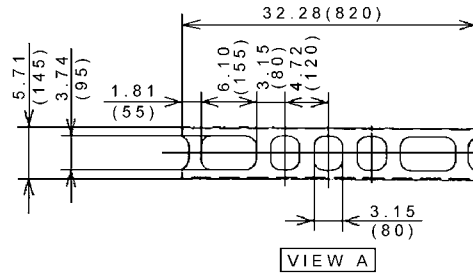


MODEL	H ₁	H ₂
UD1800E UD2000E		
UD1800F UD2000F	2.56	2.76
UD1800H UD2000H	(65)	(70)
UD1800K UD2000K		
UD1800N UD2000N	2.95	3.15
	(75)	(80)

WBM797A

UD2300

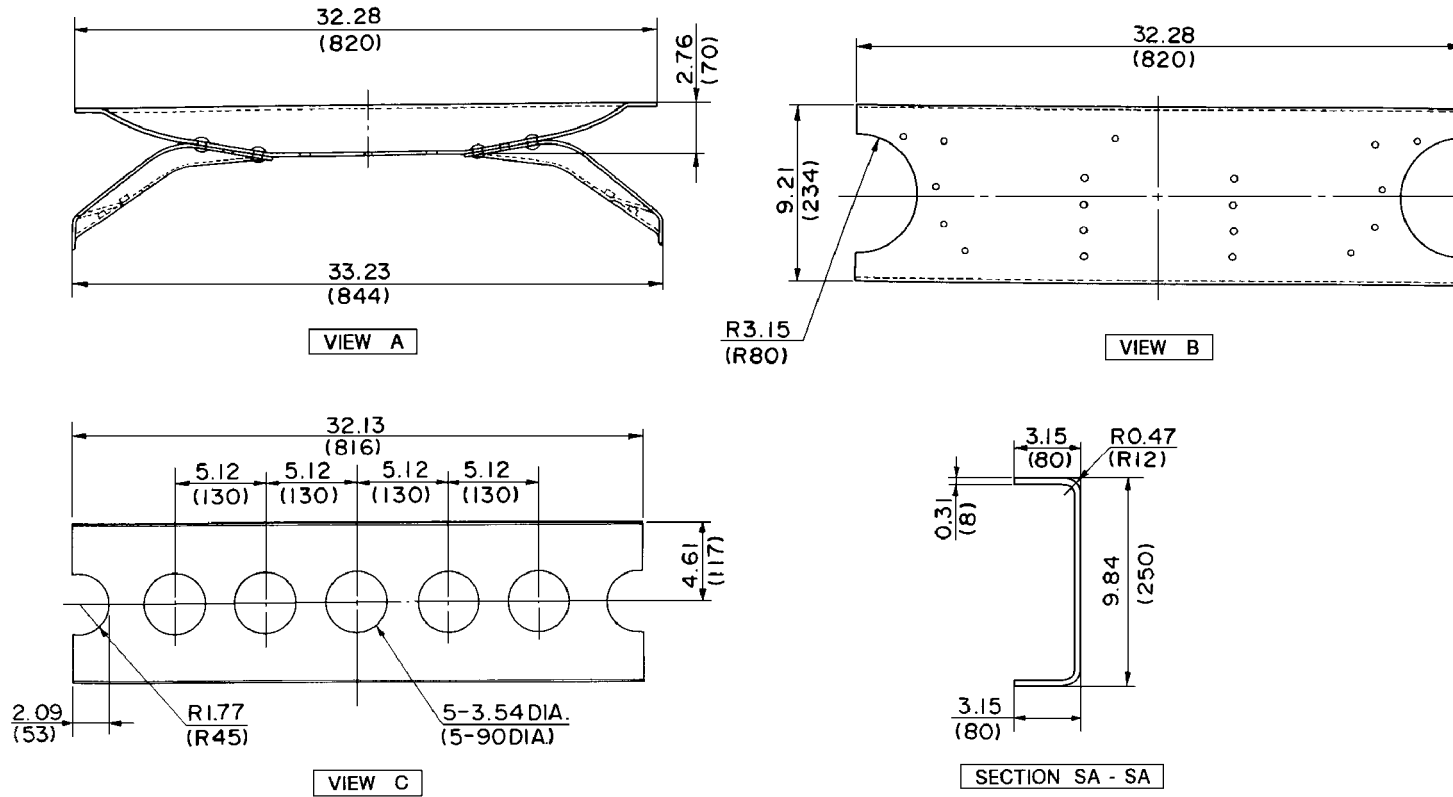
UNIT : INCH (MM)



WBM798A

UD2600

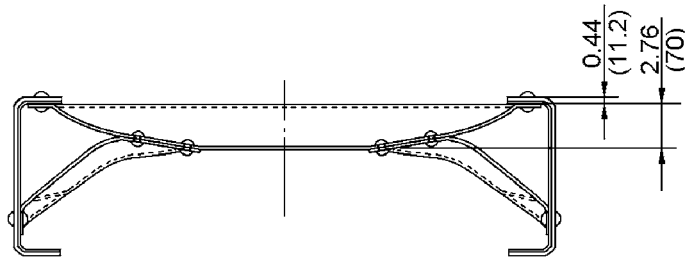
UNIT: INCH (MM)



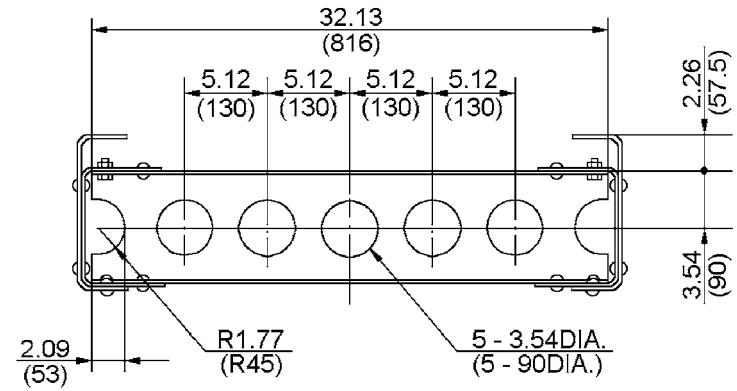
WBM434A

UD3300

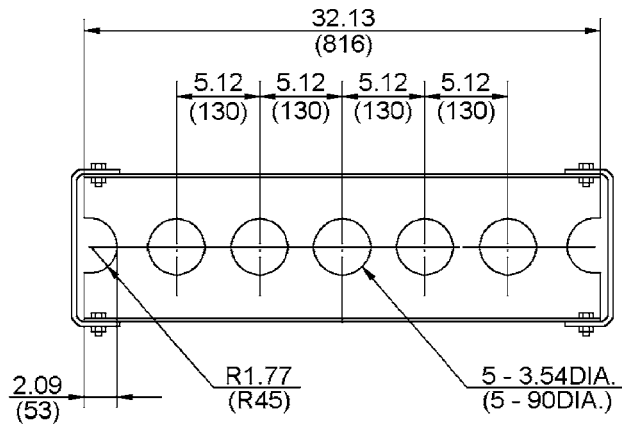
UNIT: INCH (MM)



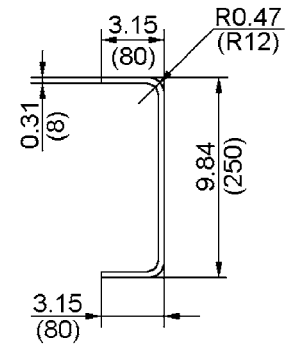
VIEW A, B



VIEW C



VIEW D



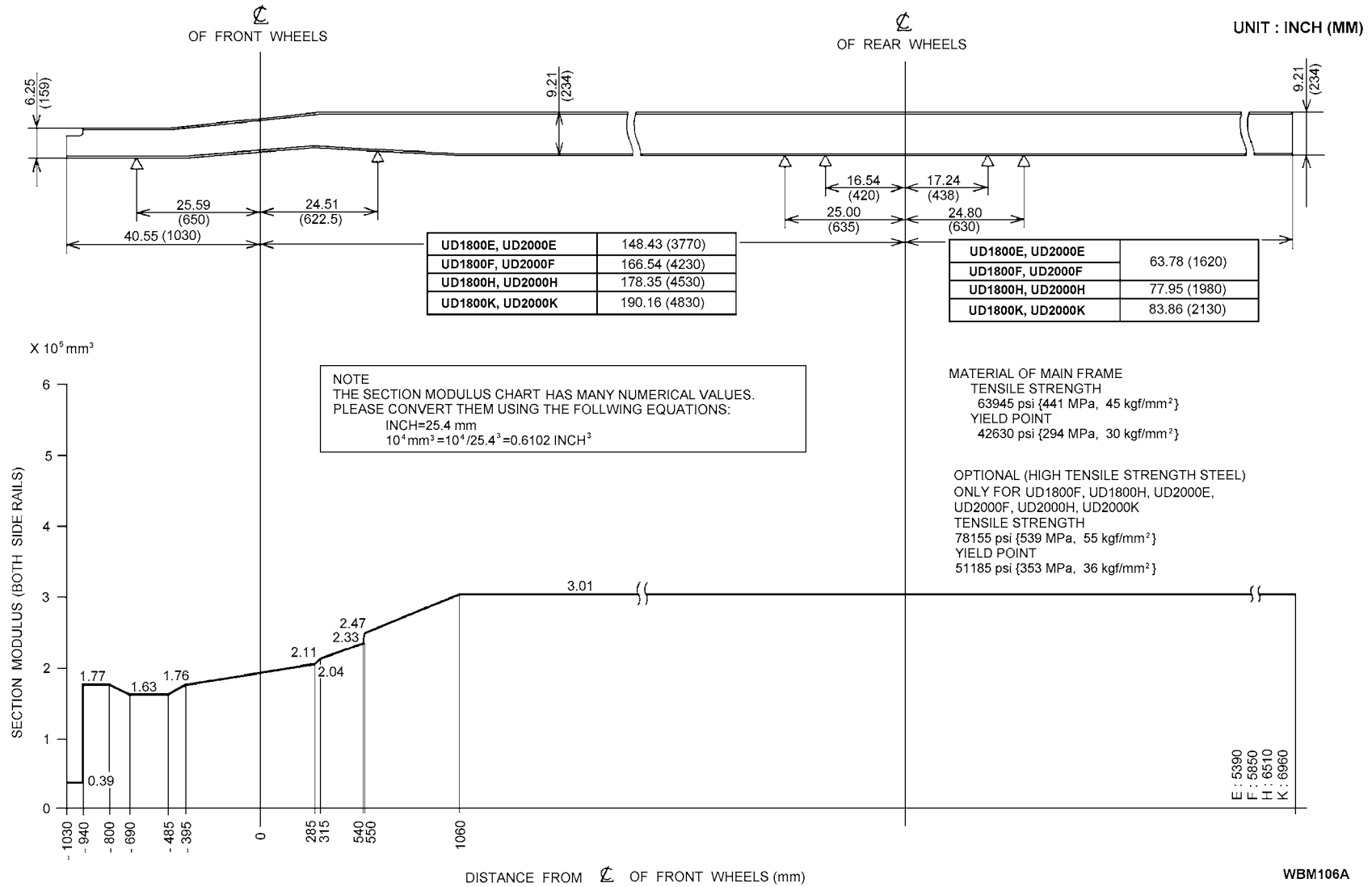
SECTION SA - SA

WBM942A

SIDE RAIL DATA

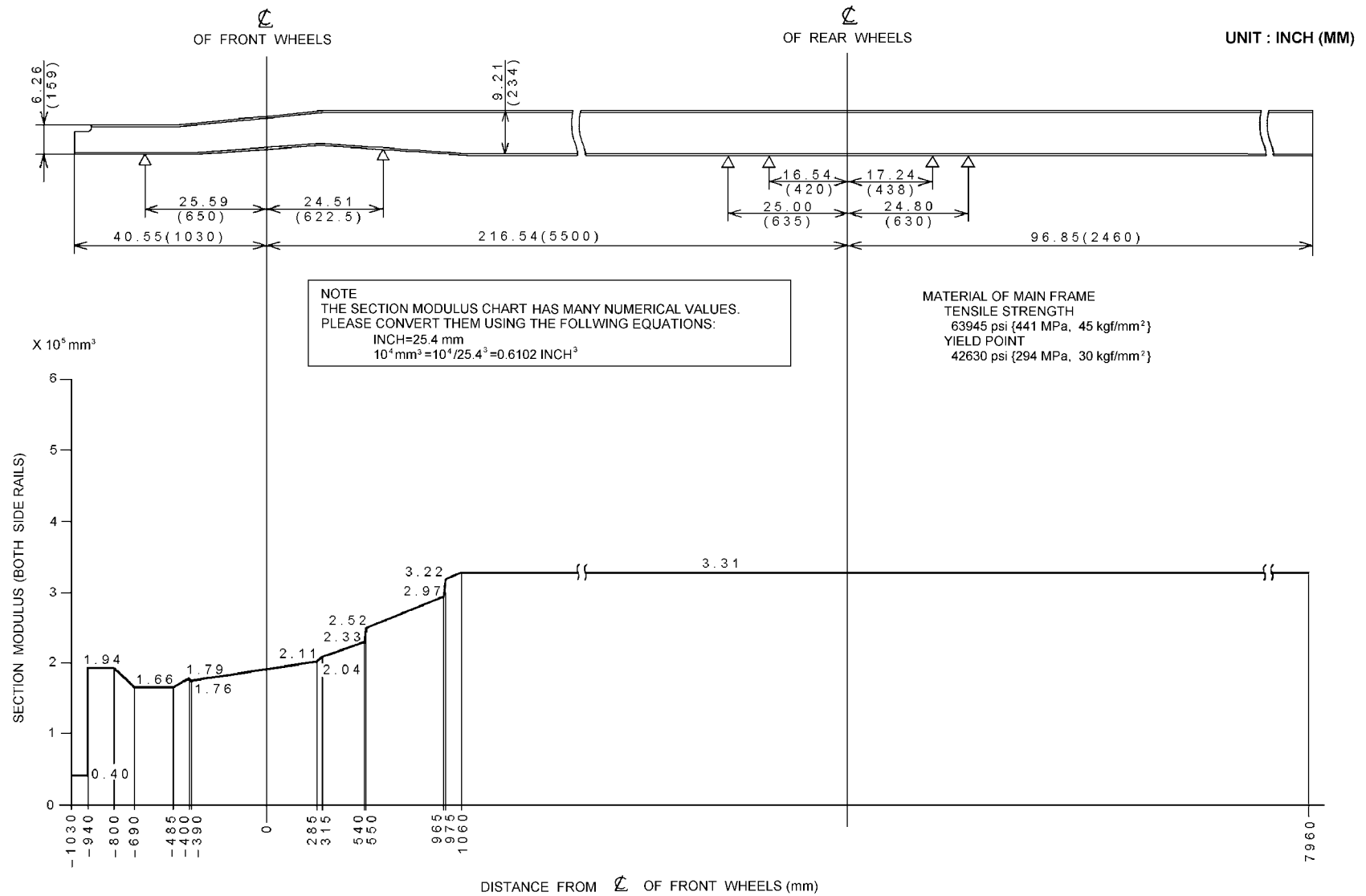
UD1800E, UD1800F, UD1800H, UD1800K

UD2000E, UD2000F, UD2000H, UD2000K



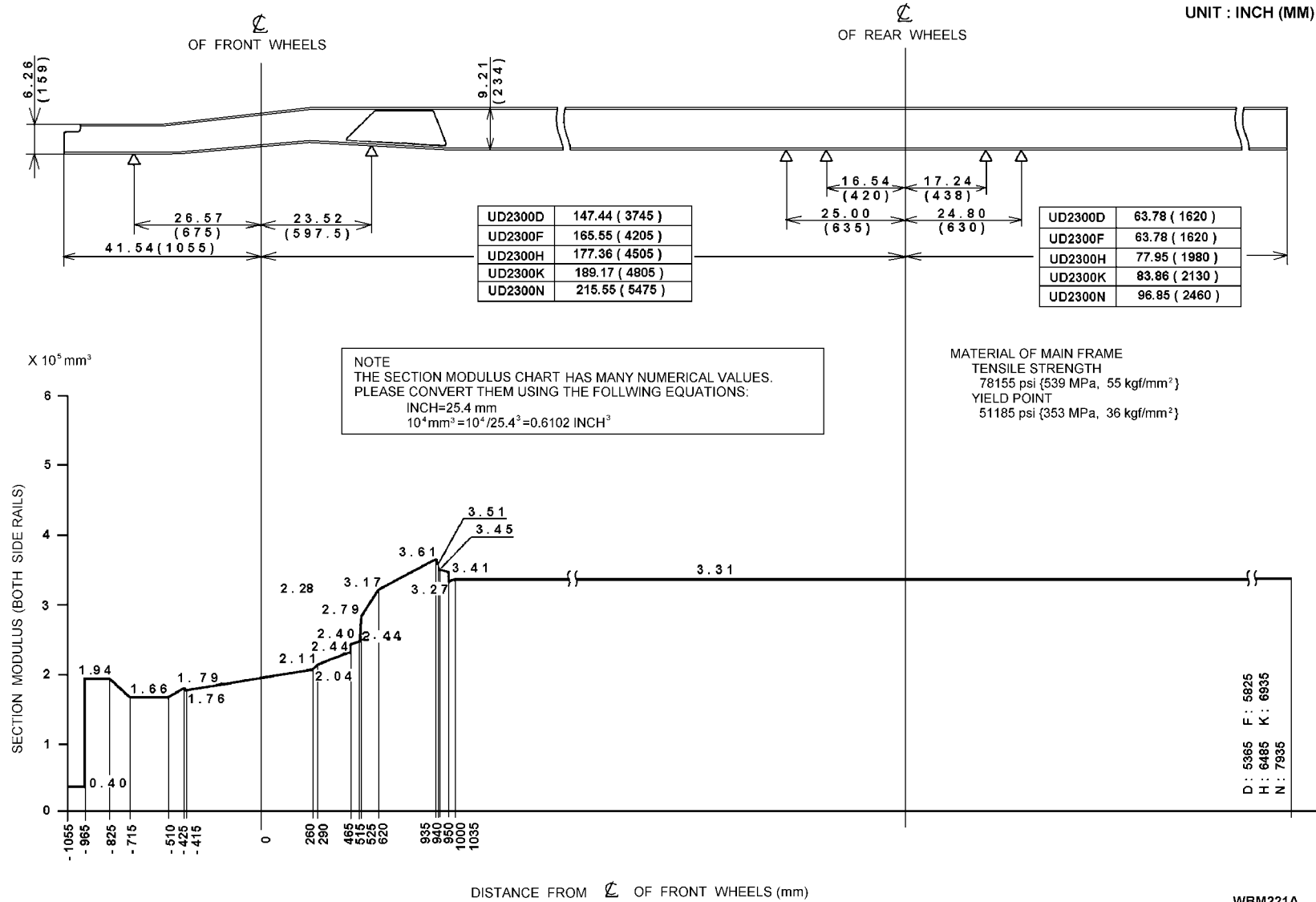
WBM106A

UD1800N
UD2000N



WBM143A

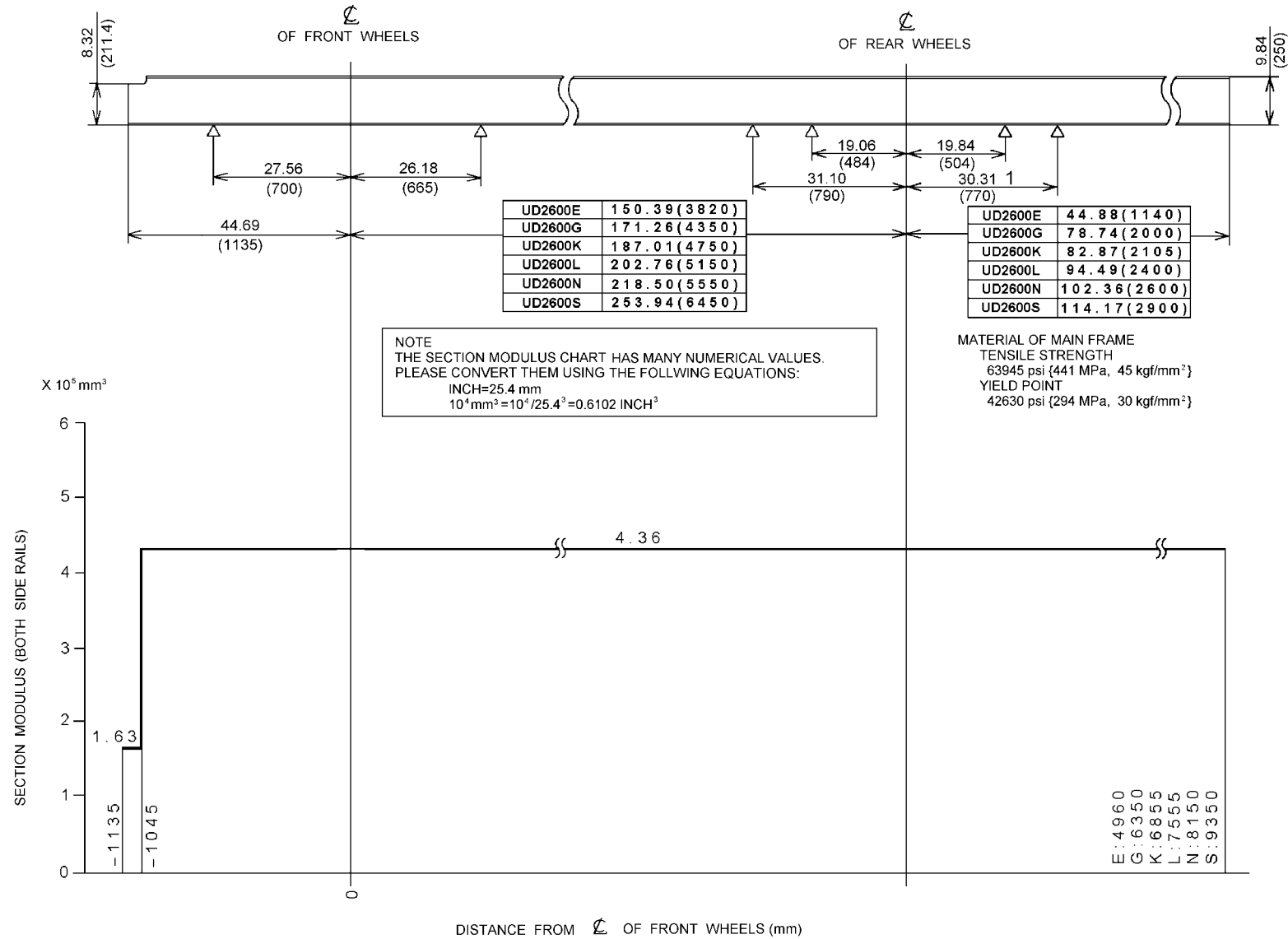
UD2300



WBM221A

UD2600E, UD2600G, UD2600K, UD2600L, UD2600N, UD2600S

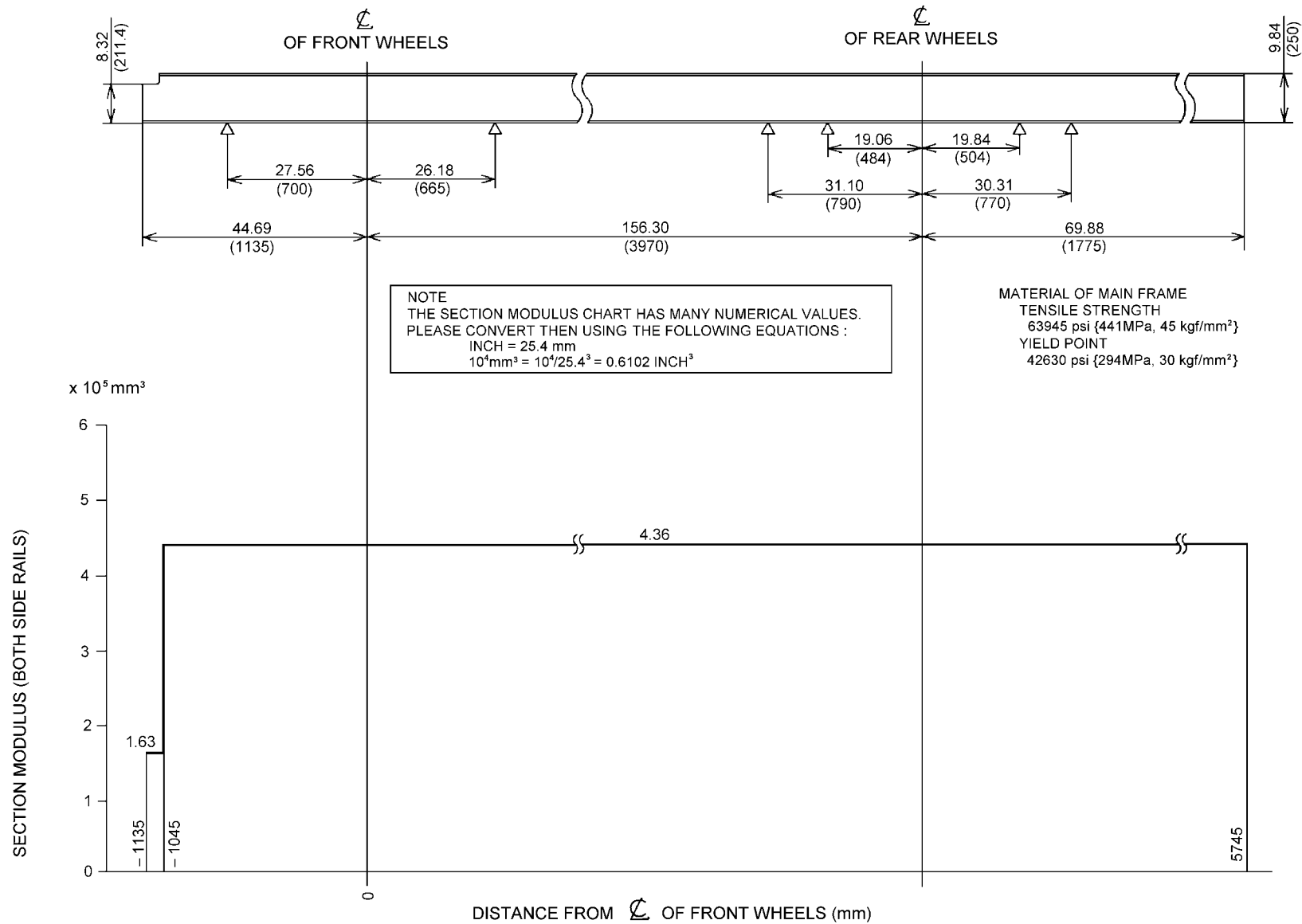
UNIT : INCH (MM)



WBM413A

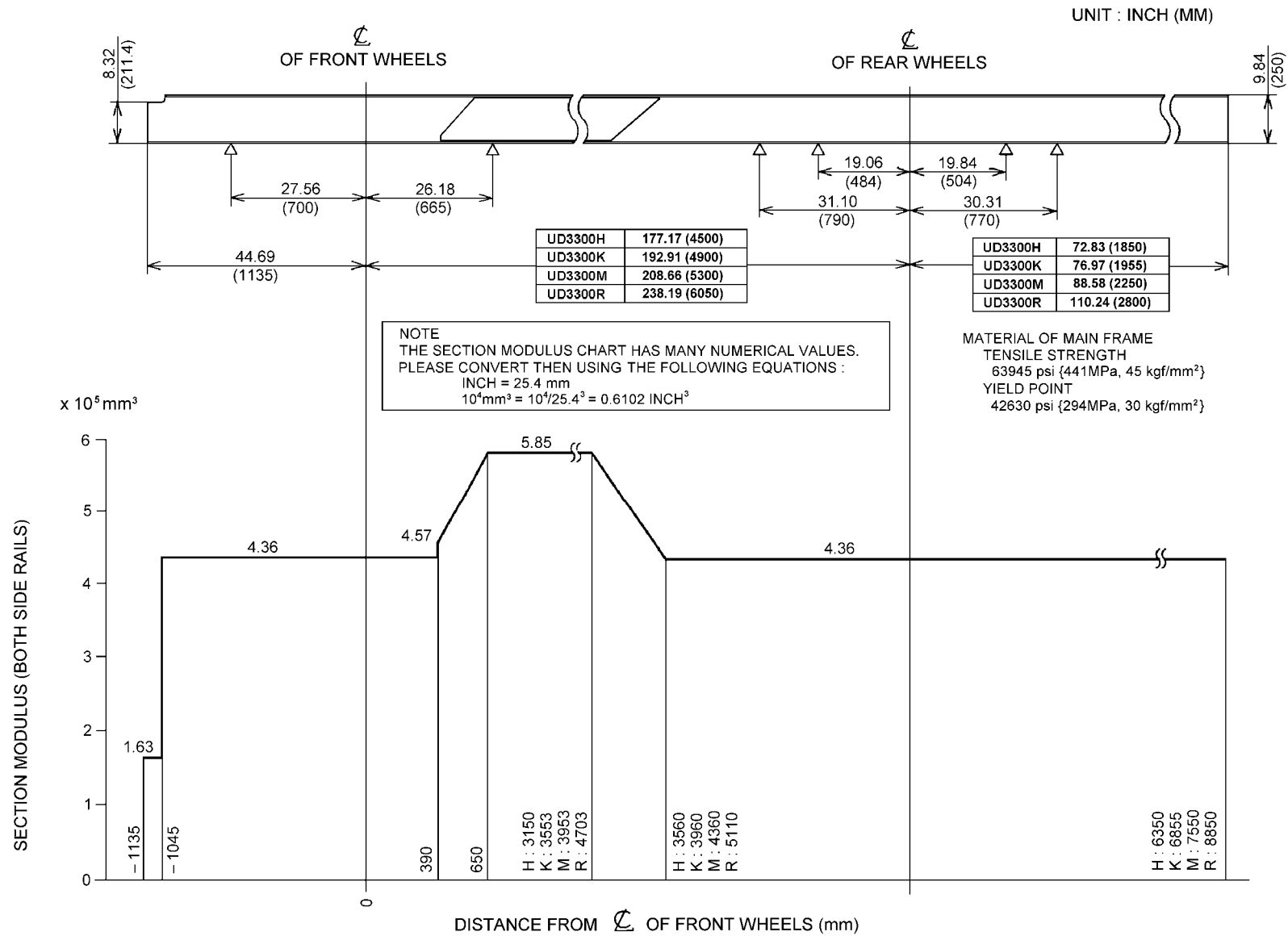
UD3300E

UNIT : INCH (MM)



WBM943A

UD3300H, UD3300K, UD3300M, UD3300R

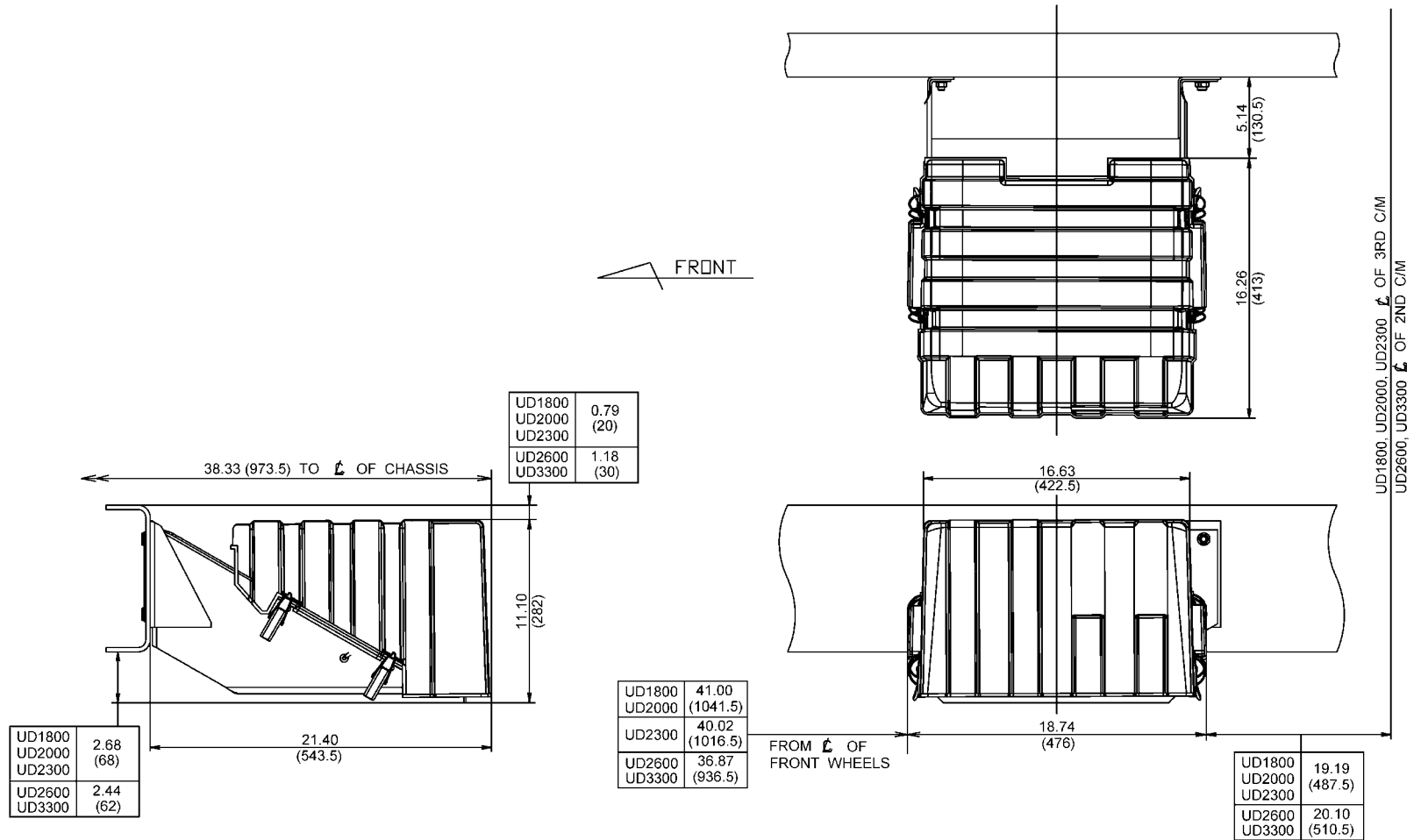


WBM944A

BATTERY BOX DATA

UD1800, UD2000, UD2300, UD2600, UD3300

UNIT : INCH (MM)

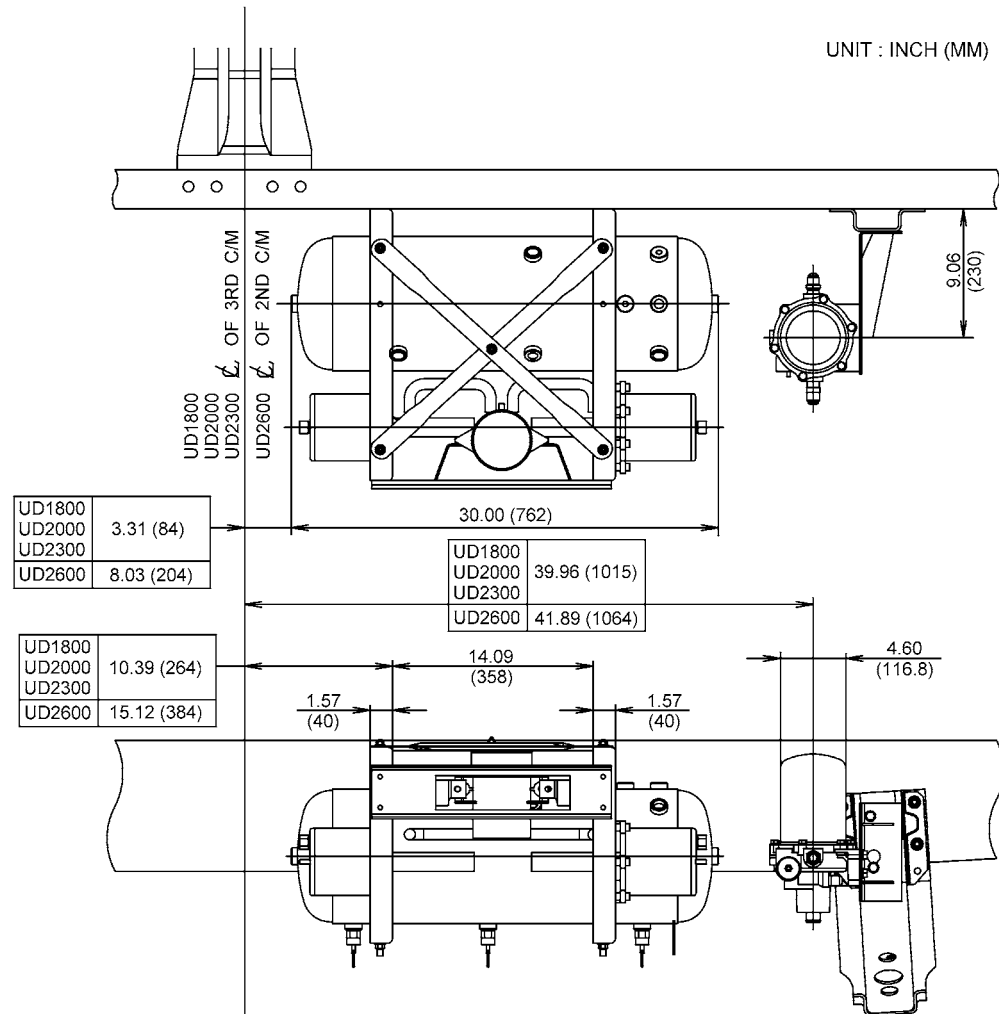
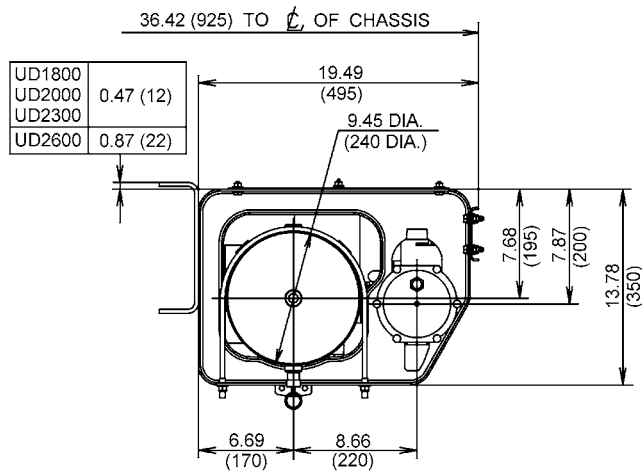


WBM945A

BRAKE POWER UNIT AND AIR RESERVOIR DATA

UD1800, UD2000, UD2300, UD2600

UNIT : INCH (MM)

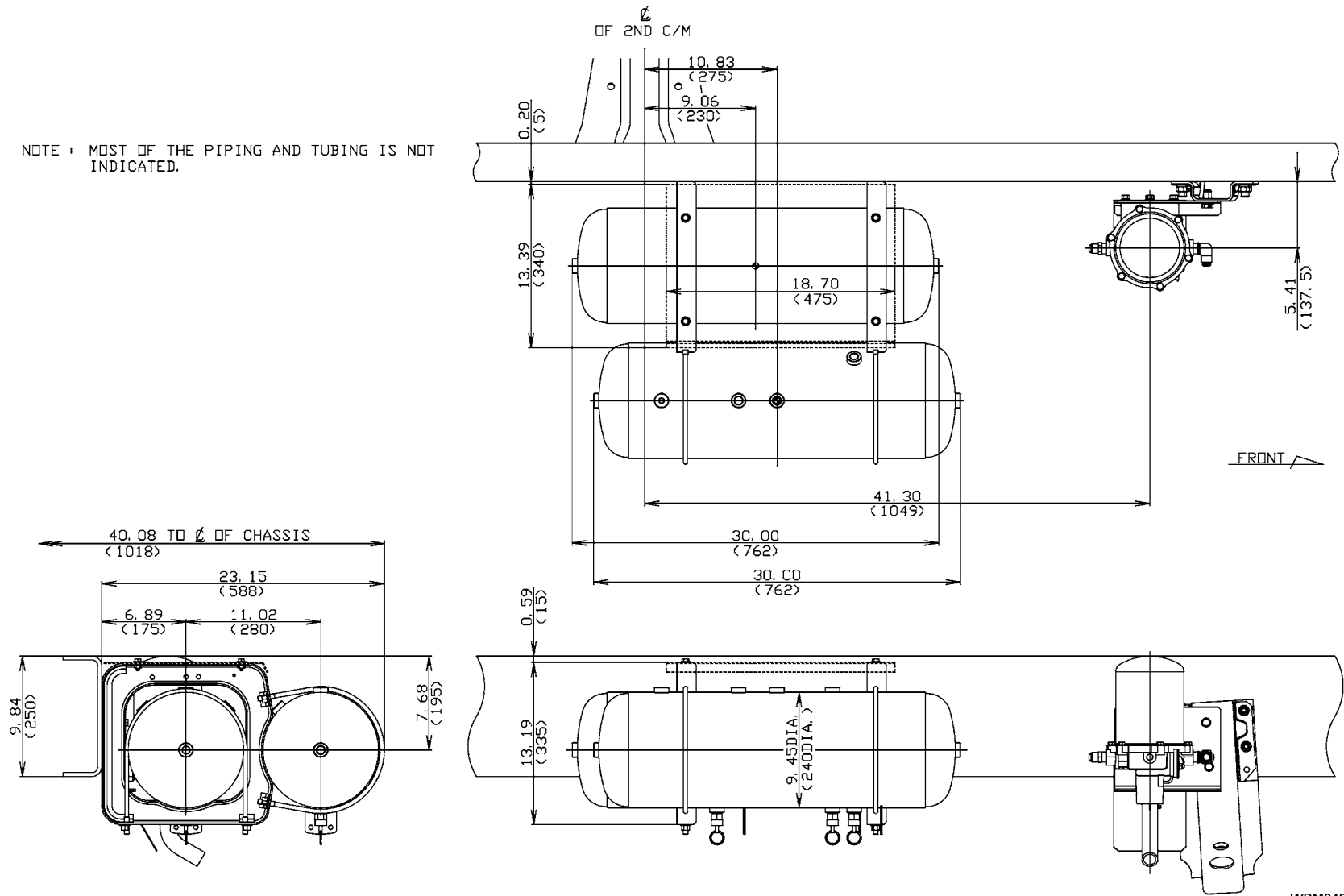


WBM801A

UD3300

UNIT : INCH (MM)

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

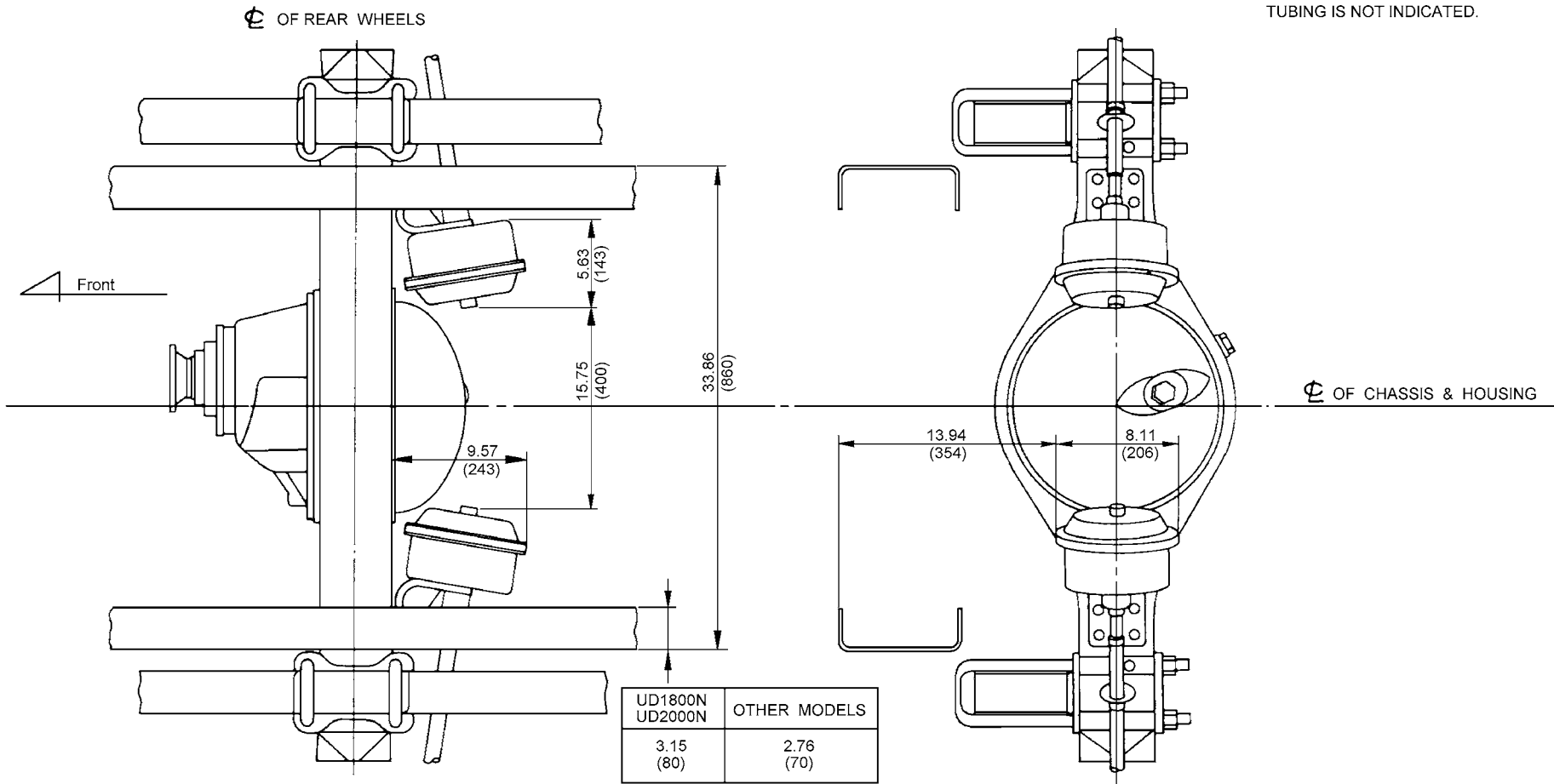


WBM946A

WHEEL PARKING BRAKE DATA
UD1800, UD2000 : OPTION

UNIT : INCH (MM)

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

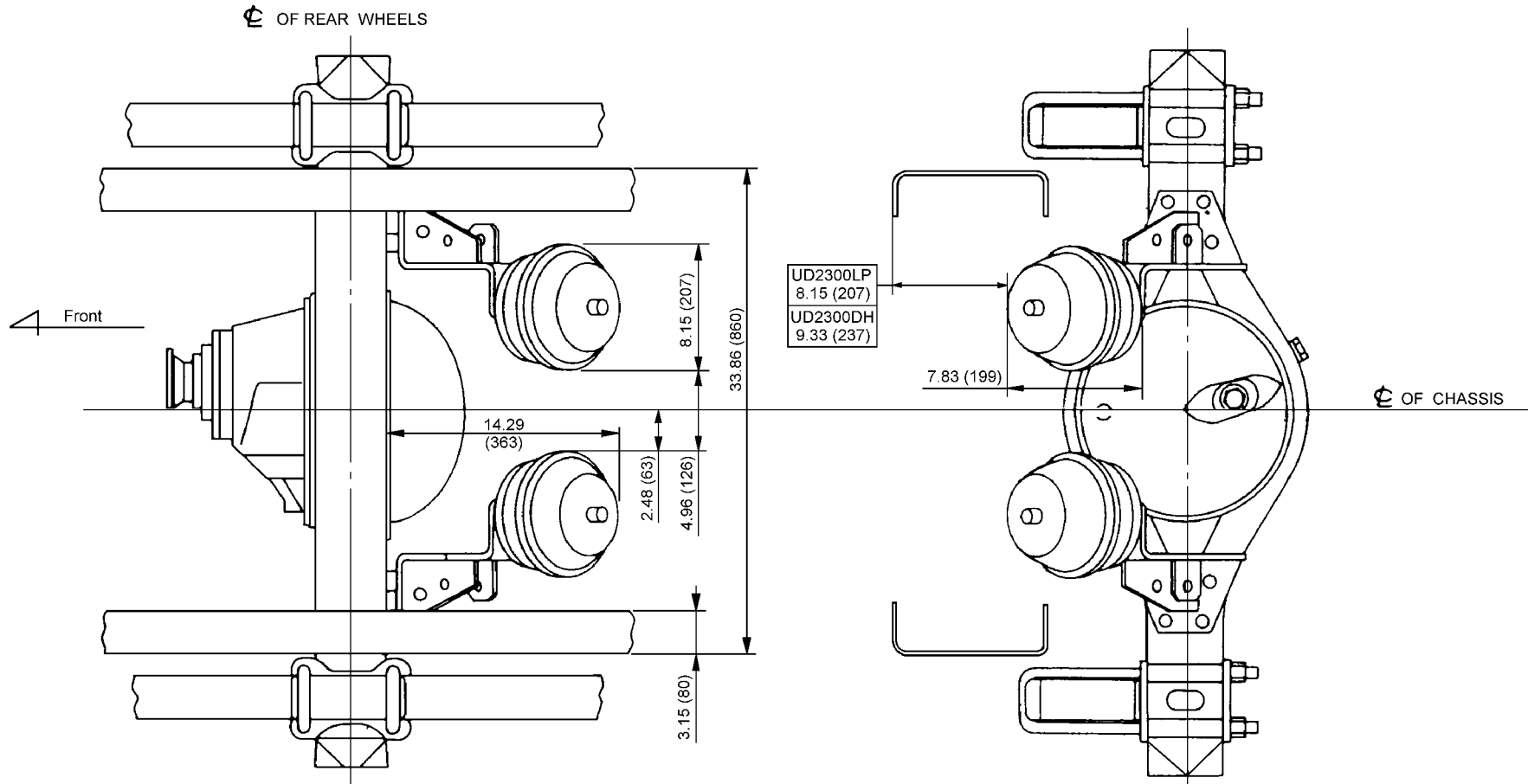


WBM802A

UD2300 : OPTION

UNIT : INCH (MM)

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

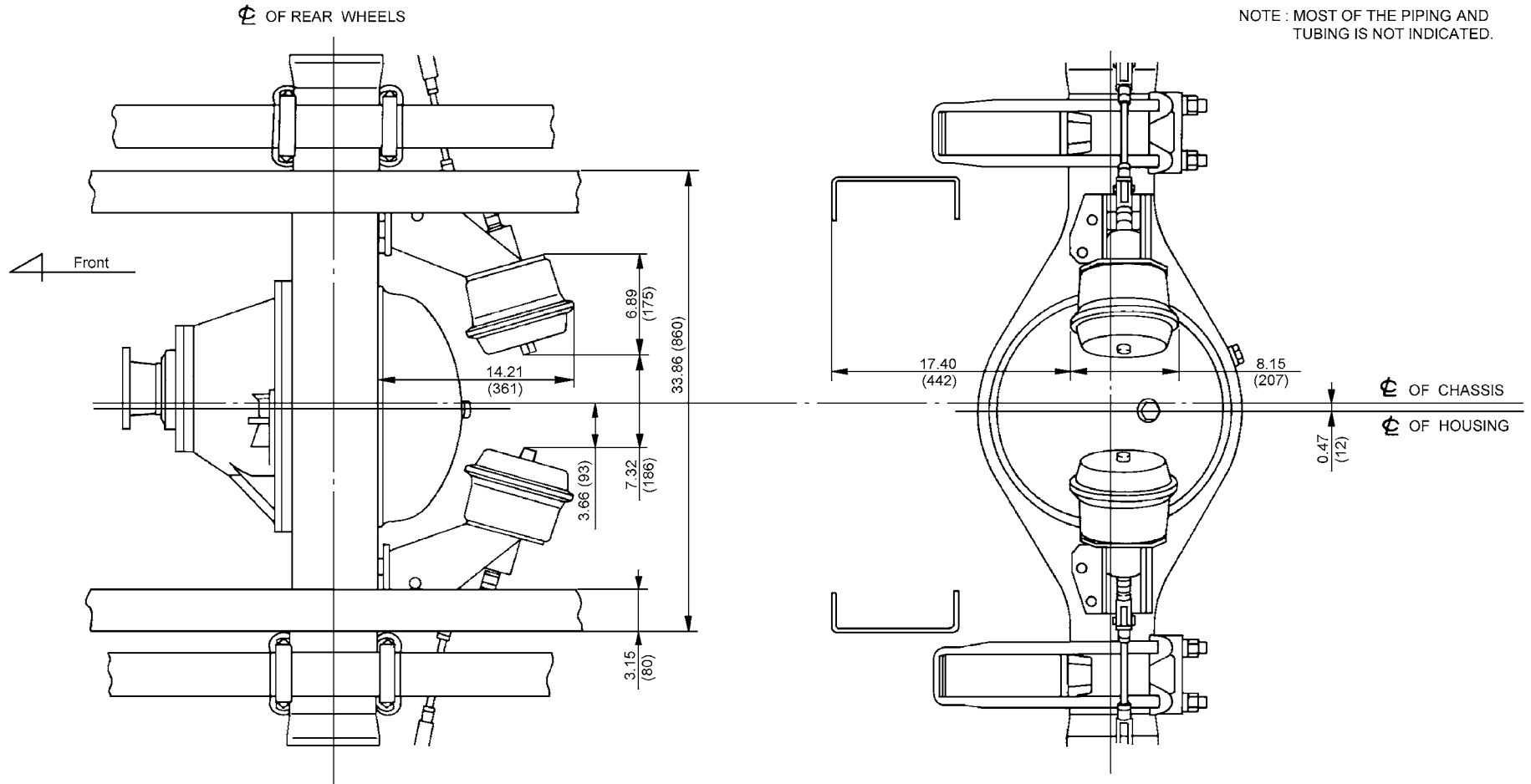


WBM803A

UD2600 : OPTION

UNIT : INCH (MM)

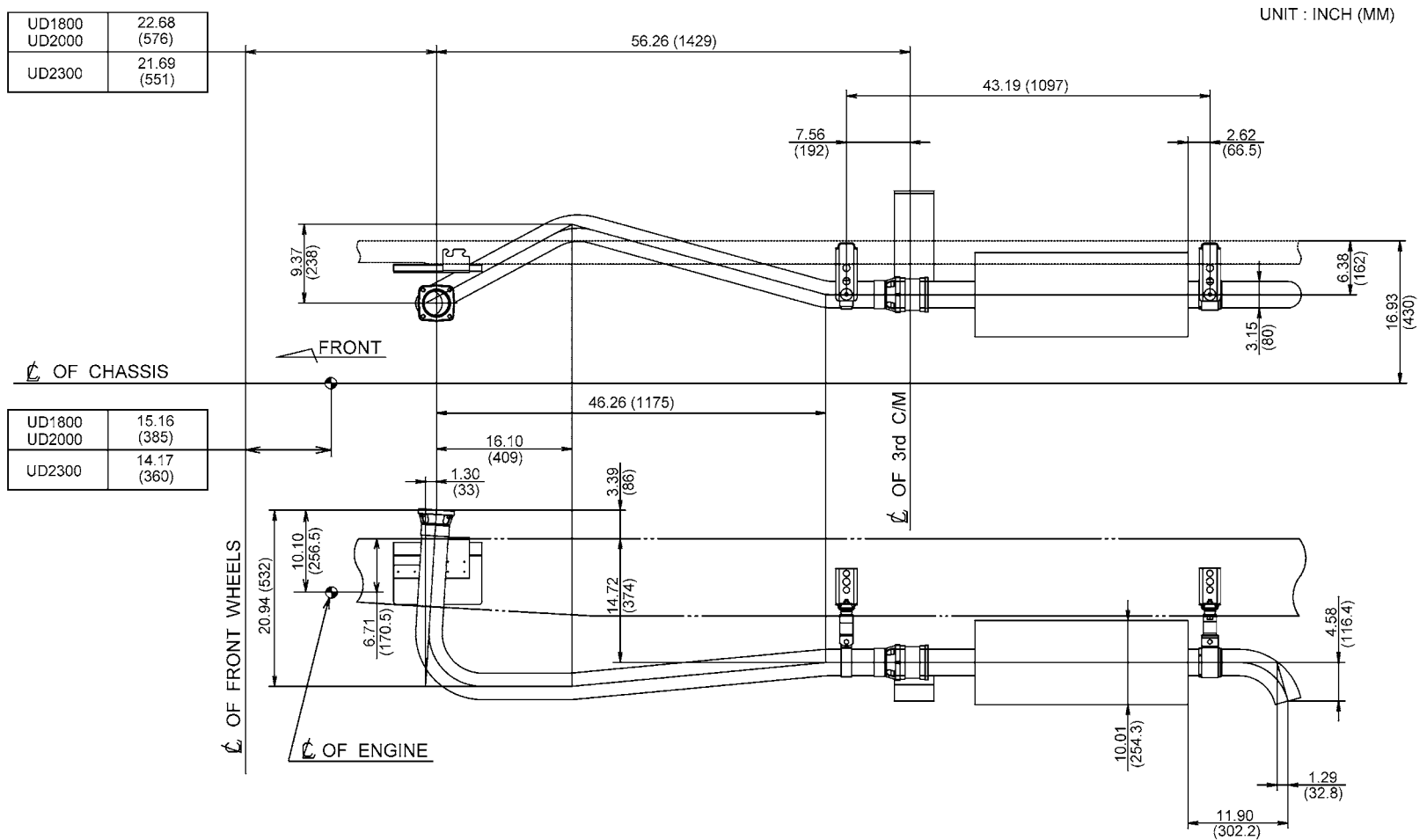
NOTE : MOST OF THE PIPING AND
TUBING IS NOT INDICATED.



WBM804A

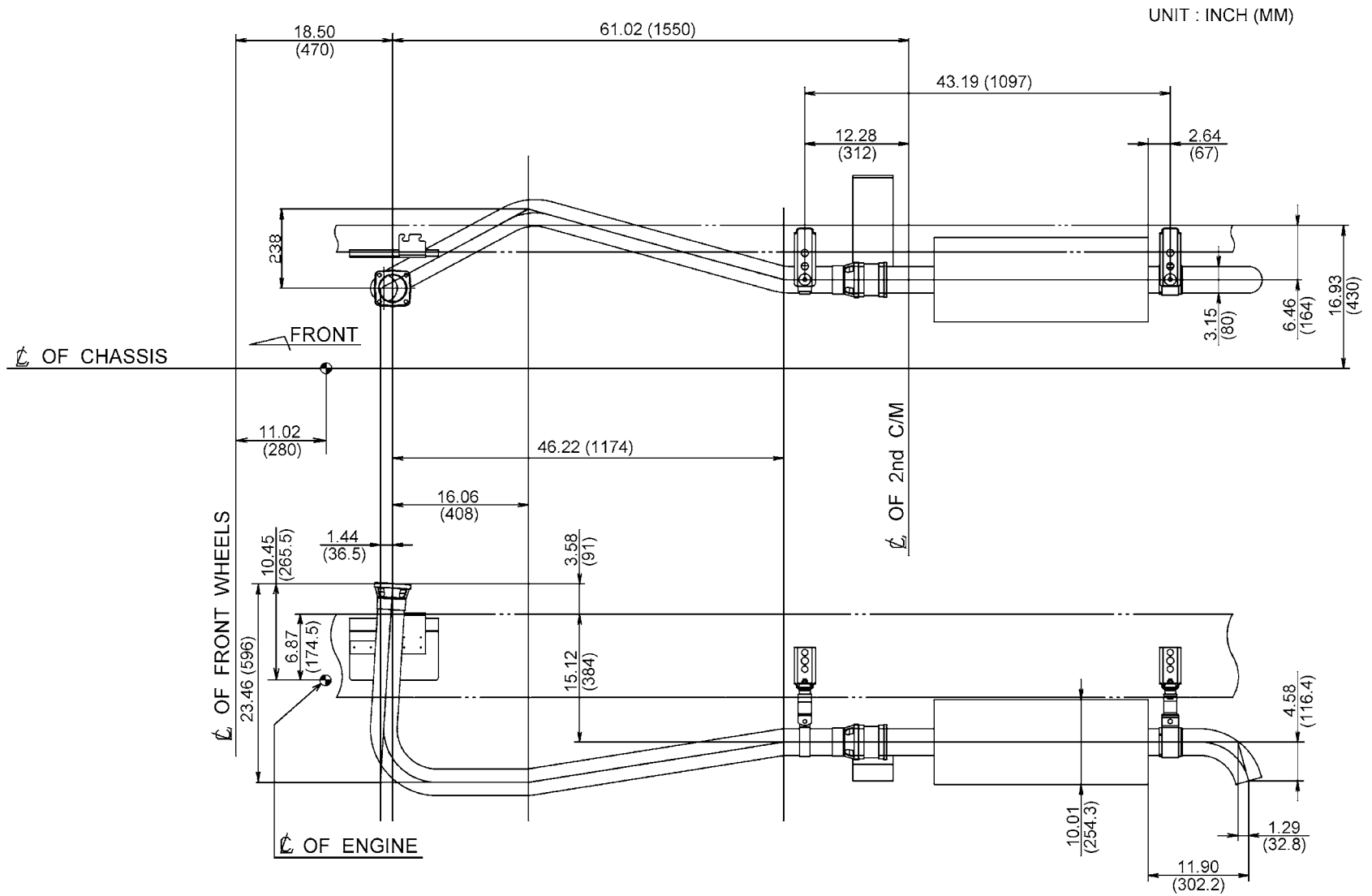
UD1800E, UD1800F, UD1800H, UD1800K, UD1800N
UD2000E, UD2000F, UD2000H, UD2000K, UD2000N
UD2300D, UD2300F, UD2300H, UD2300K, UD2300N

UD1800	15.16
UD2000	(385)
UD2300	14.17
	(360)



WBM805A

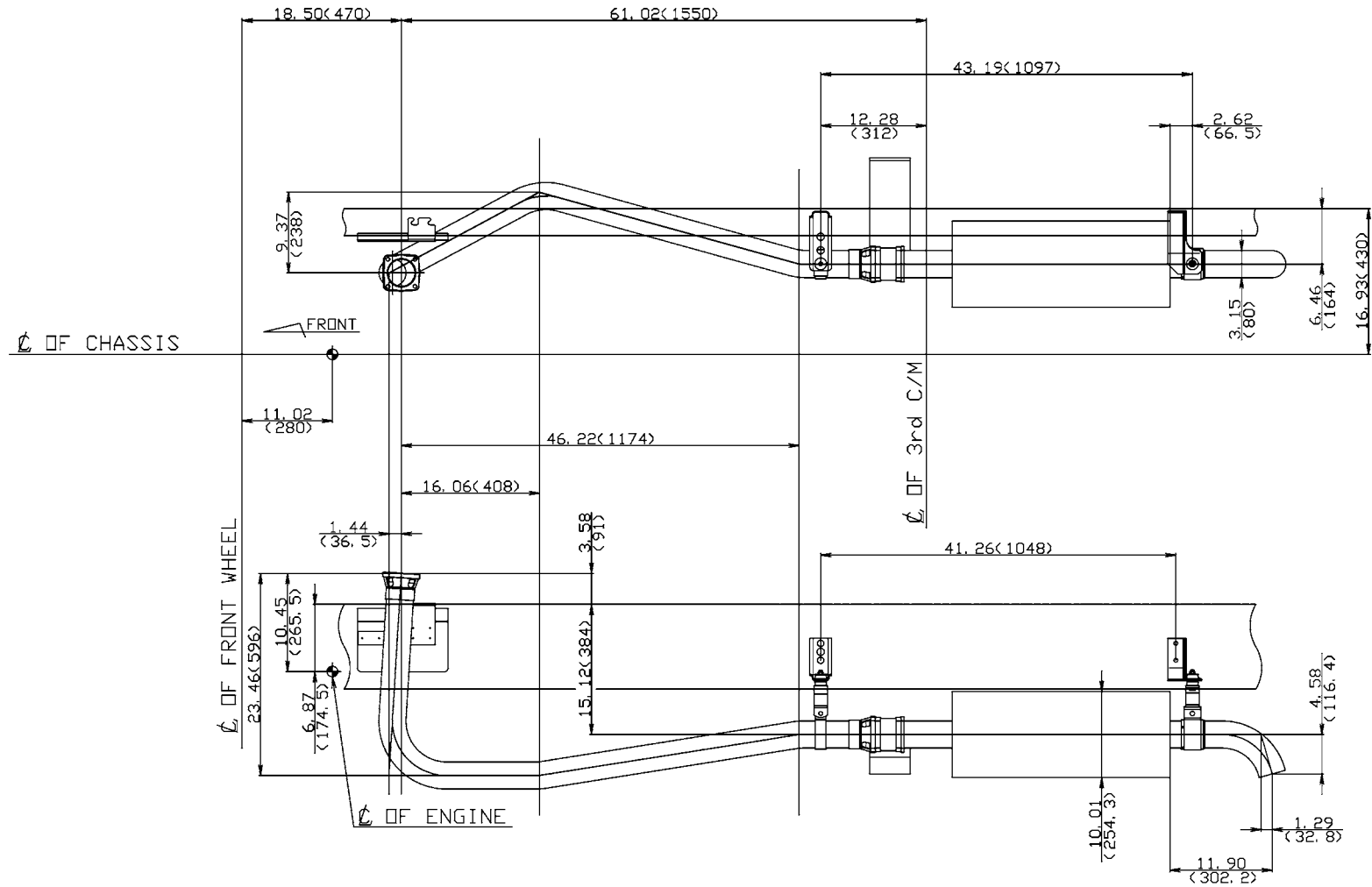
UD2600, UD3300E, UD3300H, UD3300M



WBM806A

UD3300K, UD3300R

UNIT: INCH(MM)



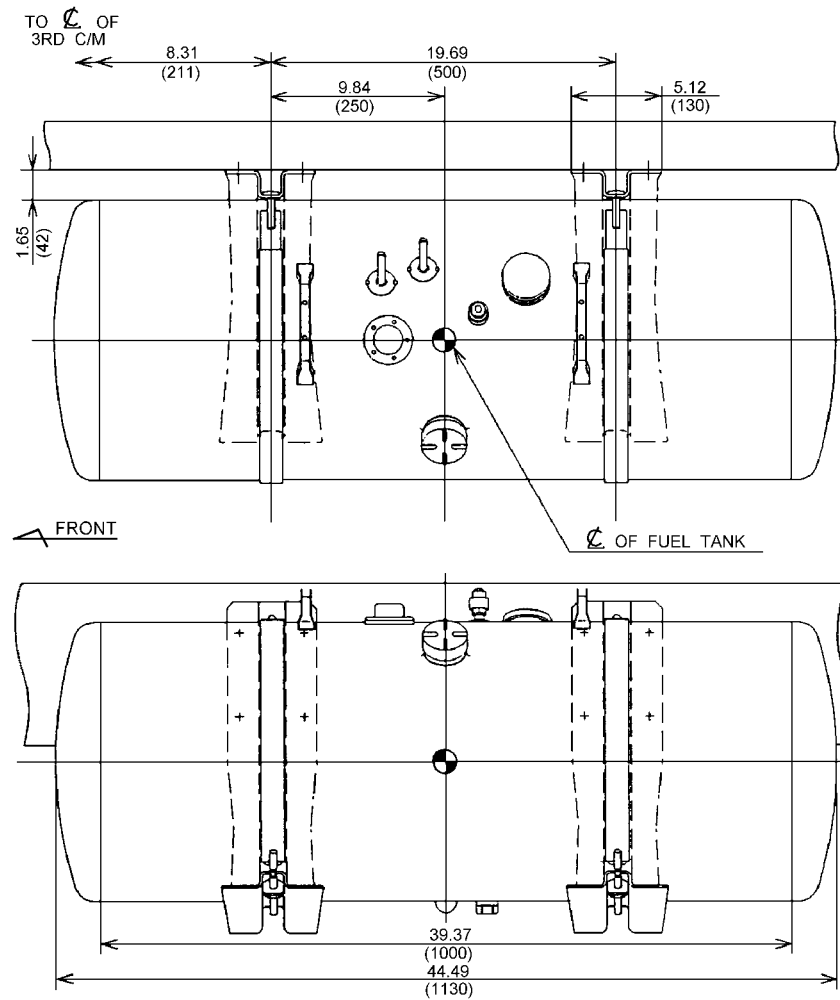
WBM954A

FUEL TANK DATA

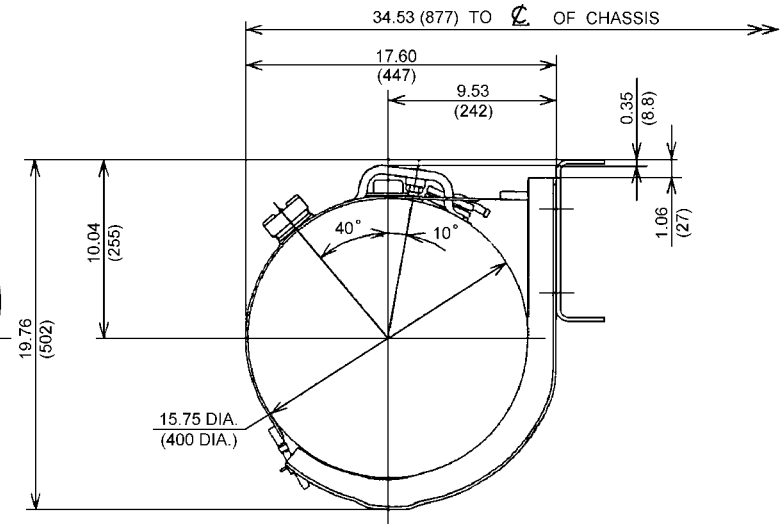
UD1800, UD2000, UD2300

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

UNIT : INCH (MM)

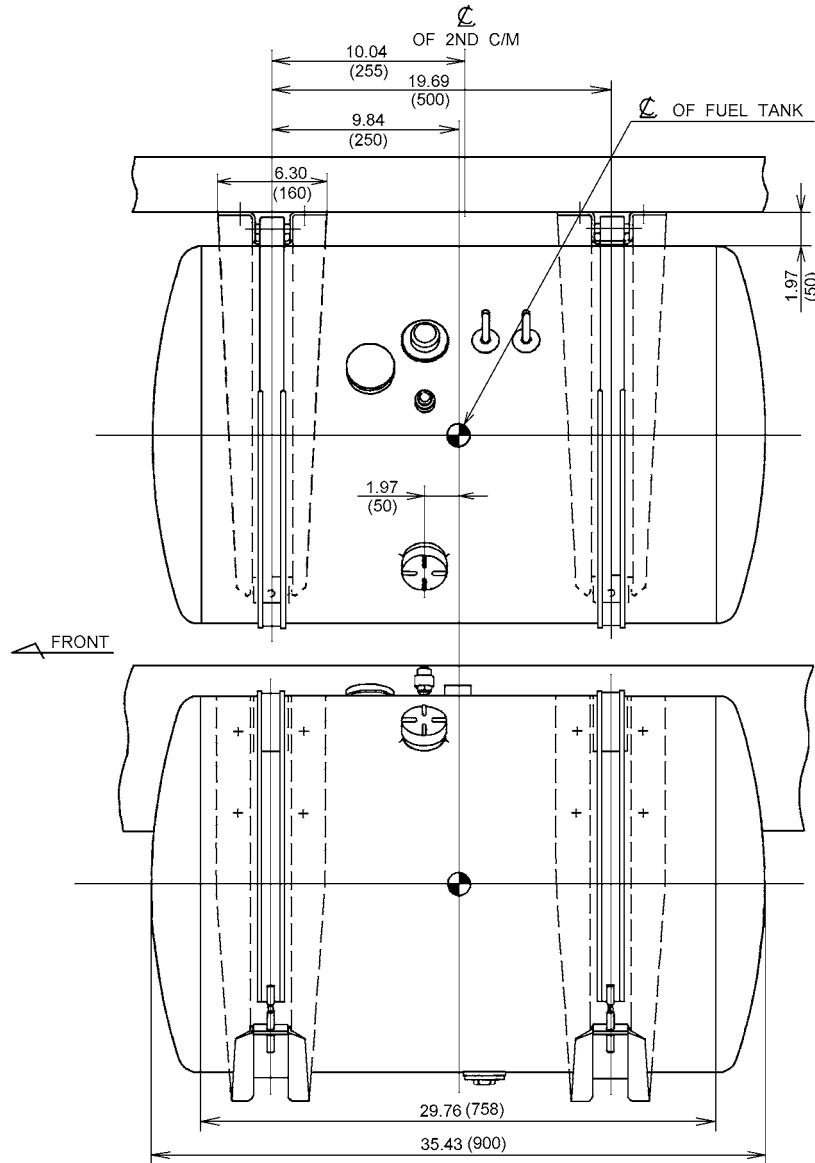


NOTE : MOST OF THE PIPING AND TUBING IS NOT INDICATED.



WBM436A

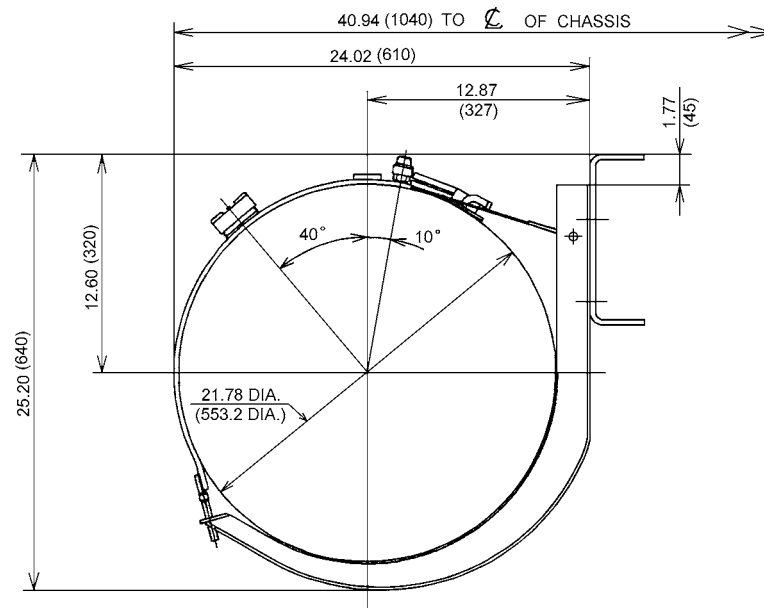
UD2600E



UNIT : INCH (MM)

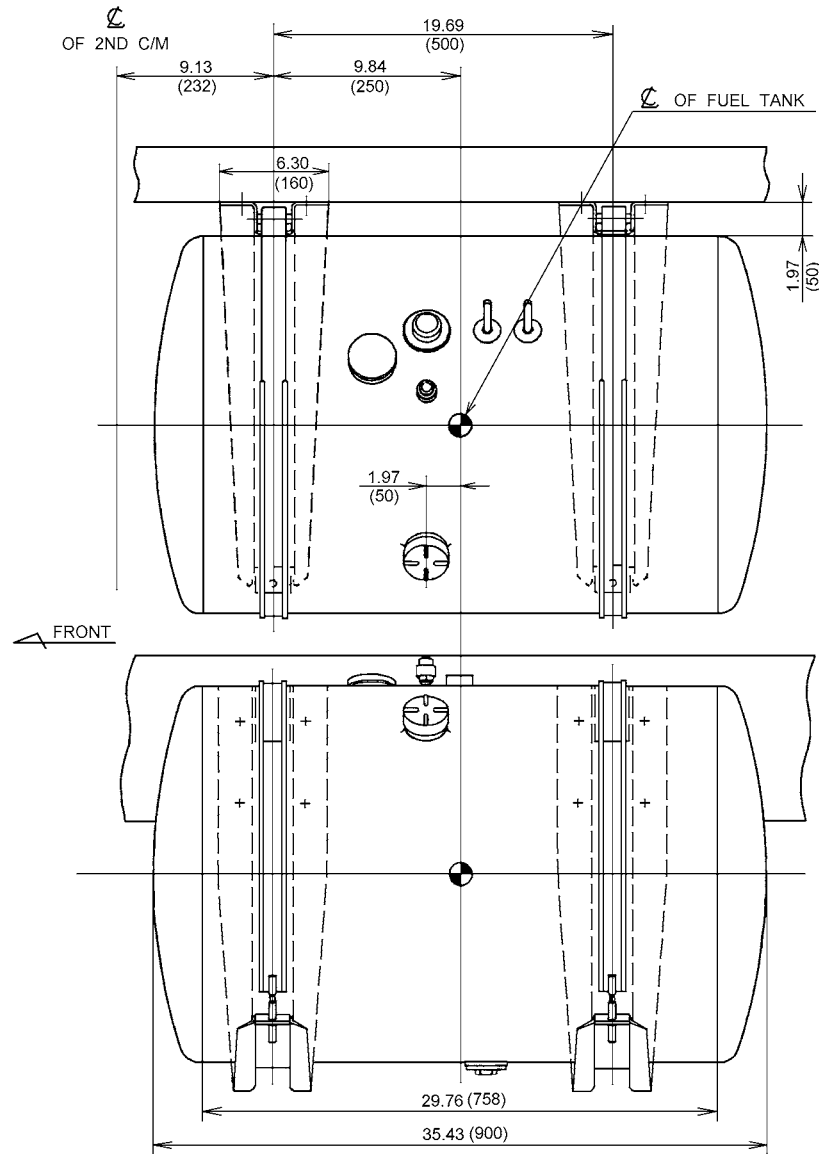
FUEL TANK CAPACITY
50.0 U.S. gal (185 Liter)

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



WBM807A

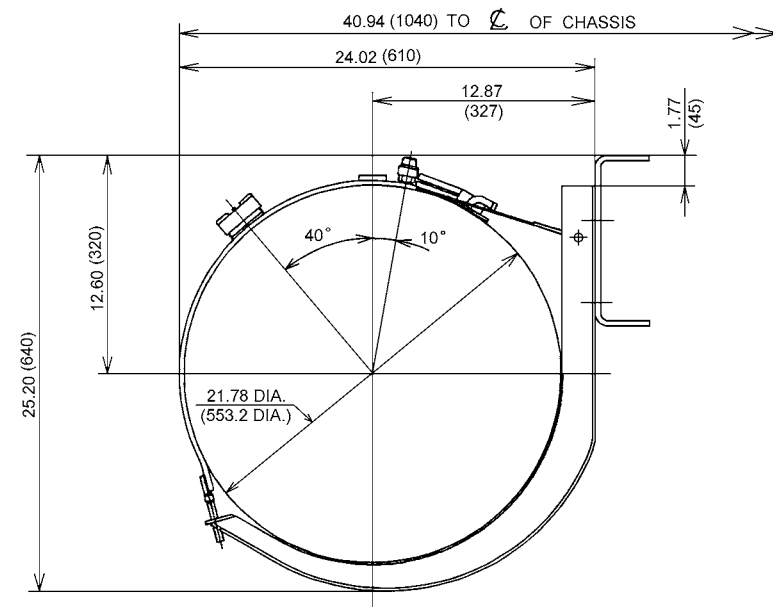
UD2600G, UD2600K, UD2600L, UD2600N, UD2600S, UD3300



UNIT : INCH (MM)

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

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

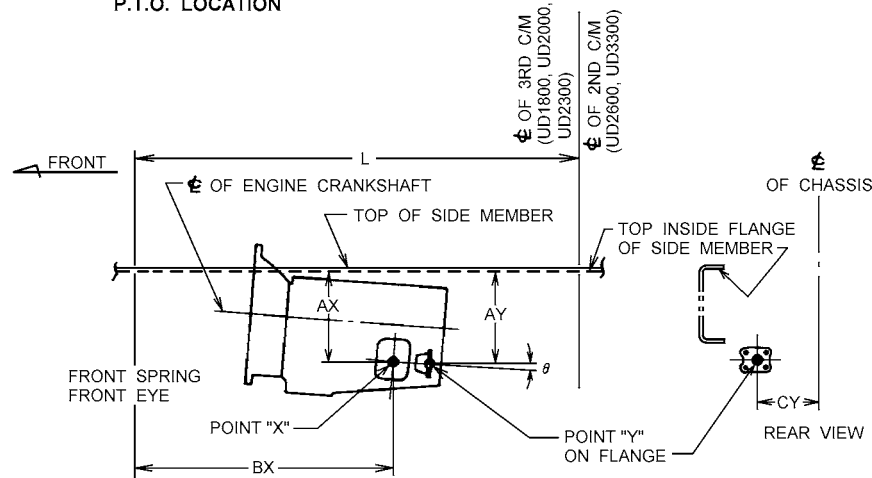


WBM808A

TRANSMISSION P.T.O DATA

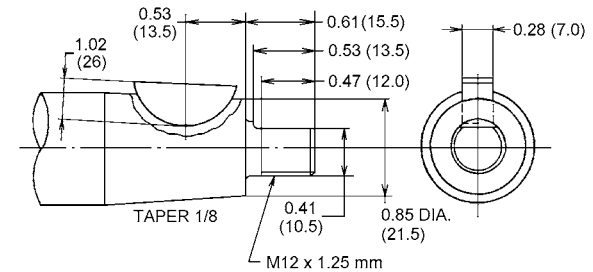
UD1800, UD2000, UD2300, UD2600, UD3300

P.T.O. LOCATION



UNIT : INCH (MM)

P.T.O. SHAFT



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

P.T.O. SPECIFICATION

P.T.O. MODEL	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

P.T.O. LOCATION

MODEL USAGE	TRANSMISSION MODEL	P.T.O. MODEL	L	AX	BX	AY	CY	θ
UD1800 UD2000 UD2300 SERIES	MLS63B	33300 Z5176	104.53 (2655)	13.90 (353)	83.94 (2132)	14.17 (360)	6.54 (166.1)	3° 30'
UD2600 UD3300 SERIES			107.09 (2720)	13.66 (347)	81.77 (2077)	13.94 (354)		

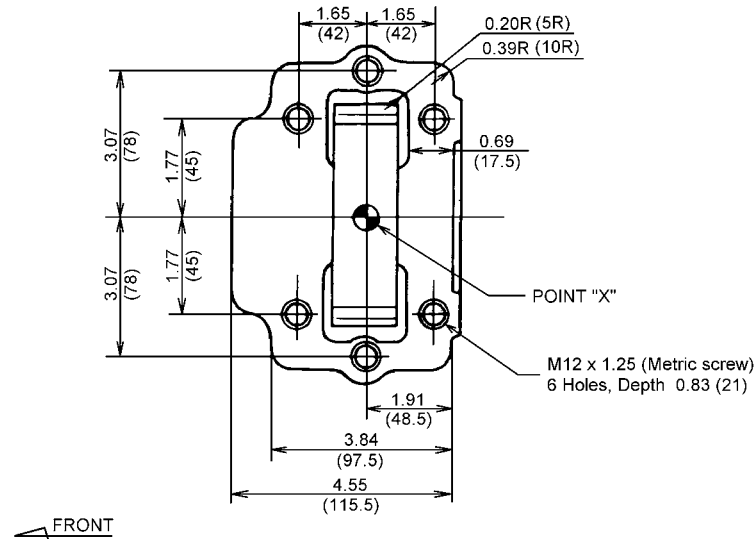
WBM947A

TRANSMISSION P.T.O .OPENING DATA

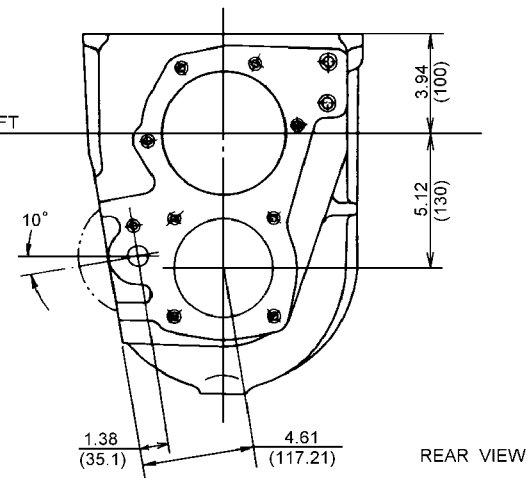
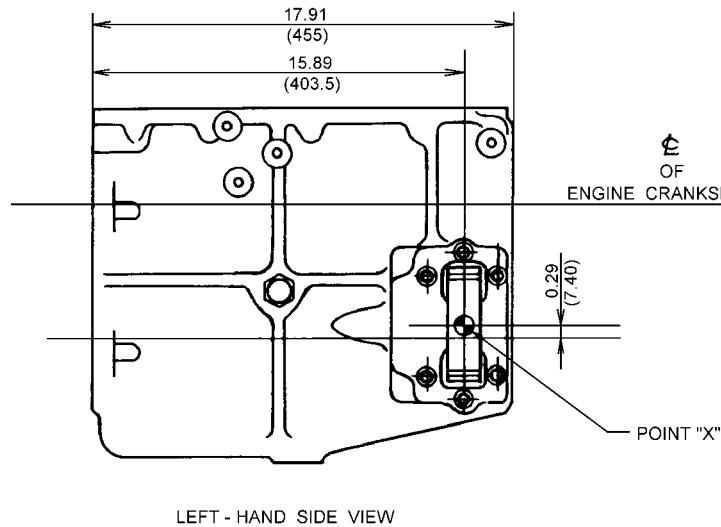
TRANSMISSION MODEL:MLS63B

UD1800, UD2000, UD2300, UD2600, UD3300

UNIT : INCH (MM)



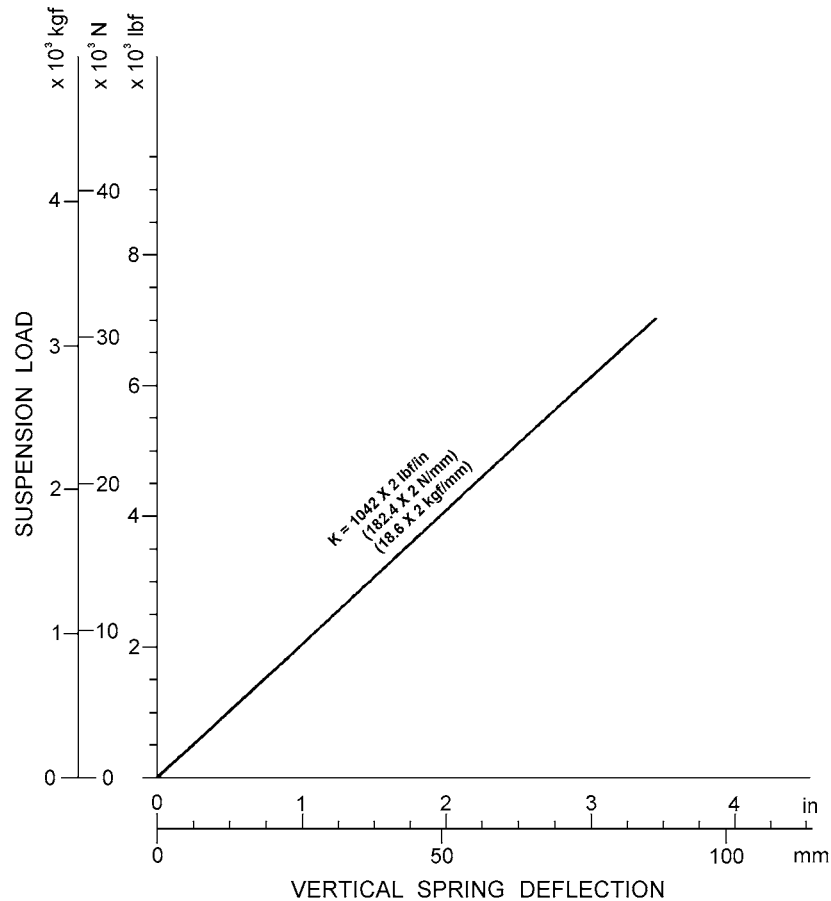
P.T.O. DRIVE GEAR DATA	
Teeth form	Involute
Number of teeth	25
Module	(4.5)
Helix angle	0° (Spur)
Pressure angle	22.5°
Pitch circle diameter	4.4291 (112.500)
Tooth base circle diameter	4.0920 (103.936)
Tooth outside circle diameter	4.8661 (123.600)
Width of tooth	1.9449 (49.400)
Amount of addendum modification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



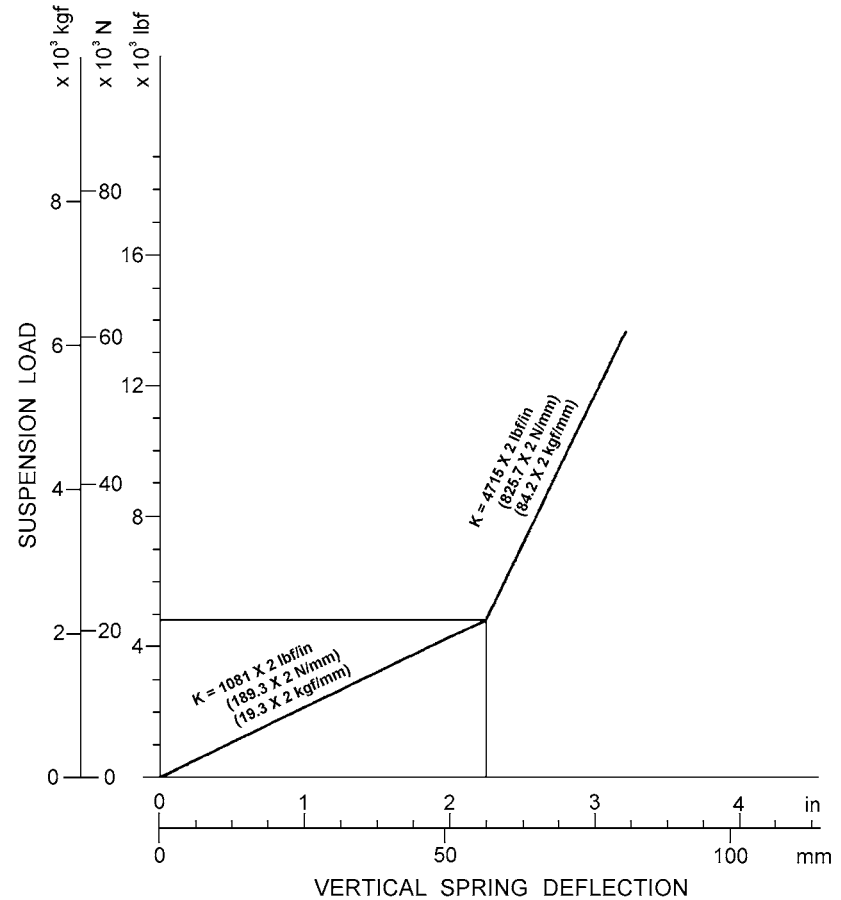
SPRING DATA

UD1800

FRONT LEAF SPRING I N G LOAD VS
DEFLECTION CURVE
(PER AXLE)



REAR LEAF SPRING I N G LOAD VS
DEFLECTION CURVE
(PER AXLE)

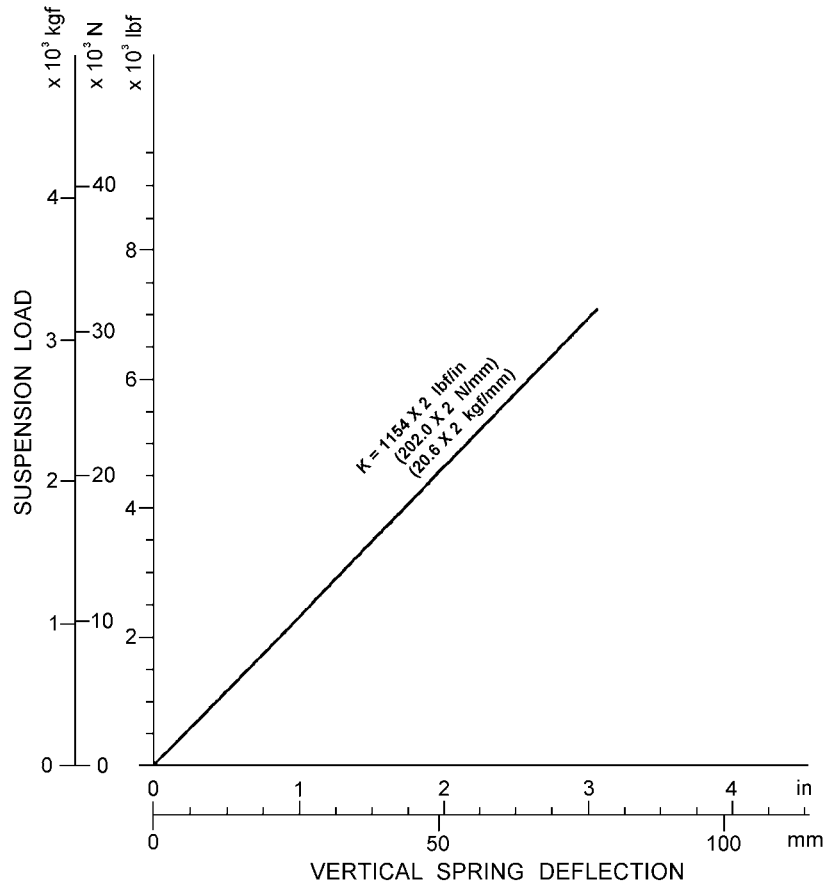


NOTE : SUSPENSION LOAD DOES NOT INCLUDE UNSPRUNG MASS
 (UNSPRUNG MASS : MASS WHICH IS NOT SUPPORTED BY SPRINGS).
 MAXIMUM LOADING OF SYSTEM MUST NOT EXCEED GAMR AND
 MAXIMUM CAPACITY OF OTHER COMPONENTS.

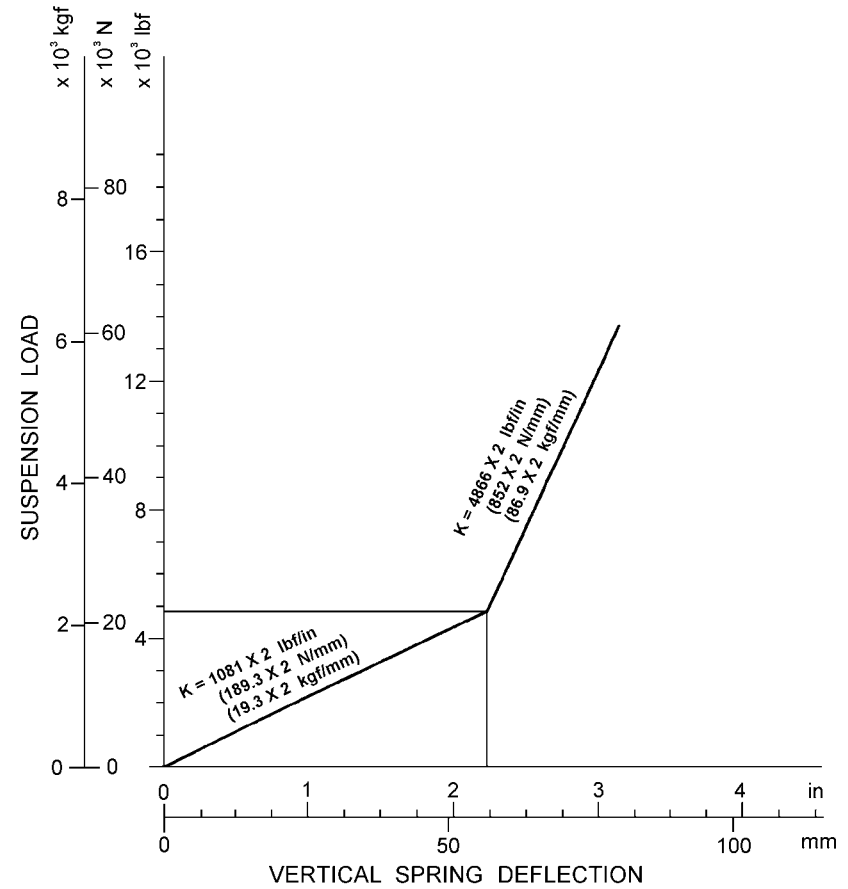
WBM223A

UD2000

FRONT LEAF SPRING I N G LOAD VS
DEFLECTION CURVE
(PER AXLE)



REAR LEAF SPRING I N G LOAD VS
DEFLECTION CURVE
(PER AXLE)

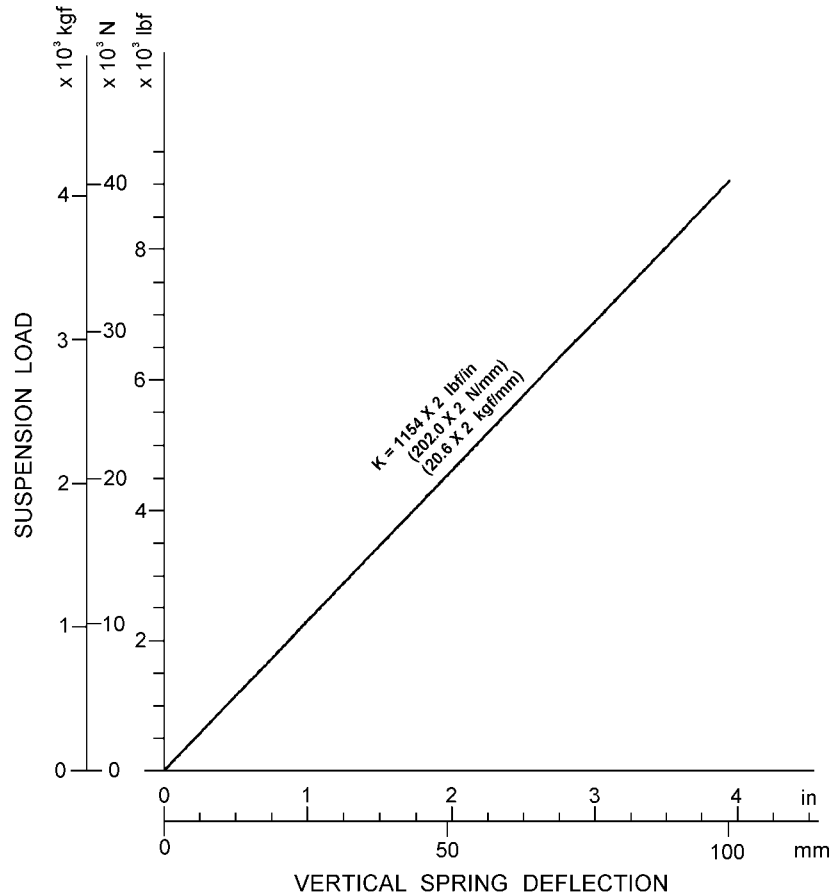


NOTE: SUSPENSION LOAD DOES NOT INCLUDE UNSPRUNG MASS
 (UNSPRUNG MASS: MASS WHICH IS NOT SUPPORTED BY SPRINGS).
 MAXIMUM LOADING OF SYSTEM MUST NOT EXCEED GAMR AND
 MAXIMUM CAPACITY OF OTHER COMPONENTS.

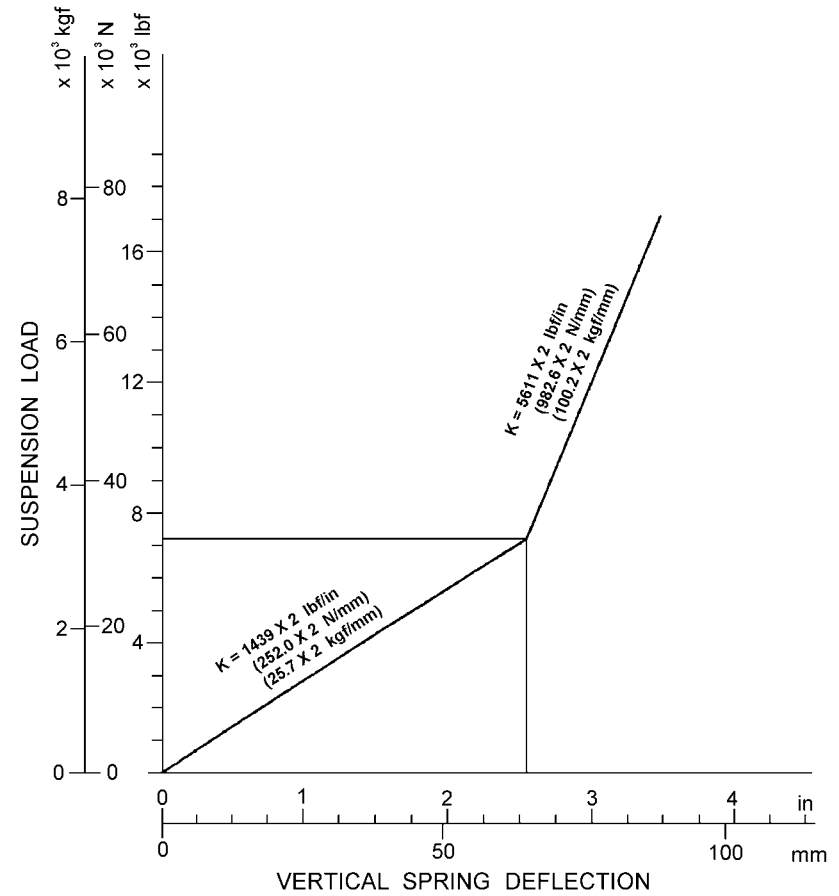
WBM811A

UD2300

FRONT LEAF SPRING I N G LOAD VS
DEFLECTION CURVE
(PER AXLE)



REAR LEAF SPRING I N G LOAD VS
DEFLECTION CURVE
(PER AXLE)

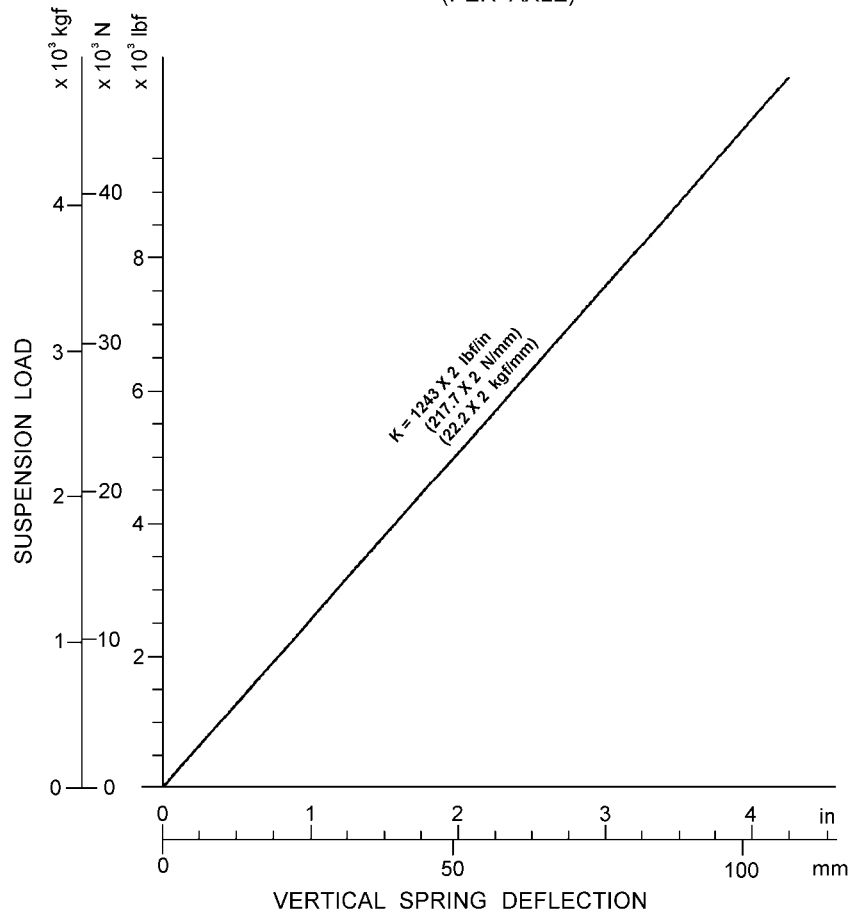


NOTE : SUSPENSION LOAD DOES NOT INCLUDE UNSPRUNG MASS
(UNSPRUNG MASS : MASS WHICH IS NOT SUPPORTED BY SPRINGS).
MAXIMUM LOADING OF SYSTEM MUST NOT EXCEED GAMR AND
MAXIMUM CAPACITY OF OTHER COMPONENTS.

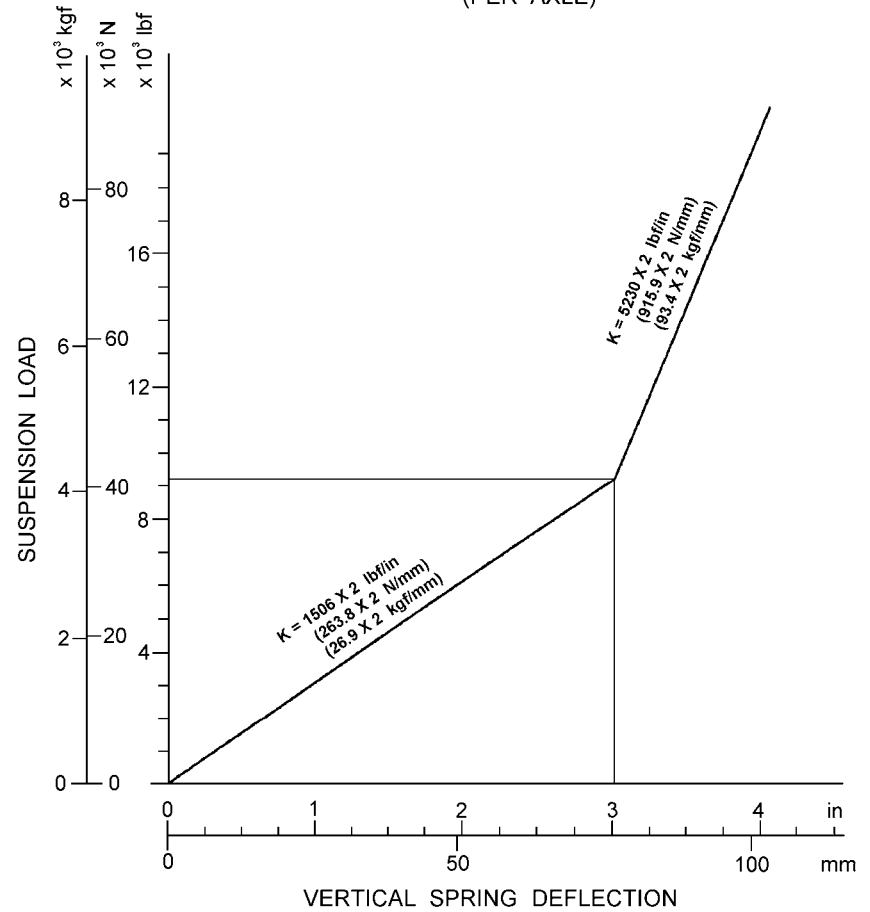
WBM822A

UD2600

FRONT LEAF SPRING I N G LOAD VS
DEFLECTION CURVE
(PER AXLE)



REAR LEAF SPRING I N G LOAD VS
DEFLECTION CURVE
(PER AXLE)

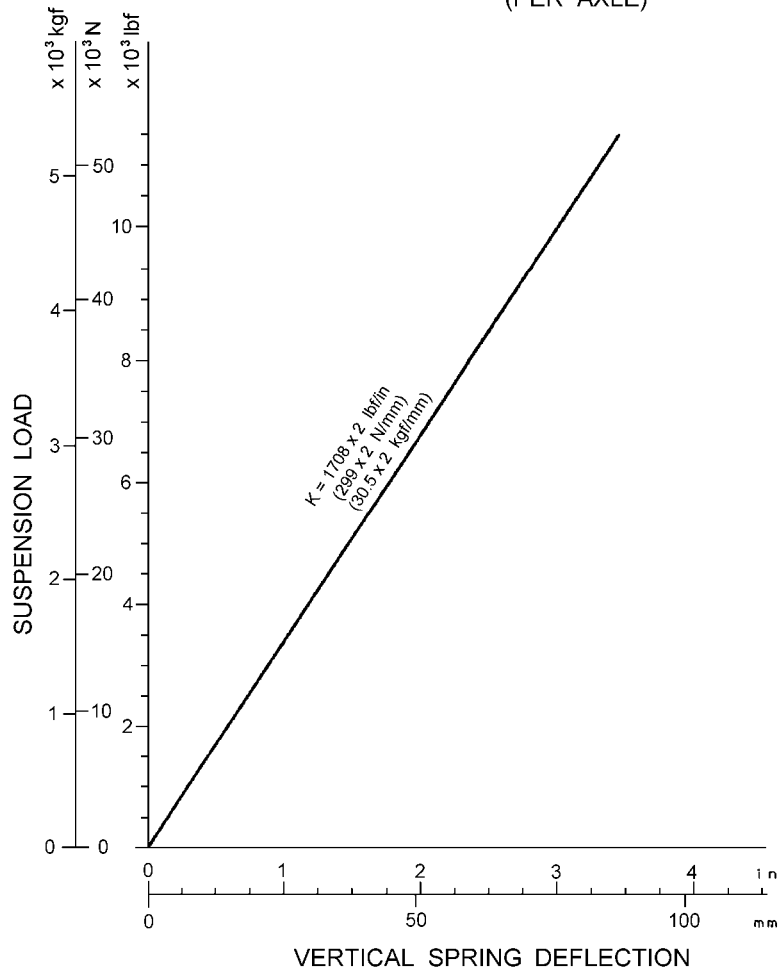


NOTE: SUSPENSION LOAD DOES NOT INCLUDE UNSPRUNG MASS
 (UNSPRUNG MASS: MASS WHICH IS NOT SUPPORTED BY SPRINGS).
 MAXIMUM LOADING OF SYSTEM MUST NOT EXCEED GAMR AND
 MAXIMUM CAPACITY OF OTHER COMPONENTS.

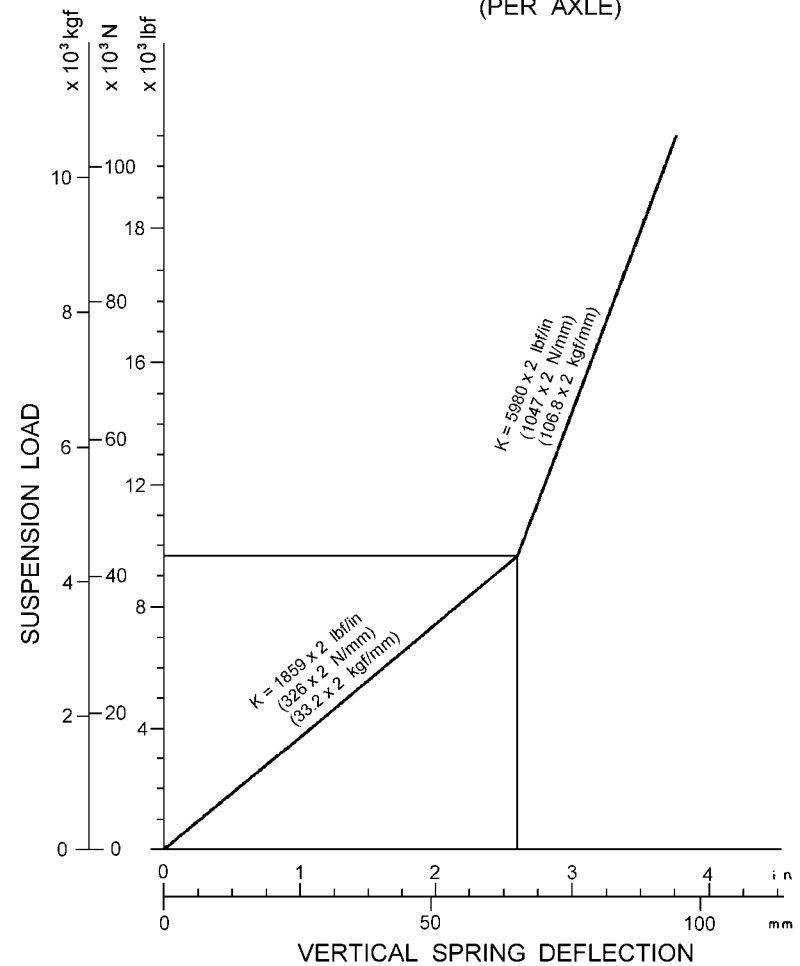
WBM823A

UD3300

FRONT LEAF SPRING LOAD VS
DEFLECTION CURVE
(PER AXLE)



REAR LEAF SPRING LOAD VS
DEFLECTION CURVE
(PER AXLE)

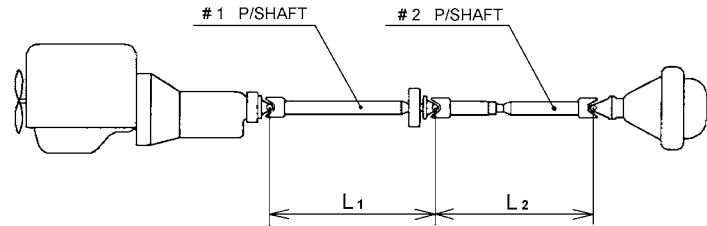


NOTE : SUSPENSION LOAD DOES NOT INCLUDE UNSPRUNG MASS
(UNSPRUNG MASS : MASS WHICH IS NOT SUPPORTED BY
SPRINGS).
MAXIMUM LOADING OF SYSTEM MUST NOT EXCEED GAMR
AND MAXIMUM CAPACITY OF OTHER COMPONENTS.

WBM948A

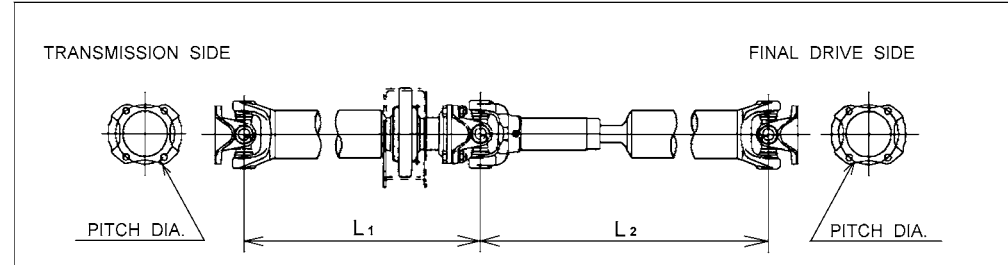
PROPELLER SHAFT DATA

UD1800E, UD1800F, UD1800H, UD1800K
UD2000E, UD2000F, UD2000H, UD2000K



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.

WBM825A

PROPELLER SHAFT DATA

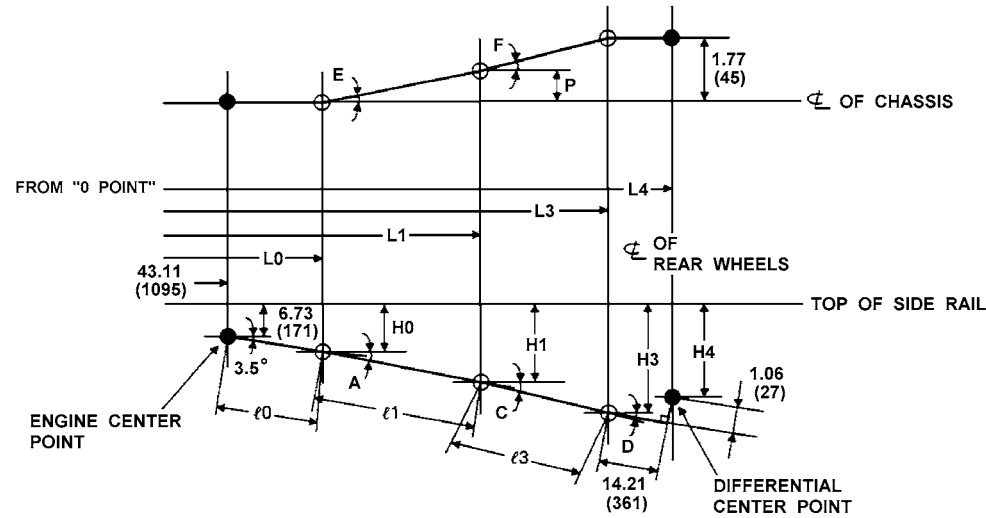
	T/M TYPE	P/S MODEL	INSTALLING LENGTH		P/S DIMENSION OD X ID X T	PERMISSIBLE LENGTH		
			L ₁	L ₂		* L ₁	L ₂ MAX	L ₂ MIN
UD1800E UD2000E	MTM	PS860	31.02 (788)	36.06 (916)	3.54 X 3.29 X 0.13 (90 X 83.6 X 3.2)	31.02 (788)	41.18 (1046)	39.09 (993)
	ATM	PS860	29.06 (738)	36.26 (921)	3.54 X 3.29 X 0.13 (90 X 83.6 X 3.2)	29.06 (738)	41.97 (1066)	39.88 (1013)
UD1800F UD2000F	MTM	PS860	45.59 (1158)	39.49 (1003)	3.54 X 3.29 X 0.13 (90 X 83.6 X 3.2)	45.59 (1158)	45.12 (1146)	43.03 (1093)
	ATM	PS860	43.62 (1108)	39.69 (1008)	3.54 X 3.29 X 0.13 (90 X 83.6 X 3.2)	43.62 (1108)	45.12 (1146)	43.03 (1093)
UD1800H UD2000H	MTM	PS860	45.59 (1158)	51.26 (1302)	3.54 X 3.29 X 0.13 (90 X 83.6 X 3.2)	45.59 (1158)	56.14 (1426)	54.06 (1373)
	ATM	PS860	43.62 (1108)	51.42 (1306)	3.54 X 3.29 X 0.13 (90 X 83.6 X 3.2)	43.62 (1108)	56.93 (1446)	54.84 (1393)
UD1800K UD2000K	MTM	PS860	55.83 (1418)	52.80 (1341)	3.54 X 3.29 X 0.13 (90 X 83.6 X 3.2)	55.83 (1418)	57.72 (1446)	55.63 (1413)
	ATM	PS860	53.86 (1368)	52.99 (1346)	3.54 X 3.29 X 0.13 (90 X 83.6 X 3.2)	53.86 (1368)	58.50 (1486)	56.42 (1433)

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	TRANSMIS- SION	L ₀	H ₀	ℓ ₀
UD1800/2000E UD1800/2000F	MLS63B	95.47 (2425)	9.92 (252)	52.48 (1333)
UD1800/2000H UD1800/2000K	ATM 1000 SERIES	97.24 (2470)	10.04 (255)	54.25 (1378)

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
CHASSIS- CAB	UD1800E UD2000E	MLS63B	126.38 (3210)	12.44 (316)	162.13 (4118)	17.01 (432)	176.38 (4480)	16.89 (429)	31.02 (788)	36.06 (916)	4.7°	7.3°	3.7°	0.0°	2.8°	0.00 (0)
		ATM 1000 SERIES	126.22 (3206)	12.44 (316)	162.13 (4118)	17.01 (432)	176.38 (4480)	16.89 (429)	29.06 (738)	36.26 (921)	4.8°	7.3°	3.7°	0.0°	2.8°	0.00 (0)
	UD1800F UD2000F	MLS63B	140.98 (3581)	12.80 (325)	180.24 (4578)	17.01 (432)	194.45 (4939)	16.89 (429)	45.59 (1158)	39.49 (1003)	3.6°	6.2°	3.7°	0.6°	1.9°	0.43 (11)
		ATM 1000 SERIES	140.79 (3576)	12.80 (325)	180.24 (4578)	17.01 (432)	194.45 (4939)	16.89 (429)	43.62 (1108)	39.69 (1008)	3.6°	6.2°	3.7°	0.6°	1.9°	0.43 (11)
	UD1800H UD2000H	MLS63B	140.98 (3581)	12.80 (325)	192.05 (4878)	17.01 (432)	206.26 (5239)	16.89 (429)	45.59 (1158)	51.26 (1302)	3.6°	4.7°	3.7°	0.6°	1.5°	0.43 (11)
		ATM 1000 SERIES	140.79 (3576)	12.80 (325)	192.05 (4878)	17.01 (432)	206.26 (5239)	16.89 (429)	43.62 (1108)	51.42 (1306)	3.6°	4.7°	3.7°	0.6°	1.5°	0.43 (11)
	UD1800K UD2000K	MLS63B	151.22 (3841)	12.72 (323)	203.86 (5178)	17.01 (432)	218.07 (5539)	16.89 (429)	55.83 (1418)	52.80 (1341)	2.8°	4.7°	3.7°	0.5°	1.4°	0.43 (11)
		ATM 1000 SERIES	151.02 (3836)	12.72 (323)	203.86 (5178)	17.01 (432)	218.07 (5539)	16.89 (429)	53.86 (1368)	52.99 (1346)	2.8°	4.7°	3.7°	0.5°	1.4°	0.43 (11)

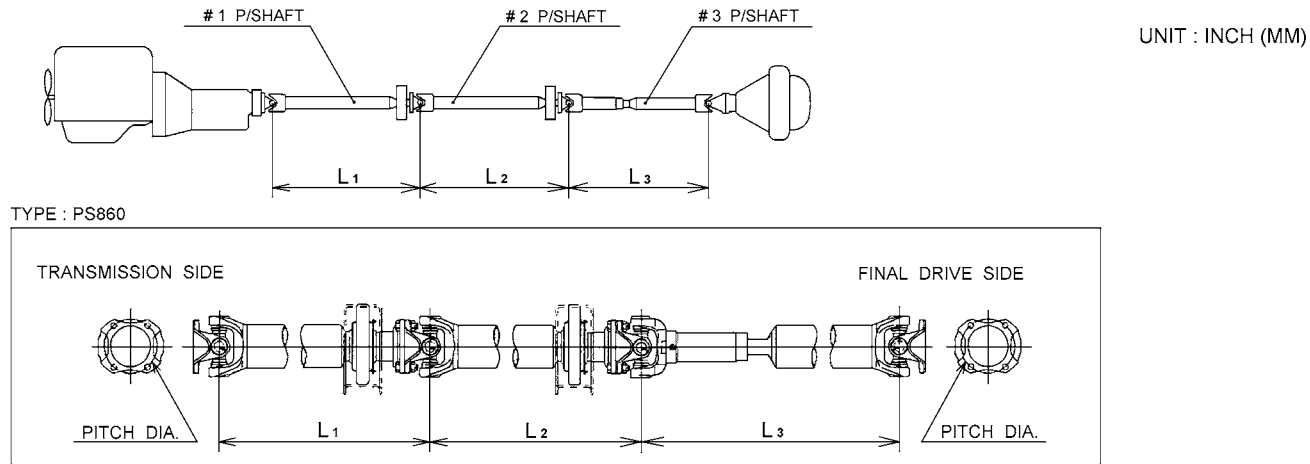
WBM812A

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	126.38 (3210)	12.44 (316)	162.40 (4125)	15.47 (393)	176.65 (4487)	15.28 (388)	31.02 (788)	36.18 (919)	4.7°	4.8°	3.6°	0.0°	2.8°	0.00 (0)
		ATM 1000 SERIES	126.22 (3206)	12.44 (316)	162.40 (4125)	15.47 (393)	176.65 (4487)	15.28 (388)	29.06 (738)	36.38 (924)	4.8°	4.8°	3.6°	0.0°	2.8°	0.00 (0)
	UD1800F UD2000F	MLS63B	140.98 (3581)	12.80 (325)	180.51 (4585)	15.47 (393)	194.72 (4946)	15.28 (388)	45.59 (1158)	39.65 (1007)	3.6°	3.9°	3.6°	0.6°	1.9°	0.43 (11)
		ATM 1000 SERIES	140.79 (3576)	12.80 (325)	180.51 (4585)	15.47 (393)	194.72 (4946)	15.28 (388)	43.62 (1108)	39.84 (1012)	3.6°	3.9°	3.6°	0.6°	1.9°	0.43 (11)
	UD1800H UD2000H	MLS63B	140.98 (3581)	12.80 (325)	192.32 (4885)	15.47 (393)	206.54 (5246)	15.28 (388)	45.59 (1158)	51.46 (1307)	3.6°	3.0°	3.6°	0.6°	1.5°	0.43 (11)
		ATM 1000 SERIES	140.79 (3576)	12.80 (325)	192.32 (4885)	15.47 (393)	206.54 (5246)	15.28 (388)	43.62 (1108)	51.65 (1312)	3.6°	3.0°	3.6°	0.6°	1.5°	0.43 (11)
	UD1800K UD2000K	MLS63B	151.22 (3841)	12.72 (323)	204.13 (5185)	15.47 (393)	218.35 (5546)	15.28 (388)	55.83 (1418)	52.99 (1346)	2.8°	3.0°	3.6°	0.5°	1.4°	0.43 (11)
		ATM 1000 SERIES	151.02 (3836)	12.72 (323)	204.13 (5185)	15.47 (393)	218.35 (5546)	15.28 (388)	53.86 (1368)	53.19 (1351)	2.8°	3.0°	3.6°	0.5°	1.4°	0.43 (11)

WBM813A

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

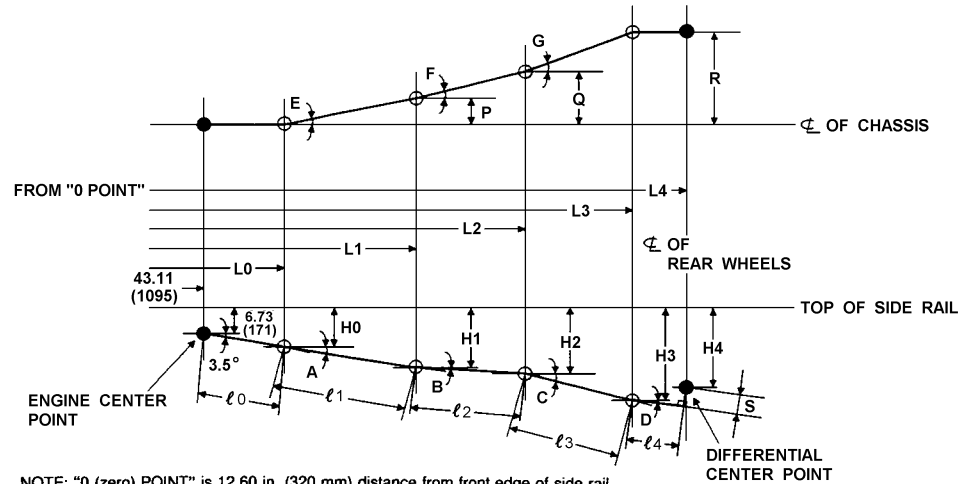
	T/M TYPE	P/S MODEL	INSTALLING LENGTH			P/S DIMENSION OD X ID X T	PERMISSIBLE LENGTH					
			L ₁	L ₂	L ₃		* L ₁	* L ₂	L ₃ MAX		L ₃ MIN	
UD1800N UD2000N	MTM	PS860	45.59 (1158)	34.96 (888)	54.41 (1382)	3.54 X 3.29 X 0.13 (90 X 83.6 X 3.2)	45.59 (1158)	35.35 (898)	59.29 (1506)		57.20 (1453)	
	ATM	PS860	43.62 (1108)	34.96 (888)	54.57 (1386)	3.54 X 3.29 X 0.13 (90 X 83.6 X 3.2)	43.62 (1108)	34.96 (888)	60.08 (1526)		57.99 (1473)	
UD2300N	MTM	PS860	45.59 (1158)	34.96 (888)	UD2300LP	3.54 X 3.29 X 0.13 (90 X 83.6 X 3.2)	42.83 (1088)	35.35 (898)	UD2300LP	UD2300DH	UD2300LP	UD2300DH
					54.41 (1382)				59.29 (1506)	57.72 (1466)	57.20 (1453)	55.63 (1413)
	ATM	PS860	43.62 (1108)	34.96 (888)	54.57 (1386)	3.54 X 3.29 X 0.13 (90 X 83.6 X 3.2)	41.65 (1058)	34.96 (888)	60.08 (1526)	58.50 (1486)	57.99 (1473)	56.42 (1433)
					53.03 (1347)							

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

ID : INSIDE DIAMETER

T : THICKNESS

UD1800N, UD2000N, UD2300N



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	TRANSMISSION	L ₀	H ₀	ℓ ₀
UD1800N UD2000N UD2300N	MLS63B	95.47 (2425)	9.92 (252)	52.48 (1333)
UD1800N UD2000N UD2300N	ATM 1000 SERIES	97.24 (2470)	10.04 (255)	54.25 (1378)
UD2300N	ATM 2400/2500 SERIES			

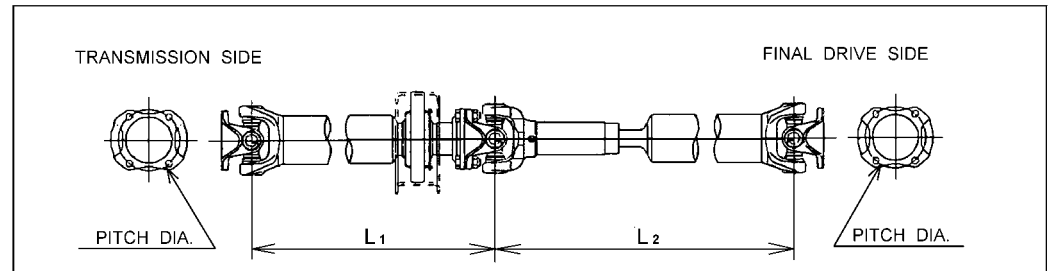
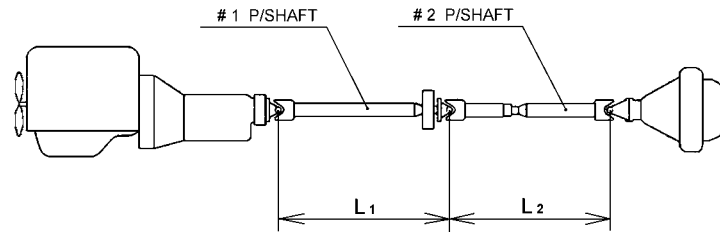
MODEL		TRANSMISSION	L ₁	H ₁	L ₂	H ₂	L ₃	H ₃	L ₄	H ₄	ℓ ₁	ℓ ₂	ℓ ₃	ℓ ₄	A	B	C	D	E	F	G	P	Q	R	S
CHASSIS-CAB	UD1800N UD2000N	MLS63B	140.98 (3581)	12.76 (324)	175.91 (4468)	14.17 (360)	230.24 (5848)	17.01 (432)	244.45 (6209)	16.89 (429)	45.59 (1158)	34.96 (888)	54.41 (1382)	14.21 (361)	3.6°	2.3°	3.0°	3.7°	0.6°	0.7°	1.0°	0.43 (11)	0.87 (22)	1.77 (45)	1.06 (27)
		ATM 1000 SERIES	140.79 (3576)	12.76 (324)	175.71 (4463)	14.17 (360)	230.24 (5848)	17.01 (432)	244.45 (6209)	16.89 (429)	43.62 (1108)	34.96 (888)	54.57 (1386)	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	140.98 (3581)	12.76 (324)	175.91 (4468)	14.17 (360)	230.24 (5848)	17.01 (432)	244.45 (6209)	16.89 (429)	45.59 (1158)	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)
		ATM 2400 /2500 SERIES	140.79 (3576)	12.76 (324)	175.71 (4463)	14.17 (360)	230.24 (5848)	17.01 (432)	244.45 (6209)	16.89 (429)	43.62 (1108)	34.96 (888)	54.57 (1386)	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	140.98 (3581)	12.76 (324)	175.91 (4468)	14.17 (360)	228.58 (5806)	18.31 (465)	244.45 (6209)	18.07 (459)	45.59 (1158)	34.96 (888)	52.83 (1342)	15.83 (402)	3.6°	2.3°	4.5°	3.7°	0.6°	0.7°	1.0°	0.43 (11)	0.87 (22)	1.57 (40)	1.26 (32)
		ATM 2400 /2500 SERIES	140.79 (3576)	12.76 (324)	175.71 (4463)	14.17 (360)	228.58 (5806)	18.31 (465)	244.45 (6209)	18.07 (459)	43.62 (1108)	34.96 (888)	53.03 (1347)	15.83 (402)	3.6°	2.3°	4.5°	3.7°	0.6°	0.7°	1.0°	0.43 (11)	0.87 (22)	1.57 (40)	1.26 (32)
LOADED (GVM)	UD1800N UD2000N	MLS63B	140.98 (3581)	12.76 (324)	175.91 (4468)	14.17 (360)	230.51 (5855)	15.47 (393)	244.72 (6216)	15.28 (388)	45.59 (1158)	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)
		ATM 1000 SERIES	140.79 (3576)	12.76 (324)	175.71 (4463)	14.17 (360)	230.51 (5855)	15.47 (393)	244.72 (6216)	15.28 (388)	43.62 (1108)	34.96 (888)	54.84 (1393)	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	140.98 (3581)	12.76 (324)	175.91 (4468)	14.17 (360)	230.51 (5855)	15.47 (393)	244.72 (6216)	15.28 (388)	45.59 (1158)	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)
		ATM 2400 /2500 SERIES	140.79 (3576)	12.76 (324)	175.71 (4463)	14.17 (360)	230.51 (5855)	15.47 (393)	244.72 (6216)	15.28 (388)	43.62 (1108)	34.96 (888)	54.84 (1393)	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	140.98 (3581)	12.76 (324)	175.91 (4468)	14.17 (360)	228.86 (5813)	16.85 (428)	244.72 (6216)	16.57 (421)	45.59 (1158)	34.96 (888)	53.03 (1347)	15.83 (402)	3.6°	2.3°	2.9°	3.6°	0.6°	0.7°	1.0°	0.43 (11)	0.87 (22)	1.57 (40)	1.26 (32)
		ATM 2400 /2500 SERIES	140.79 (3576)	12.76 (324)	175.71 (4463)	14.17 (360)	228.86 (5813)	16.85 (428)	244.72 (6216)	16.57 (421)	43.62 (1108)	34.96 (888)	53.23 (1352)	15.83 (402)	3.6°	2.3°	2.9°	3.6°	0.6°	0.7°	1.0°	0.43 (11)	0.87 (22)	1.57 (40)	1.26 (32)

WBM008B

UD2300D, UD2300F, UD2300H, UD2300K

UNIT : INCH (MM)

TYPE : PS860



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

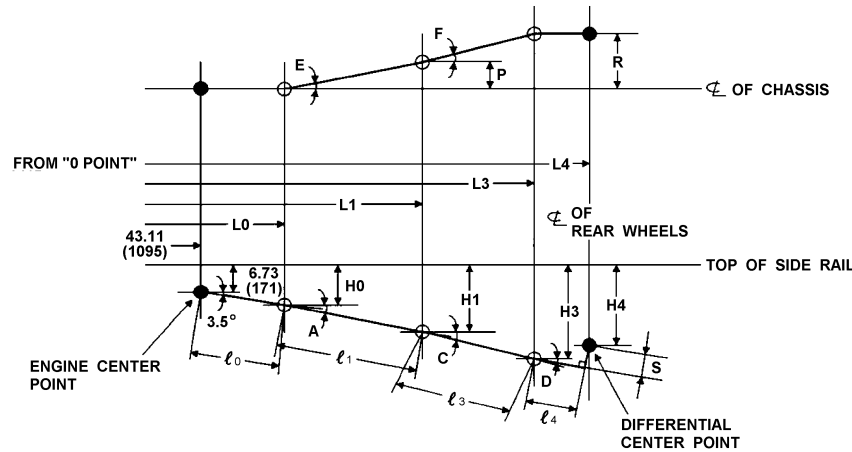
	T/M TYPE	P/S MODEL	INSTALLING LENGTH			P/S DIMENSION OD X ID X T	PERMISSIBLE LENGTH				
			L ₁	L ₂			* L ₁	L ₂ MAX		L ₂ MIN	
				UD2300LP	UD2300DH			UD2300LP	UD2300DH	UD2300LP	UD2300DH
UD2300D	MTM	PS860	31.02 (788)	30.06 (916)	34.57 (878)	3.54 X 3.29 X 0.13 (90.0 X 83.6 X 3.2)	31.02 (788)	41.18 (1046)	40.39 (1026)	39.09 (993)	38.31 (973)
	ATM	PS860	29.06 (738)	36.26 (921)	34.72 (882)	3.54 X 3.29 X 0.13 (90.0 X 83.6 X 3.2)	29.06 (738)	41.97 (1066)	40.39 (1026)	39.88 (1013)	38.31 (973)
UD2300F	MTM	PS860	45.59 (1158)	39.49 (1003)	38.03 (966)	3.54 X 3.29 X 0.13 (90 X 83.6 X 3.2)	45.59 (1158)	45.12 (1146)	43.54 (1106)	43.03 (1093)	41.46 (1053)
	ATM	PS860	43.62 (1108)	39.69 (1008)	39.19 (970)	3.54 X 3.29 X 0.13 (90 X 83.6 X 3.2)	43.62 (1108)	45.12 (1146)	43.54 (1106)	43.03 (1093)	41.46 (1053)
UD2300H	MTM	PS860	45.59 (1158)	51.26 (1302)	49.76 (1264)	3.54 X 3.29 X 0.13 (90 X 83.6 X 3.2)	45.59 (1158)	56.14 (1426)	55.35 (1406)	54.06 (1373)	53.27 (1353)
	ATM	PS860	43.62 (1108)	51.42 (1306)	49.92 (1268)	3.54 X 3.29 X 0.13 (90 X 83.6 X 3.2)	43.62 (1108)	56.93 (1446)	55.35 (1406)	40.84 (1393)	53.27 (1353)
UD2300K	MTM	PS860	55.83 (1418)	52.80 (1341)	51.30 (1303)	3.54 X 3.29 X 0.13 (90 X 83.6 X 3.2)	55.83 (1418)	57.72 (1466)	56.93 (1446)	55.63 (1413)	54.84 (1393)
	ATM	PS860	53.86 (1368)	52.99 (1346)	51.46 (1307)	3.54 X 3.29 X 0.13 (90 X 83.6 X 3.2)	53.86 (1368)	58.50 (1486)	56.93 (1446)	56.42 (1433)	54.84 (1393)

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.

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
UD2300D UD2300F UD2300H UD2300K	MLS63B	95.47 (2425)	9.92 (252)	52.48 (1333)
	ATM 2400/2500 SERIES	97.24 (2470)	10.04 (255)	54.25 (1378)

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	126.38 (3210)	12.44 (316)	162.13 (4118)	17.01 (432)	176.38 (4480)	16.89 (429)	31.02 (788)	36.06 (916)	14.21 (361)	4.7°	7.3°	3.7°	0.0°	2.8°	0.0 (0.0)	1.77 (45)	1.06 (27)
		ATM 2400/2500 SERIES	126.22 (3206)	12.44 (316)	162.13 (4118)	17.01 (432)	176.38 (4480)	16.89 (429)	29.06 (738)	36.26 (921)	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	140.98 (3581)	12.80 (325)	180.24 (4578)	17.01 (432)	194.45 (4939)	16.89 (429)	45.59 (1158)	39.49 (1003)	14.21 (361)	3.6°	6.2°	3.7°	0.6°	1.9°	0.43 (11)	1.77 (45)	1.06 (27)
		ATM 2400/2500 SERIES	140.79 (3576)	12.80 (325)	180.24 (4578)	17.01 (432)	194.45 (4939)	16.89 (429)	43.62 (1108)	39.69 (1008)	14.21 (361)	3.6°	6.2°	3.7°	0.6°	1.9°	0.43 (11)	1.77 (45)	1.06 (27)
	UD2300LP-H	MLS63B	140.98 (3581)	12.80 (325)	192.05 (4878)	17.01 (432)	206.26 (5239)	16.89 (429)	45.59 (1158)	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)
		ATM 2400/2500 SERIES	140.79 (3576)	12.80 (325)	192.05 (4878)	17.01 (432)	206.26 (5239)	16.89 (429)	43.62 (1108)	51.42 (1306)	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	151.22 (3841)	12.72 (323)	203.86 (5178)	17.01 (432)	218.07 (5539)	16.89 (429)	55.83 (1418)	52.80 (1341)	14.21 (361)	2.8°	4.7°	3.7°	0.5°	1.4°	0.43 (11)	1.77 (45)	1.06 (27)
		ATM 2400/2500 SERIES	151.02 (3836)	12.72 (323)	203.86 (5178)	17.01 (432)	218.07 (5539)	16.89 (429)	53.86 (1368)	52.99 (1346)	14.21 (361)	2.8°	4.7°	3.7°	0.5°	1.4°	0.43 (11)	1.77 (45)	1.06 (27)
LOADED (GVM)	UD2300LP-D	MLS63B	126.38 (3210)	12.44 (316)	162.40 (4125)	15.47 (393)	176.65 (4487)	15.28 (388)	31.02 (788)	36.18 (919)	14.21 (361)	4.7°	4.8°	3.6°	0.0°	2.8°	0.0 (0.0)	1.77 (45)	1.06 (27)
		ATM 2400/2500 SERIES	126.22 (3206)	12.44 (316)	162.40 (4125)	15.47 (393)	176.65 (4487)	15.28 (388)	29.06 (738)	36.38 (924)	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	140.98 (3581)	12.80 (325)	180.51 (4585)	15.47 (393)	194.72 (4946)	15.28 (388)	45.59 (1158)	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)
		ATM 2400/2500 SERIES	140.79 (3576)	12.80 (325)	180.51 (4585)	15.47 (393)	194.72 (4946)	15.28 (388)	43.62 (1108)	39.84 (1012)	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	140.98 (3581)	12.80 (325)	192.32 (4885)	15.47 (393)	206.54 (5246)	15.28 (388)	45.59 (1158)	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)
		ATM 2400/2500 SERIES	140.79 (3576)	12.80 (325)	192.32 (4885)	15.47 (393)	206.54 (5246)	15.28 (388)	43.62 (1108)	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)
	UD2300LP-K	MLS63B	151.22 (3841)	12.72 (323)	204.13 (5185)	15.47 (393)	218.35 (5546)	15.28 (388)	55.83 (1418)	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)
		ATM 2400/2500 SERIES	151.02 (3836)	12.72 (323)	204.13 (5185)	15.47 (393)	218.35 (5546)	15.28 (388)	53.86 (1368)	53.19 (1351)	14.21 (361)	2.8°	3.0°	3.6°	0.5°	1.4°	0.43 (11)	1.77 (45)	1.06 (27)

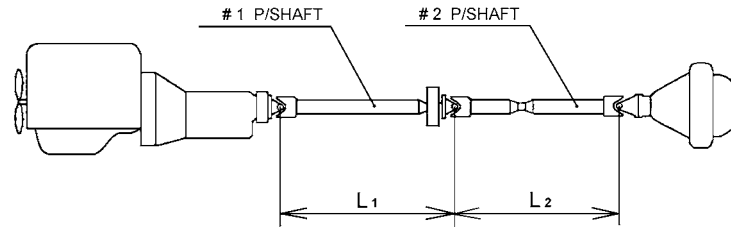
WBM009B

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	126.34 (3209)	12.91 (328)	160.47 (4076)	18.31 (465)	176.38 (4480)	18.07 (459)	31.02 (788)	34.57 (878)	15.83 (402)	5.6°	8.9°	3.7°	0.7°	2.3°	0.39 (10)	1.57 (40)	1.26 (32)
		ATM 2400/2500 SERIES	126.14 (3204)	12.91 (328)	160.47 (4076)	18.31 (465)	176.38 (4480)	18.07 (459)	29.06 (738)	34.72 (882)	15.83 (402)	5.7°	8.9°	3.7°	0.7°	2.3°	0.39 (10)	1.57 (40)	1.26 (32)
	UD2300DH-F	MLS63B	140.98 (3581)	12.80 (325)	178.58 (4536)	18.31 (465)	194.45 (4939)	18.07 (459)	45.59 (1158)	38.03 (966)	15.83 (402)	3.6°	8.3°	3.7°	0.6°	2.0°	0.43 (11)	1.57 (40)	1.26 (32)
		ATM 2400/2500 SERIES	140.75 (3575)	12.80 (325)	178.58 (4536)	18.31 (465)	194.45 (4939)	18.07 (459)	43.62 (1108)	38.19 (970)	15.83 (402)	3.6°	8.3°	3.7°	0.6°	2.0°	0.43 (11)	1.57 (40)	1.26 (32)
	UD2300DH-H	MLS63B	140.98 (3581)	12.72 (323)	190.39 (4836)	18.31 (465)	206.26 (5239)	18.07 (459)	45.59 (1158)	49.76 (1264)	15.83 (402)	3.6°	6.4°	3.7°	0.6°	1.5°	0.43 (11)	1.57 (40)	1.26 (32)
		ATM 2400/2500 SERIES	140.79 (3576)	12.72 (323)	190.39 (4836)	18.31 (465)	206.26 (5239)	18.07 (459)	43.62 (1108)	49.92 (1268)	15.83 (402)	3.6°	6.4°	3.7°	0.6°	1.5°	0.43 (11)	1.57 (40)	1.26 (32)
	UD2300DH-K	MLS63B	151.22 (3841)	12.72 (323)	202.20 (5136)	18.31 (465)	218.07 (5539)	18.07 (459)	55.83 (1418)	51.30 (1303)	15.83 (402)	2.8°	6.3°	3.7°	0.5°	1.5°	0.43 (11)	1.57 (40)	1.26 (32)
		ATM 2400/2500 SERIES	151.02 (3836)	12.72 (323)	202.20 (5136)	18.31 (465)	218.07 (5539)	18.07 (459)	53.86 (1368)	51.46 (1307)	15.83 (402)	2.8°	6.3°	3.7°	0.5°	1.5°	0.43 (11)	1.57 (40)	1.26 (32)
	UD2300DH-D	MLS63B	126.34 (3209)	12.91 (328)	160.75 (4083)	16.85 (428)	176.65 (4487)	16.57 (421)	31.02 (788)	34.65 (880)	15.83 (402)	5.6°	6.5°	3.6°	0.7°	2.3°	0.39 (10)	1.57 (40)	1.26 (32)
		ATM 2400/2500 SERIES	126.14 (3204)	12.91 (328)	160.75 (4083)	16.85 (428)	176.65 (4487)	16.57 (421)	29.06 (738)	34.84 (885)	15.83 (402)	5.7°	6.5°	3.6°	0.7°	2.3°	0.39 (10)	1.57 (40)	1.26 (32)
LOADED (GVM)	UD2300DH-F	MLS63B	140.98 (3581)	12.80 (325)	178.86 (4543)	16.85 (428)	194.72 (4946)	16.57 (421)	45.59 (1158)	38.11 (968)	15.83 (402)	3.6°	6.1°	3.6°	0.6°	2.0°	0.43 (11)	1.57 (40)	1.26 (32)
		ATM 2400/2500 SERIES	140.75 (3575)	12.80 (325)	178.86 (4543)	16.85 (428)	194.72 (4946)	16.57 (421)	43.62 (1108)	38.31 (973)	15.83 (402)	3.6°	6.1°	3.6°	0.6°	2.0°	0.43 (11)	1.57 (40)	1.26 (32)
	UD2300DH-H	MLS63B	140.98 (3581)	12.72 (323)	190.67 (4843)	16.85 (428)	206.54 (5246)	16.57 (421)	45.59 (1158)	49.88 (1267)	15.83 (402)	3.6°	4.7°	3.6°	0.6°	1.5°	0.43 (11)	1.57 (40)	1.26 (32)
		ATM 2400/2500 SERIES	140.79 (3576)	12.72 (323)	190.67 (4843)	16.85 (428)	206.54 (5246)	16.57 (421)	43.62 (1108)	50.08 (1272)	15.83 (402)	3.6°	4.7°	3.6°	0.6°	1.5°	0.43 (11)	1.57 (40)	1.26 (32)
	UD2300DH-K	MLS63B	151.22 (3841)	12.72 (323)	202.48 (5143)	16.85 (428)	218.35 (5546)	16.57 (421)	55.83 (1418)	51.42 (1306)	15.83 (402)	2.8°	4.6°	3.6°	0.5°	1.5°	0.43 (11)	1.57 (40)	1.26 (32)
		ATM 2400/2500 SERIES	151.02 (3836)	12.72 (323)	202.48 (5143)	16.85 (428)	218.35 (5546)	16.57 (421)	53.86 (1368)	51.61 (1311)	15.83 (402)	2.8°	4.6°	3.6°	0.5°	1.5°	0.43 (11)	1.57 (40)	1.26 (32)

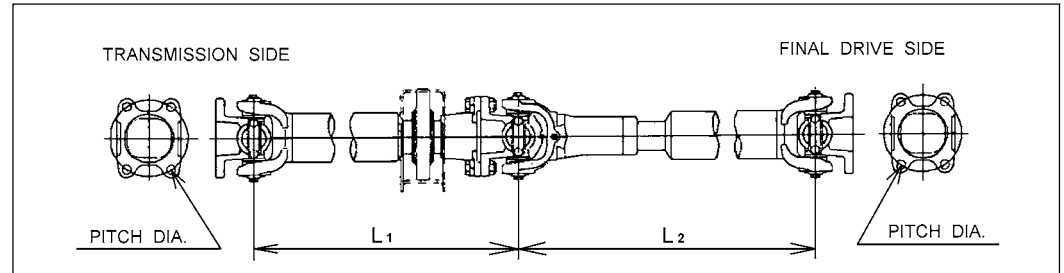
WBM010B

UD2600E, UD2600G, UD2600K



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.

WBM828A

PROPELLER SHAFT DATA

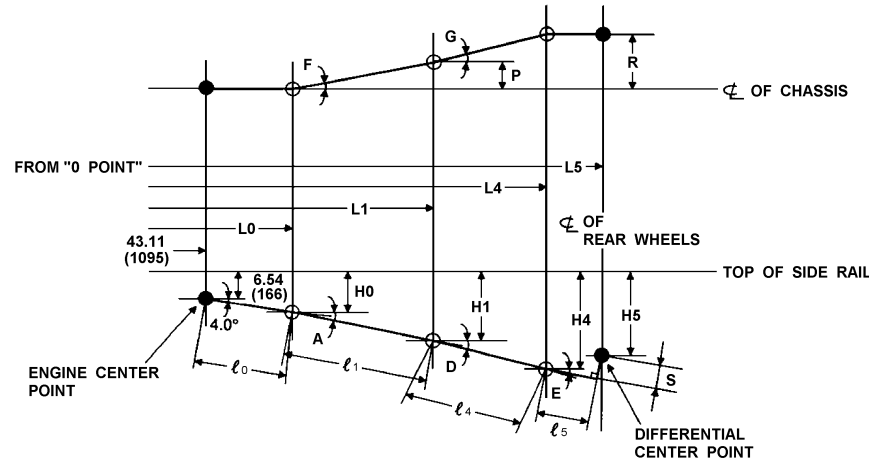
	T/M TYPE	P/S MODEL	INSTALLING LENGTH		P/S DIMENSION OD X ID X T	PERMISSIBLE LENGTH		
			L ₁	L ₂		* L ₁	L ₂ MAX	L ₂ MIN
UD2600E	MTM	PS420	33.39 (848)	34.92 (887)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	33.39 (848)	37.72 (958)	33.74 (857)
	ATM	PS420	32.20 (818)	35.12 (892)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	32.20 (818)	37.72 (958)	33.74 (857)
UD2600G	MTM	PS420	42.83 (1088)	46.26 (1175)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	42.83 (1088)	48.74 (1238)	44.76 (1137)
	ATM	PS420	42.05 (1068)	46.06 (1170)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	42.05 (1068)	48.74 (1238)	44.76 (1137)
UD2600K	MTM	PS420	56.61 (1438)	48.15 (1223)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	56.61 (1438)	50.31 (1278)	46.34 (1177)
	ATM	PS420	55.43 (1408)	48.31 (1227)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	55.43 (1408)	51.10 (1298)	47.13 (1197)

OD : OUTSIDE DIAMETER "L₁" IS CONSTANT VALUE

ID : INSIDE DIAMETER

T : THICKNESS

UD2600E, UD2600G, UD2600K



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.

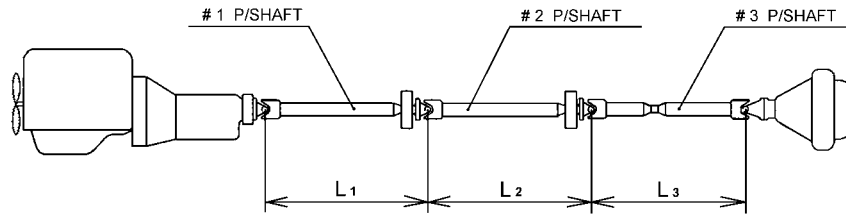
NOTE: "0 (zero) POINT" is 12.60 in. (320 mm) distance from front edge of side rail.

MODEL	TRANSMISSION	L ₀	H ₀	ℓ ₀
UD2600E UD2600G UD2600K	MLS63B	96.73 (2457)	9.80 (249)	53.74 (1365)
	ATM 2400/2500 SERIES	97.72 (2482)	9.84 (250)	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	129.88 (3299)	13.58 (345)	164.37 (4175)	19.33 (491)	182.44 (4634)	19.88 (505)	33.39 (848)	34.92 (887)	18.03 (458)	6.5°	9.5°	4.1°	0.6°	0.9°	0.35 (9)	0.91 (23)	1.38 (35)
		ATM 2400/2500 SERIES	129.72 (3295)	13.58 (345)	164.37 (4175)	19.33 (491)	182.44 (4634)	19.88 (505)	32.20 (818)	35.12 (892)	18.03 (458)	6.6°	9.5°	4.1°	0.6°	0.9°	0.35 (9)	0.91 (23)	1.38 (35)
	UD2600G	MLS63B	139.33 (3539)	14.09 (358)	185.24 (4705)	19.33 (491)	203.31 (5164)	19.88 (505)	42.83 (1088)	46.26 (1175)	18.03 (458)	5.7°	7.3°	4.1°	0.0°	1.1°	0.00 (0)	0.91 (23)	1.38 (35)
		ATM 2400/2500 SERIES	139.53 (3544)	14.09 (358)	185.24 (4705)	19.33 (491)	203.31 (5164)	19.88 (505)	42.05 (1068)	46.06 (1170)	18.03 (458)	5.8°	7.3°	4.1°	0.0°	1.1°	0.00 (0)	0.91 (23)	1.38 (35)
	UD2600K	MLS63B	153.11 (3889)	14.57 (370)	200.98 (5105)	19.33 (491)	219.06 (5564)	19.88 (505)	56.61 (1438)	48.15 (1223)	18.03 (458)	4.8°	6.4°	4.1°	0.5°	0.6°	0.43 (11)	0.91 (23)	1.38 (35)
		ATM 2400/2500 SERIES	152.95 (3885)	14.57 (370)	200.98 (5105)	19.33 (491)	219.06 (5564)	19.88 (505)	55.43 (1408)	48.31 (1227)	18.03 (458)	4.8°	6.4°	4.1°	0.5°	0.6°	0.43 (11)	0.91 (23)	1.38 (35)
LOADED (GVM)	UD2600E	MLS63B	129.88 (3299)	13.58 (345)	164.80 (4186)	16.73 (425)	182.83 (4644)	17.20 (437)	33.39 (848)	35.00 (889)	18.03 (458)	6.5°	5.1°	3.9°	0.6°	0.9°	0.35 (9)	0.91 (23)	1.38 (35)
		ATM 2400/2500 SERIES	129.72 (3295)	13.58 (345)	164.80 (4186)	16.73 (425)	182.83 (4644)	17.20 (437)	32.20 (818)	35.16 (893)	18.03 (458)	6.6°	5.1°	3.9°	0.6°	0.9°	0.35 (9)	0.91 (23)	1.38 (35)
	UD2600G	MLS63B	139.33 (3539)	14.09 (358)	185.63 (4715)	16.73 (425)	203.70 (5174)	17.20 (437)	42.83 (1088)	46.42 (1179)	18.03 (458)	5.7°	4.0°	3.9°	0.0°	1.1°	0.00 (0)	0.91 (23)	1.38 (35)
		ATM 2400/2500 SERIES	139.53 (3544)	14.09 (358)	185.63 (4715)	16.73 (425)	203.70 (5174)	17.20 (437)	42.05 (1068)	46.18 (1173)	18.03 (458)	5.8°	4.0°	3.9°	0.0°	1.1°	0.00 (0)	0.91 (23)	1.38 (35)
	UD2600K	MLS63B	153.11 (3889)	14.57 (370)	201.38 (5115)	16.73 (425)	219.45 (5574)	17.20 (437)	56.61 (1438)	48.31 (1227)	18.03 (458)	4.8°	3.3°	3.9°	0.5°	0.6°	0.43 (11)	0.91 (23)	1.38 (35)
		ATM 2400/2500 SERIES	152.95 (3885)	14.57 (370)	201.38 (5115)	16.73 (425)	219.45 (5574)	17.20 (437)	55.43 (1408)	48.50 (1232)	18.03 (458)	4.8°	3.3°	3.9°	0.5°	0.6°	0.43 (11)	0.91 (23)	1.38 (35)

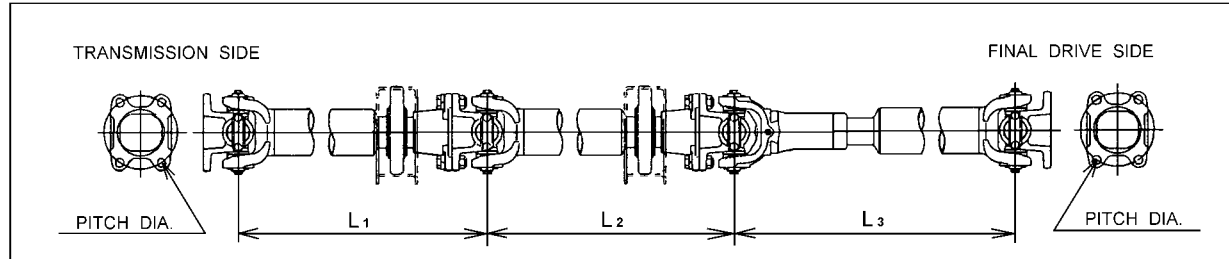
WBM011B

UD2600L, UD2600N



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.

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 ₂ MAX	L ₂ MIN
UD2600L	MTM	PS420	56.61 (1438)	26.30 (668)	37.56 (954)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	56.61 (1438)	26.30 (668)	40.08 (1018)	36.10 (917)
	ATM	PS420	55.43 (1408)	26.69 (678)	37.36 (949)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	55.43 (1408)	26.69 (678)	40.08 (1018)	36.10 (917)
UD2600N	MTM	PS420	56.61 (1438)	34.96 (888)	44.57 (1132)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	56.61 (1438)	34.96 (888)	47.17 (1198)	43.19 (1097)
	ATM	PS420	55.43 (1408)	34.96 (888)	44.76 (1137)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	55.43 (1408)	34.96 (888)	47.17 (1198)	43.19 (1097)

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

ID : INSIDE DIAMETER

T : THICKNESS

WBM012B

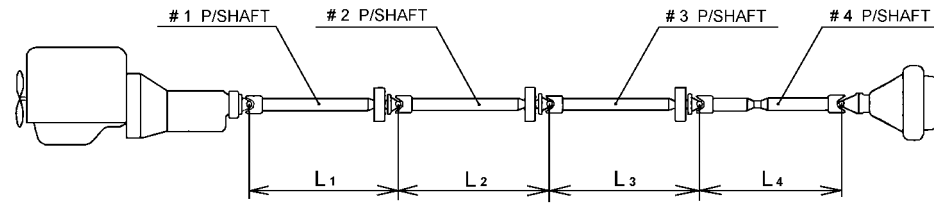


NOTE: "0 (zero) POINT" is 12.60 in. (320 mm) distance from front edge of side rail.

MODEL	TRANSMISSION	L ₀	H ₀	ℓ_0
UD2600L UD2600N	MLS63B	100.28 (2457)	9.80 (249)	53.74 (1365)
	ATM 2400/2500 SERIES	97.72 (2482)	9.84 (250)	54.72 (1390)

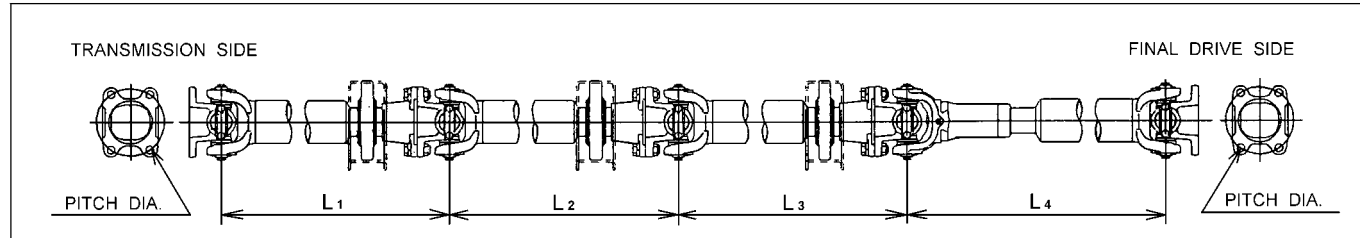
MODEL		TRANSMISSION	L ₁	H ₁	L ₃	H ₃	L ₄	H ₄	L ₅	H ₅	ℓ ₁	ℓ ₃	ℓ ₄	ℓ ₅	A	C	D	E	F	G	J	P	Q	R	S
CHASSIS-CAB	UD2600L	MLS63B	153.19 (3891)	13.90 (353)	179.45 (4558)	15.43 (392)	216.73 (5505)	19.33 (491)	234.80 (5964)	19.88 (505)	56.61 (1438)	26.30 (668)	37.56 (954)	18.03 (458)	4.2°	3.4°	7.0°	4.1°	0.0°	0.0°	1.4°	0.00 (0)	0.00 (0)	0.91 (23)	1.38 (35)
		ATM 2400 /2500 SERIES	152.99 (3886)	13.90 (353)	179.65 (4563)	15.43 (392)	216.73 (5505)	19.33 (491)	234.80 (5964)	19.88 (505)	55.43 (1408)	26.69 (678)	37.36 (949)	18.03 (458)	4.2°	3.4°	7.0°	4.1°	0.0°	0.0°	1.4°	0.00 (0)	0.00 (0)	0.91 (23)	1.38 (35)
	UD2600N	MLS63B	153.19 (3891)	13.90 (353)	188.11 (4778)	15.75 (400)	232.48 (5905)	19.33 (491)	250.55 (6364)	19.88 (505)	56.61 (1438)	34.96 (888)	44.57 (1132)	18.03 (458)	4.2°	3.0°	5.4°	4.1°	0.0°	0.8°	0.5°	0.00 (0)	0.47 (12)	0.91 (23)	1.38 (35)
		ATM 2400 /2500 SERIES	152.99 (3886)	13.90 (353)	187.91 (4773)	15.75 (400)	232.48 (5905)	19.33 (491)	250.55 (6364)	19.88 (505)	55.43 (1408)	34.96 (888)	44.76 (1137)	18.03 (458)	4.2°	3.0°	5.4°	4.1°	0.0°	0.8°	0.5°	0.00 (0)	0.47 (12)	0.91 (23)	1.38 (35)
LOADED (GVM)	UD2600L	MLS63B	153.19 (3891)	13.90 (353)	179.45 (4558)	15.43 (392)	217.13 (5515)	16.73 (425)	235.20 (5974)	17.20 (437)	56.61 (1438)	26.30 (668)	37.72 (958)	18.03 (458)	4.2°	3.4°	2.9°	3.9°	0.0°	0.0°	1.4°	0.00 (0)	0.00 (0)	0.91 (23)	1.38 (35)
		ATM 2400 /2500 SERIES	152.99 (3886)	13.90 (353)	179.65 (4563)	15.43 (392)	217.13 (5515)	16.73 (425)	235.20 (5974)	17.20 (437)	55.43 (1408)	26.69 (678)	37.52 (953)	18.03 (458)	4.2°	3.4°	2.9°	3.9°	0.0°	0.0°	1.4°	0.00 (0)	0.00 (0)	0.91 (23)	1.38 (35)
	UD2600N	MLS63B	153.19 (3891)	13.90 (353)	188.11 (4778)	15.75 (400)	232.87 (5915)	16.73 (425)	250.94 (6374)	17.20 (437)	56.61 (1438)	34.96 (888)	44.80 (1138)	18.03 (458)	4.2°	3.0°	2.1°	3.9°	0.0°	0.8°	0.5°	0.00 (0)	0.47 (12)	0.91 (23)	1.38 (35)
		ATM 2400 /2500 SERIES	152.99 (3886)	13.90 (353)	187.91 (4773)	15.75 (400)	232.87 (5915)	16.73 (425)	250.94 (6374)	17.20 (437)	55.43 (1408)	34.96 (888)	44.96 (1142)	18.03 (458)	4.2°	3.0°	2.1°	3.9°	0.0°	0.8°	0.5°	0.00 (0)	0.47 (12)	0.91 (23)	1.38 (35)

UD2600S



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.

WBM830A

PROPELLER SHAFT DATA

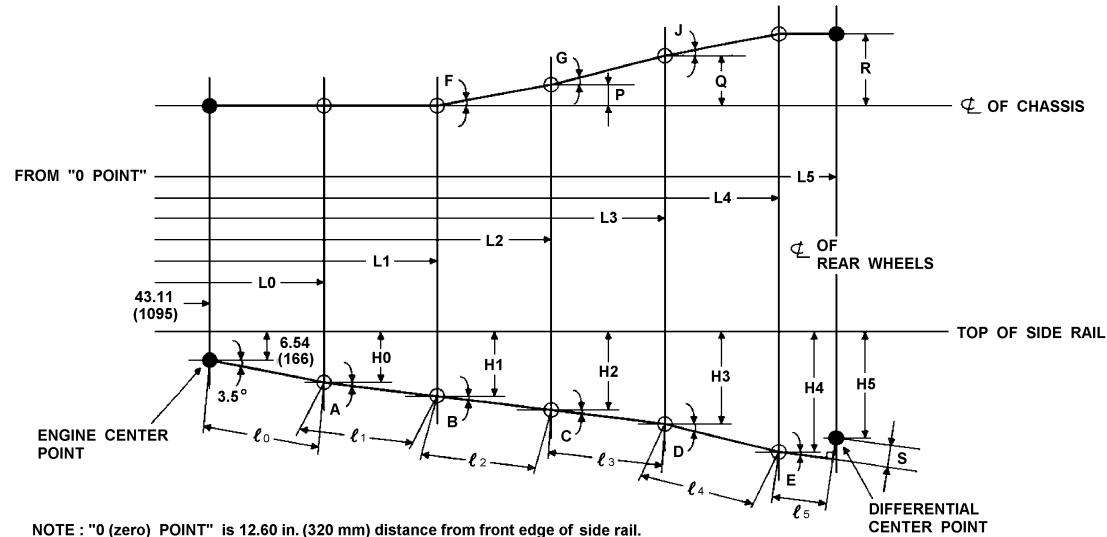
	T/M TYPE	P/S MODEL	INSTALLING LENGTH				P/S DIMENSION OD X ID X T	PERMISSIBLE LENGTH				
			L ₁	L ₂	L ₃	L ₄		* L ₁	* L ₂	* L ₃	L ₄ MAX	L ₄ MIN
UD2600S	MTM	PS420	56.61 (1438)	30.24 (768)	32.20 (818)	52.48 (1333)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	56.61 (1438)	30.24 (678)	32.20 (818)	55.04 (1398)	51.06 (1297)
	ATM	PS420	55.43 (1408)	30.63 (778)	32.20 (818)	52.24 (1327)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	55.43 (1408)	30.63 (778)	32.20 (818)	55.04 (1398)	51.06 (1297)

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

ID : INSIDE DIAMETER

T : THICKNESS

UD2600S



UNIT: INCH (MM)

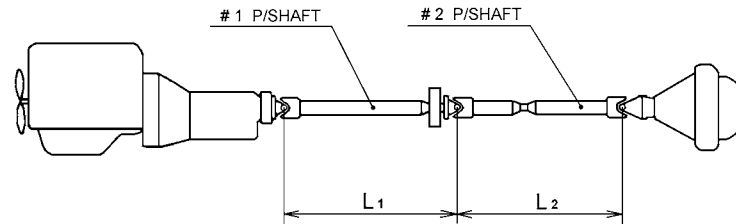
NOTE:
THE PROPELLER SHAFT SHOULD NOT BE SHORT-
ENED TO A LENGTH SHORTER THAN THE SHORT-
EST OFFERED BY NISSAN DIESEL MOTOR CO.,
LTD. IN THE SAME MODEL.
LIKEWISE, THE PROPELLER SHAFT SHOULD NOT
BE LENGTHENED TO A LENGTH LONGER THAN
THE LONGEST OFFERED BY NISSAN DIESEL
MOTOR CO., LTD. IN THE SAME MODEL.
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	96.73 (2457)	9.80 (249)	53.54 (1360)
	ATM 2400/2500 SERIES	97.72 (2482)	9.84 (250)	54.72 (1390)

MODEL		TRANSMISSION	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	G	J	P	Q	R	S
CHASSIS-CAB	UD2600S	MLS63B	153.19 (3891)	13.90 (353)	183.43 (4659)	14.09 (358)	215.59 (5476)	15.71 (399)	267.91 (6805)	19.33 (491)	285.98 (7264)	19.88 (505)	56.61 (1438)	30.24 (768)	32.2 (818)	52.48 (1333)	18.03 (458)	4.2°	1.5°	1.8°	4.6°	4.1°	0.0°	0.5°	0.3°	0.24 (6)	0.43 (11)	0.91 (23)	1.38 (35)
		ATM 2400/2500 SERIES	152.99 (3886)	13.90 (353)	183.62 (4664)	14.09 (358)	215.83 (5482)	15.71 (399)	267.91 (6805)	19.33 (491)	285.98 (7264)	19.88 (505)	55.43 (1408)	30.63 (778)	32.2 (818)	52.24 (1327)	18.03 (458)	4.2°	1.5°	1.8°	4.6°	4.1°	0.0°	0.5°	0.3°	0.24 (6)	0.43 (11)	0.91 (23)	1.38 (35)
LOADED (GVM)	UD2600S	MLS63B	153.19 (3891)	13.90 (353)	183.43 (4659)	14.09 (358)	215.59 (5476)	15.71 (399)	268.31 (6815)	16.73 (425)	286.38 (7274)	17.20 (437)	56.61 (1438)	30.24 (768)	32.2 (818)	52.72 (1339)	18.03 (458)	4.2°	1.5°	1.8°	1.8°	3.9°	0.0°	0.5°	0.3°	0.24 (6)	0.43 (11)	0.91 (23)	1.38 (35)
		ATM 2400/2500 SERIES	152.99 (3886)	13.90 (353)	183.62 (4664)	14.09 (358)	215.83 (5482)	15.71 (399)	268.31 (6815)	16.73 (425)	286.38 (7274)	17.20 (437)	55.43 (1408)	30.63 (778)	32.2 (818)	52.52 (1334)	18.03 (458)	4.2°	1.5°	1.8°	1.8°	3.9°	0.0°	0.5°	0.3°	0.24 (6)	0.43 (11)	0.91 (23)	1.38 (35)

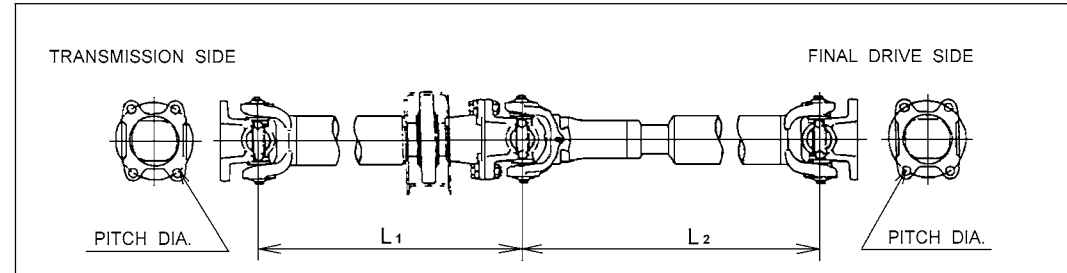
WBM013B

UD3300E, UD3300H, UD3300K



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.

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	37.32 (948)	36.97 (939)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	37.32 (948)	39.29 (998)	35.31 (897)
UD3300H	MTM	PS420	43.62 (1108)	51.42 (1306)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	43.62 (1108)	53.46 (1358)	49.49 (1257)
UD3300K	MTM	PS420	59.37 (1508)	51.30 (1303)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	59.37 (1508)	53.46 (1358)	49.49 (1257)

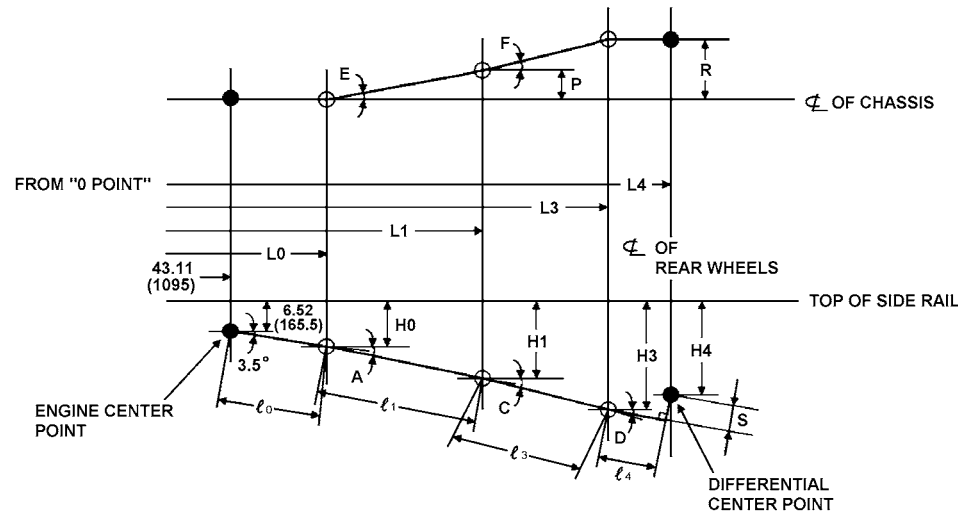
OD : OUTSIDE DIAMETER "L₁" IS CONSTANT VALUE

ID : INSIDE DIAMETER

T : THICKNESS

UD3300E, UD3300H, UD3300K

UNIT : INCH (MM)



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

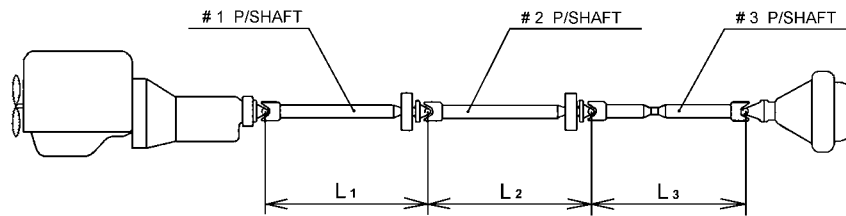
NOTE:
THE PROPELLER SHAFT SHOULD NOT BE SHORTENED TO A LENGTH SHORTER THAN THE SHORTEST OFFERED BY NISSAN DIESEL MOTOR CO., LTD. IN THE SAME MODEL.
LIKEWISE, THE PROPELLER SHAFT SHOULD NOT BE LENGTHENED TO A LENGTH LONGER THAN THE LONGEST OFFERED BY NISSAN DIESEL MOTOR CO., LTD. IN THE SAME MODEL.
IN CASE OF PROPELLER SHAFT MODIFICATION, THE PROPELLER SHAFT LAYOUT SHOULD CORRESPOND WITH A WHEELBASE OFFERED BY NISSAN DIESEL MOTOR CO., LTD.

MODEL	TRANSMISSION	L ₀	H ₀	ℓ ₀
UD3300E UD3300H UD3300K	MLS63B	96.72 (2456.6)	9.80 (248.8)	53.72 (1364.5)

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	133.81 (3398.7)	13.93 (353.7)	170.30 (4325.5)	19.78 (502.4)	188.37 (4784.6)	20.33 (516.3)	37.32 (948)	36.97 (939)	18.03 (458)	6.3°	9.1°	6.1°	0.8°	1.4°	0.53 (13.5)	0.91 (23)	1.38 (35)
	UD3300H	MLS63B	140.13 (3559.2)	14.10 (358.2)	191.15 (4855.3)	20.41 (518.5)	209.24 (5314.6)	20.33 (516.3)	43.62 (1108)	51.42 (1306)	18.03 (458)	5.7°	7.1°	4.1°	0°	1.5°	0.0 (0)	0.91 (23)	1.38 (35)
	UD3300K	MLS63B	155.83 (3958.2)	15.26 (387.7)	206.90 (5255.3)	20.41 (518.5)	224.98 (5714.6)	20.33 (516.3)	59.37 (1508)	51.30 (1303)	18.03 (458)	5.3°	5.8°	4.1°	0°	1.5°	0.0 (0)	0.91 (23)	1.38 (35)
LOADED (GVM)	UD3300E	MLS63B	133.81 (3398.7)	13.93 (353.7)	170.65 (4334.4)	17.49 (444.2)	188.72 (4793.6)	17.97 (456.5)	37.32 (948)	37.01 (940)	18.03 (458)	6.3°	5.5°	5.9°	0.8°	1.4°	0.53 (13.5)	0.91 (23)	1.38 (35)
	UD3300H	MLS63B	140.13 (3559.2)	14.10 (358.2)	191.51 (4864.3)	18.12 (460.3)	209.59 (5323.6)	17.97 (456.5)	43.62 (1108)	51.54 (1309)	18.03 (458)	5.7°	4.5°	3.9°	0°	1.5°	0.0 (0)	0.91 (23)	1.38 (35)
	UD3300K	MLS63B	155.83 (3958.2)	15.26 (387.7)	207.26 (5264.3)	18.12 (460.3)	225.34 (5723.6)	17.97 (456.5)	59.37 (1508)	51.50 (1308)	18.03 (458)	5.3°	3.2°	3.9°	0°	1.5°	0.0 (0)	0.91 (23)	1.38 (35)

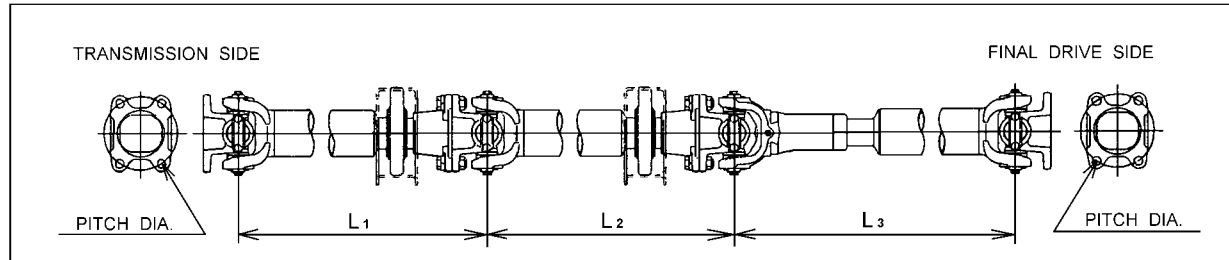
WBM950A

UD3300M, UD3300R



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.

WBM829A

PROPELLER SHAFT DATA

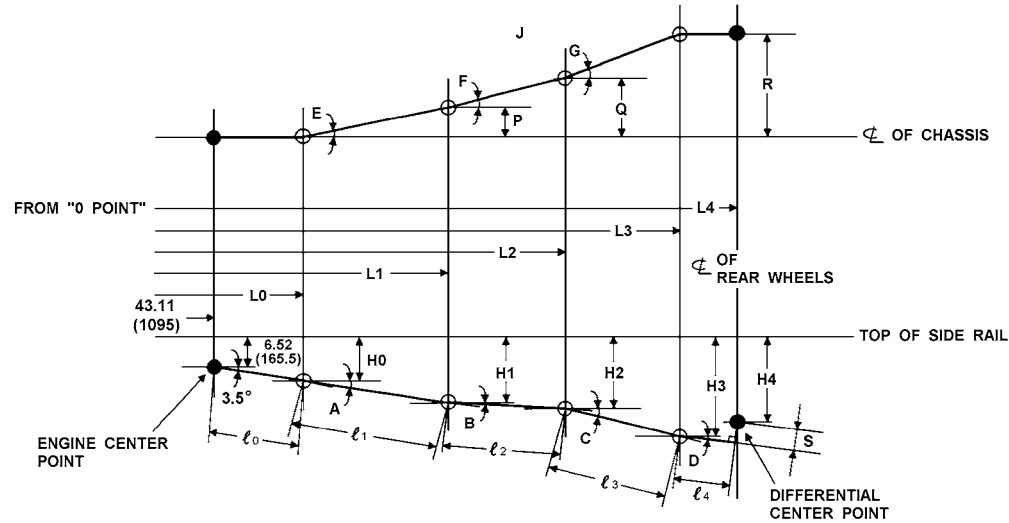
	T/M TYPE	P/S MODEL	INSTALLING LENGTH			P/S DIMENSION OD X ID X T	PERMISSIBLE LENGTH			
			L ₁	L ₂	L ₃		* L ₁	* L ₂	L ₃ MAX	L ₃ MIN
UD3300M	MTM	PS420	44.02 (1118)	34.96 (888)	47.44 (1205)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	44.02 (1118)	34.96 (888)	49.53 (1258)	45.55 (1157)
UD3300R	MTM	PS420	59.37 (1508)	41.65 (1058)	54.84 (1393)	3.54 X 3.23 X 0.16 (90 X 82.0 X 4.0)	59.37 (1508)	41.65 (1058)	57.40 (1458)	53.43 (1357)

OD : OUTSIDE DIAMETER “L₁” “L₂” IS CONSTANT VALUE

ID : INSIDE DIAMETER

T : THICKNESS

UD3300M, UD3300R



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.

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

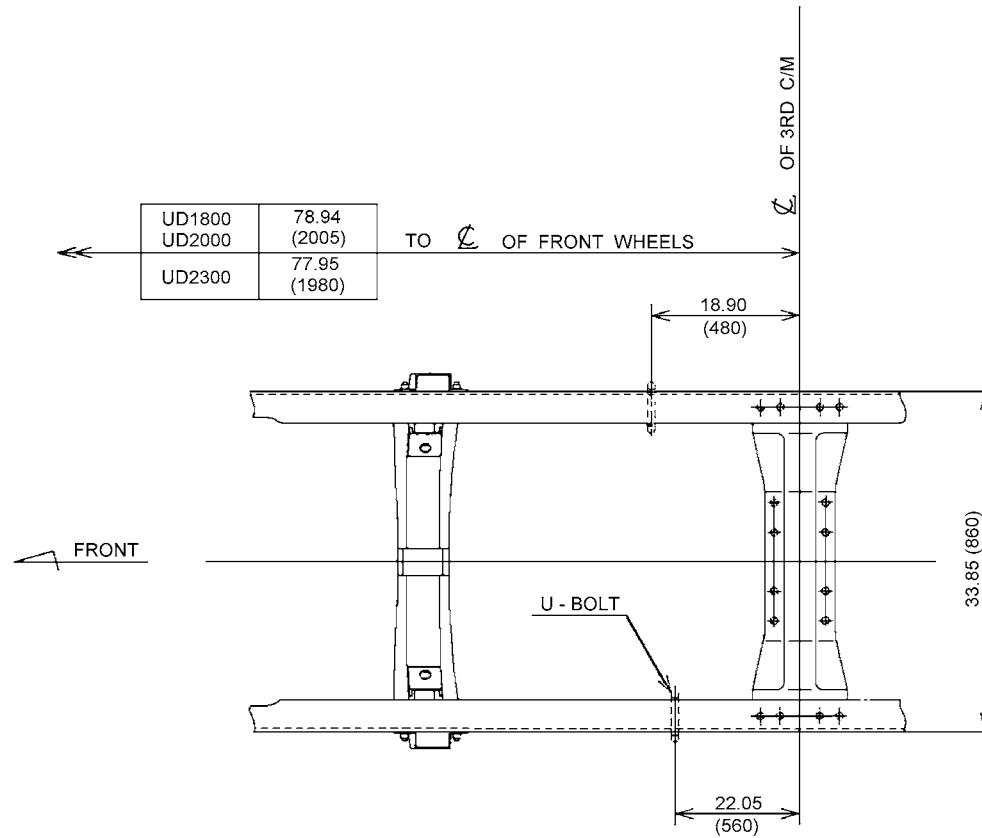
MODEL	TRANSMISSION	L ₀	H ₀	ℓ ₀
UD3300M UD3300R	MLS63B	96.72 (2456.6)	9.80 (248.8)	53.72 (1364.5)

MODEL		TRANS- MISSION	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	140.62 (3571.7)	12.97 (329.4)	175.52 (4458.2)	15.04 (382)	222.65 (5655.3)	20.41 (518.5)	240.73 (6114.6)	20.33 (516.3)	44.02 (1118)	34.96 (888)	47.44 (1205)	18.03 (458)	4.1°	3.4°	6.5°	4.1°	0°	0°	1.7°	0.0 (0)	0.0 (0)	0.91 (23)	1.38 (35)
	UD3300R	MLS63B	155.92 (3960.3)	14.29 (362.9)	197.55 (5017.8)	15.60 (396.3)	252.18 (6405.3)	20.41 (518.5)	270.26 (6864.6)	20.33 (516.3)	59.37 (1508)	41.65 (1058)	54.84 (1393)	18.03 (458)	4.3°	1.8°	5.0°	4.1°	0.3°	0.3°	0.8°	0.35 (9)	0.59 (15)	0.91 (23)	1.38 (35)
LOADED (GVM)	UD3300M	MLS63B	140.62 (3571.7)	12.97 (329.4)	175.52 (4458.2)	15.04 (382)	223.00 (5664.3)	18.12 (460.3)	241.09 (6123.6)	17.97 (456.5)	44.02 (1118)	34.96 (888)	47.60 (1209)	18.03 (458)	4.1°	3.4°	3.7°	3.9°	0°	0°	1.7°	0.0 (0)	0.0 (0)	0.91 (23)	1.38 (35)
	UD3300R	MLS63B	155.92 (3960.3)	14.29 (362.9)	197.55 (5017.8)	15.60 (396.3)	252.53 (6414.3)	18.12 (460.3)	270.61 (6873.6)	17.97 (456.5)	59.37 (1508)	41.65 (1058)	55.04 (1398)	18.03 (458)	4.3°	1.8°	2.6°	3.9°	0.3°	0.3°	0.8°	0.35 (9)	0.59 (15)	0.91 (23)	1.38 (35)

WBM952A

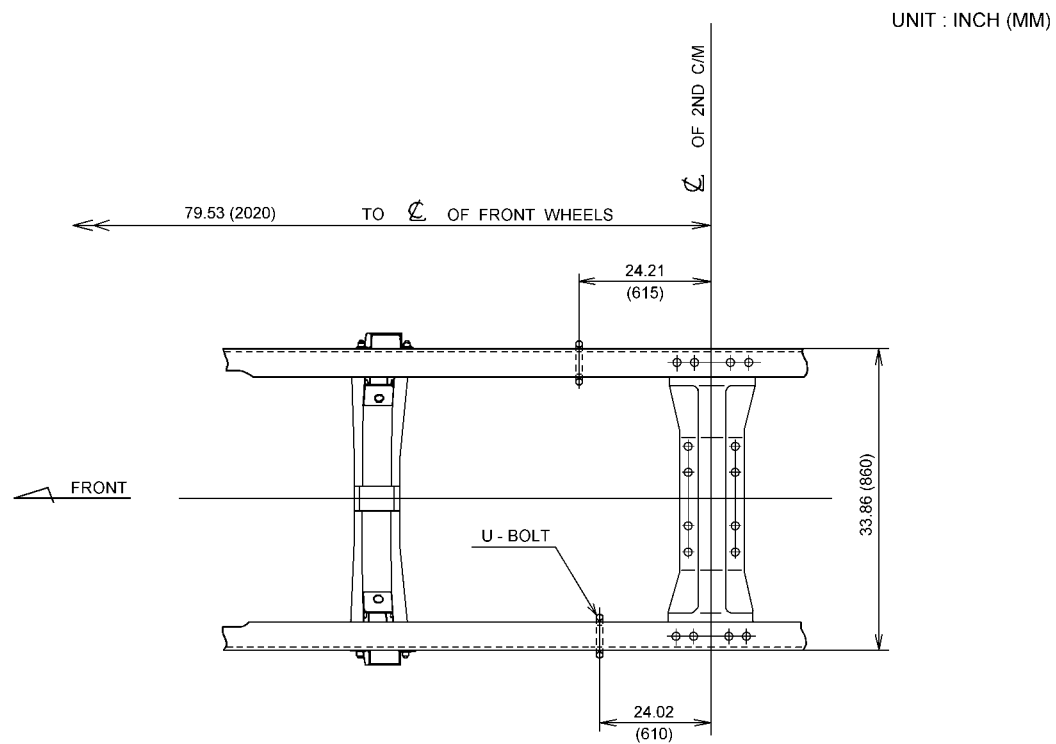
RECOMMENDED POSITION USED FOR NO.1 U-BOLTS WHICH CONNECT EQUIPMENT AND FRAME UD1800, UD2000, UD2300

UNIT: INCH (MM)



WBM820A

UD2600, UD3300



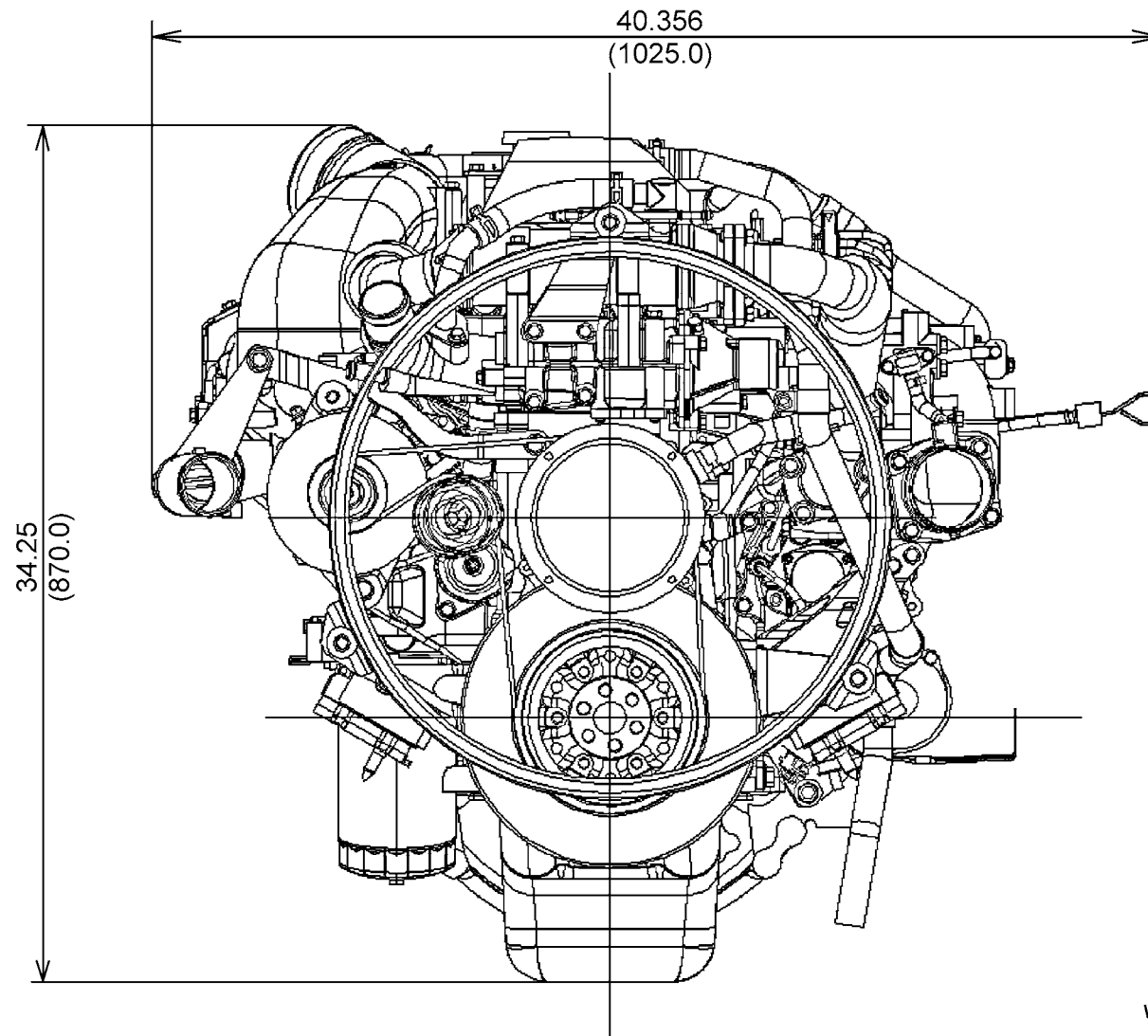
WBM821A

C : BODY INSTALLATION INFORMATION

INFORMATION CHART

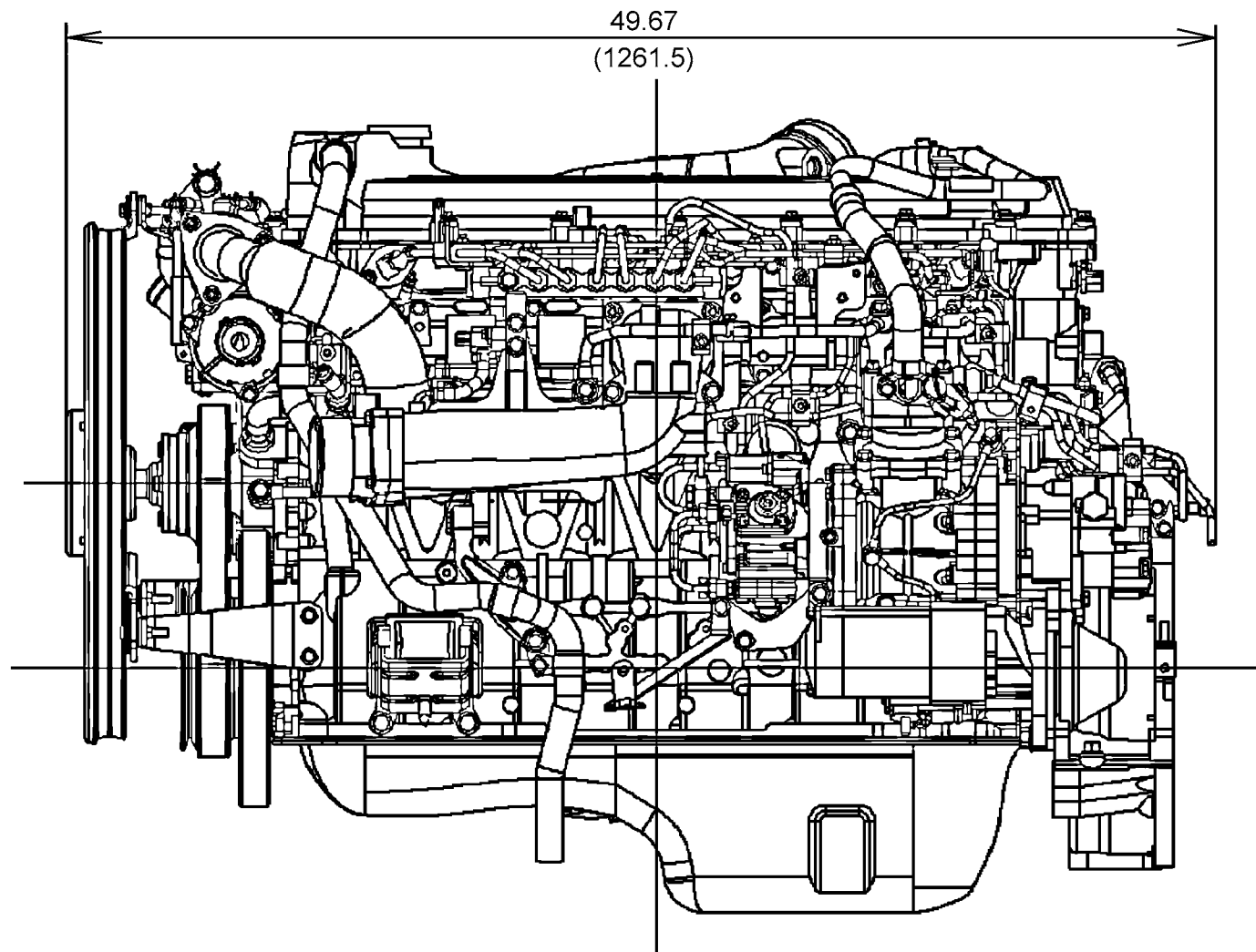
INFORMATION	PAGE NO.
ENGINE EXTERNAL VIEW	C2 ~ C4
BRAKE SYSTEM DIAGRAM	C5 ~ C7
FRAME HEIGHT CALCULATION	C8
SUB-FRAME AND BODY INSTALLATION	
SUB-FRAME	C9 ~ C16
CHASSIS FRAME	C16 ~ C18
ELECTRIC WIRING INFORMATION	C19 ~ C23
ENGINE CONTROL	C24 ~ C27
WIRING DIAGRAM INFORMATION	
HOW TO READ WIRING DIAGRAM	C28
CIRCUIT PROTECTOR	
CIRCUIT DIAGRAM	C30
SIMPLIFIED LAYOUT OF HARNESS	
SCHEMATIC DIAGRAM	C31
CAB HARNESS	C32
MAIN HARNESS	C33 ~ C34
CHASSIS HARNESS AND TAIL HARNESS	C35 ~ C36
HARNESS CONNECTOR INFORMATION	C37
CIRCUIT DIAGRAM	C38 ~ C53

ENGINE EXTERNAL VIEW FRONT VIEW



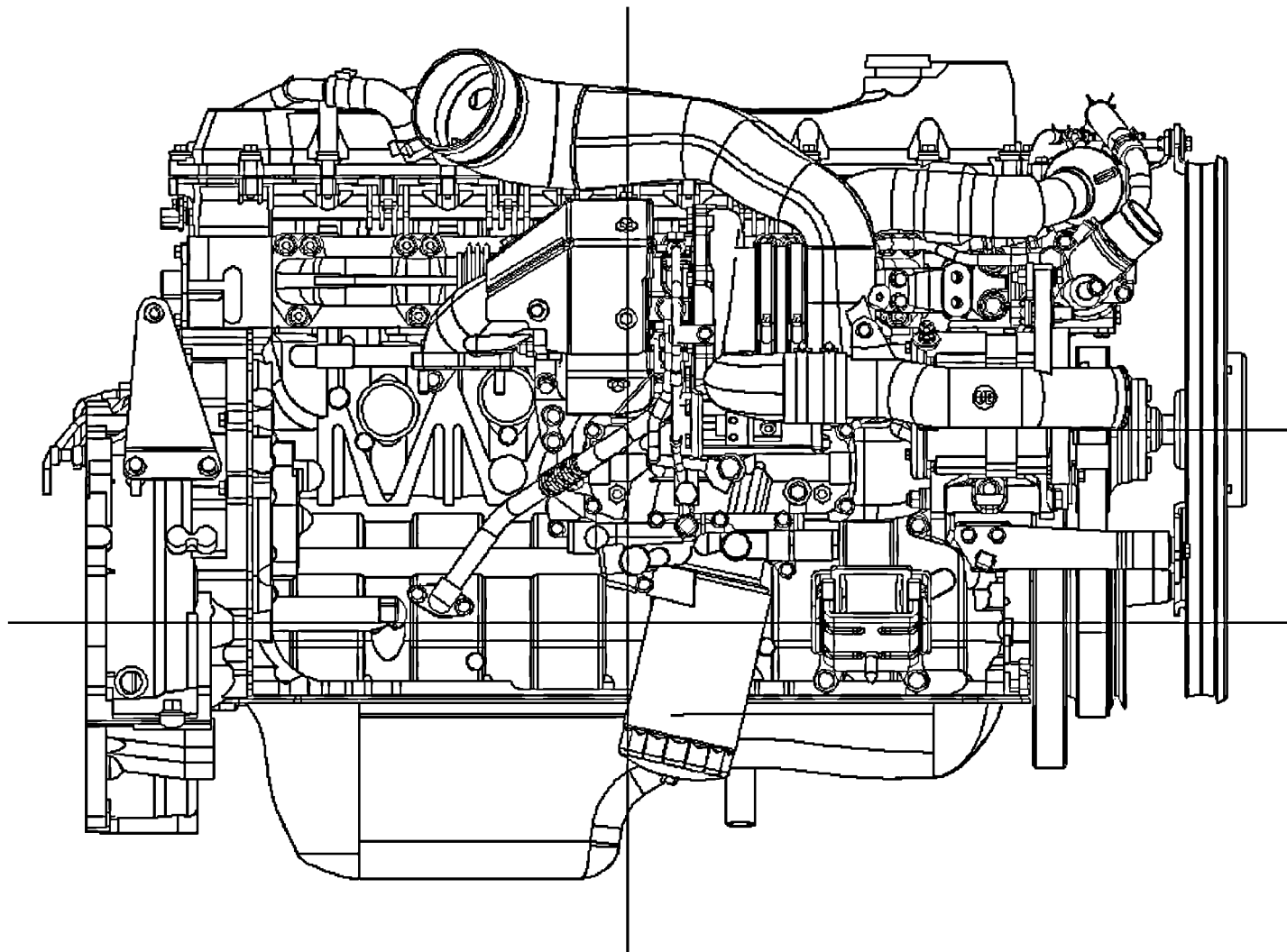
WBM831A

LEFT-HAND SIDE VIEW



WBM832A

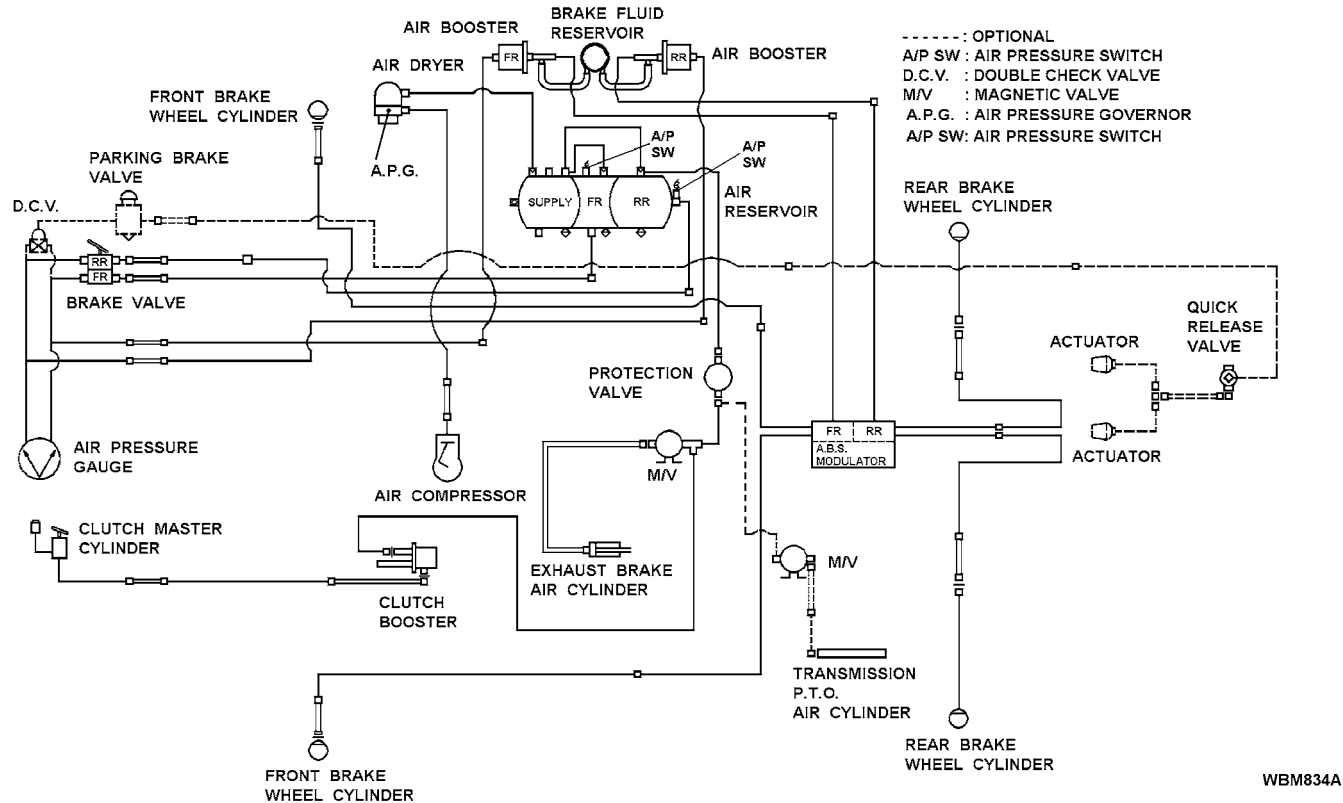
RIGHT-HAND SIDE VIEW



WBM833A

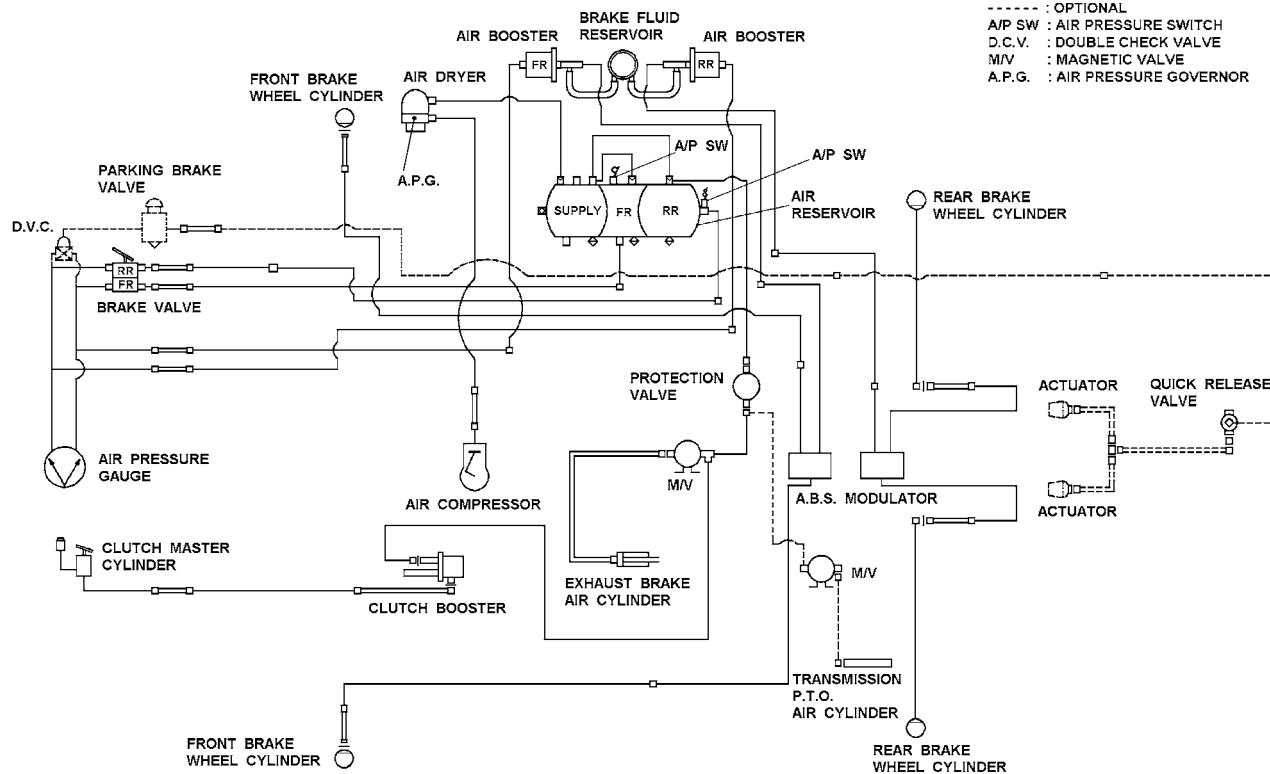
BRAKE SYSTEM DIAGRAM

UD1800, UD2000



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



WBM835A

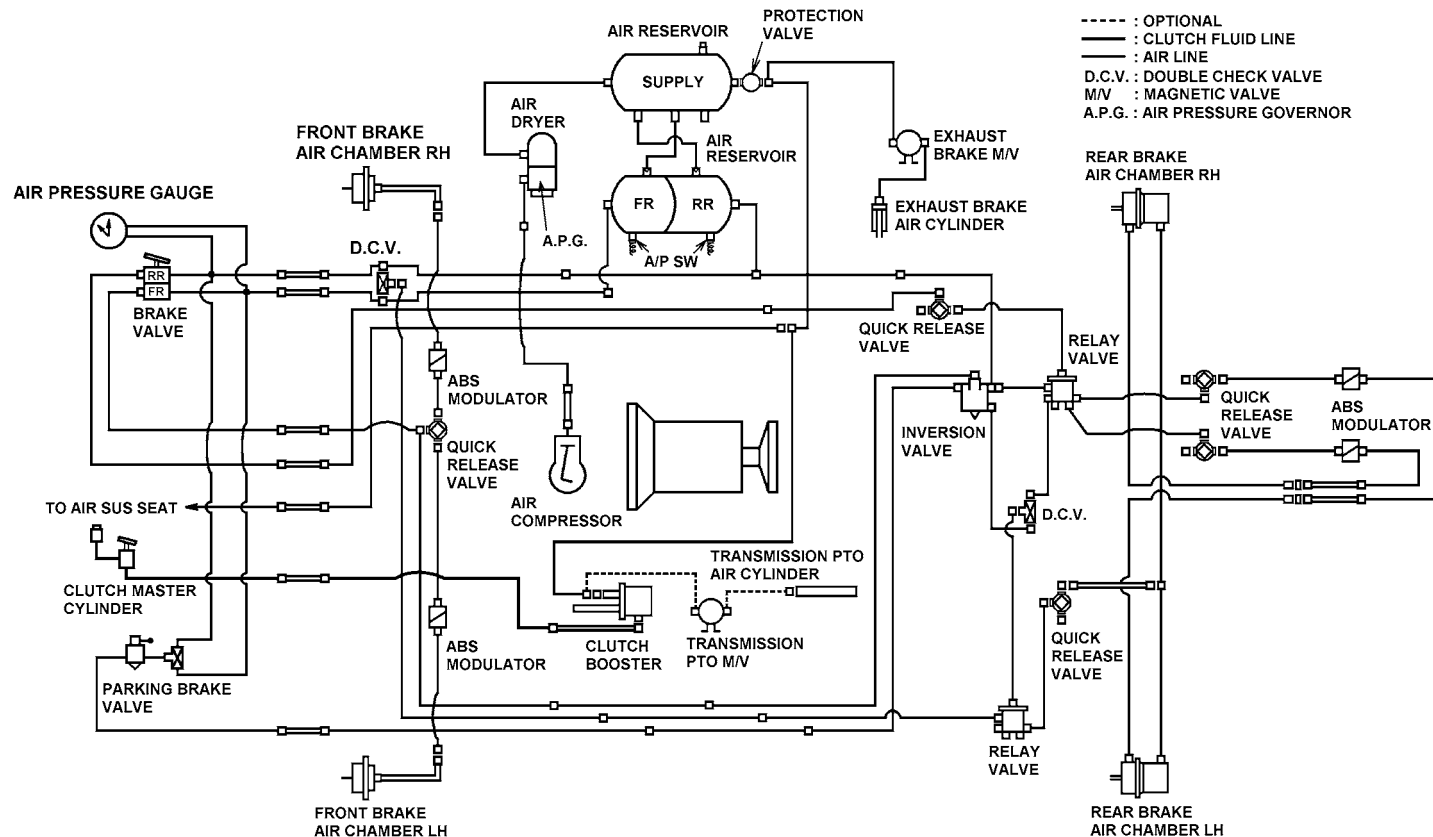
THE PROTECTION VALVE IS PROVIDED FOR THE PROPER CONNECTION OF AIR SUPPLIED ACCESSORIES. ACCESSORIES ARE TO BE INSTALLED ON THE OUTLET PORT OF THIS PROTECTION VALVE, IDENTIFIED BY AN ARROW STAMPED ON THE PROTECTION VALVE. THE TIP OF THE ARROW INDICATES THE OUTLET PORT.

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



WBM930A

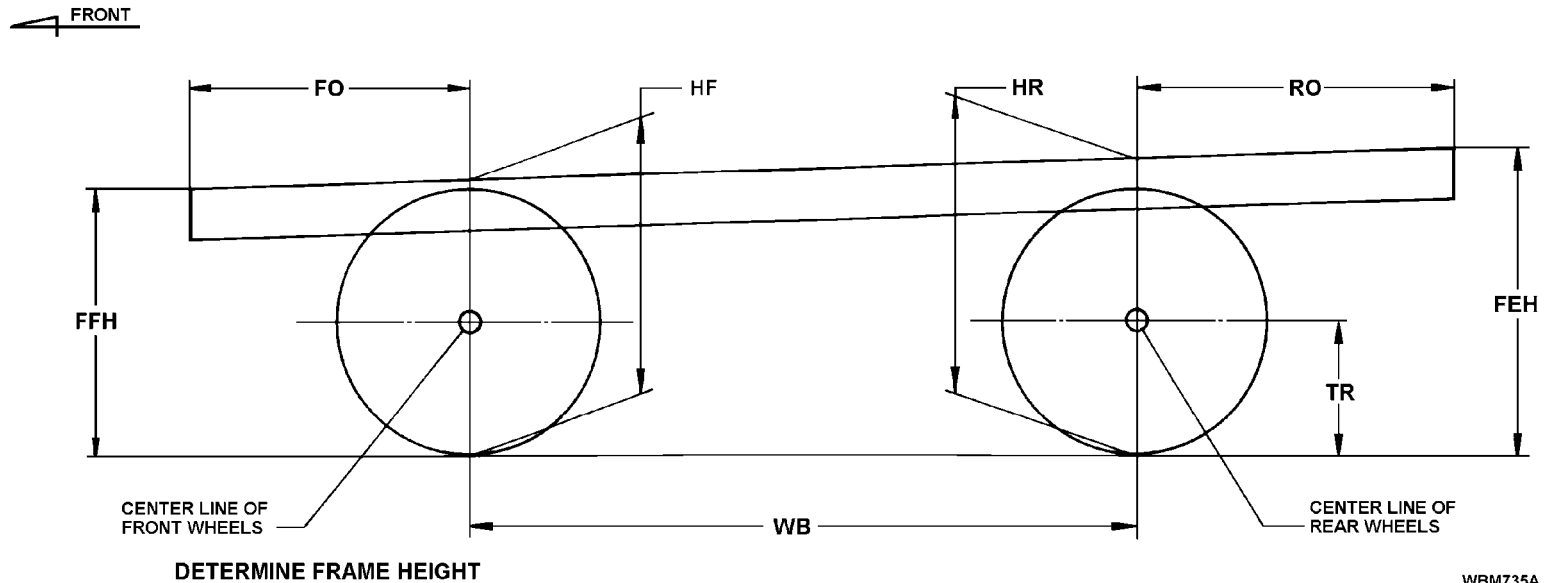
THE PROTECTION VALVE IS PROVIDED FOR THE PROPER CONNECTION OF AIR SUPPLIED ACCESSORIES. ACCESSORIES ARE TO BE INSTALLED ON THE OUTLET PORT OF THIS PROTECTION VALVE, IDENTIFIED BY AN ARROW STAMPED ON THE PROTECTION VALVE. THE TIP OF THE ARROW INDICATES THE OUTLET PORT.

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



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

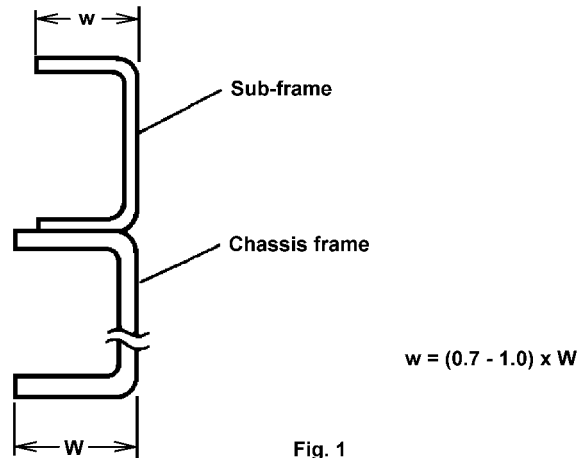
FEH ; REAR FRAME END HEIGHT, REAR END OF FRAME HEIGHT
FROM TOP OF FRAME TO GROUND

SUB-FRAME AND BODY INSTALLATION

[SUB-FRAME]

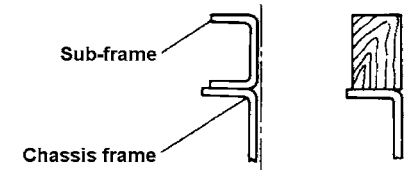
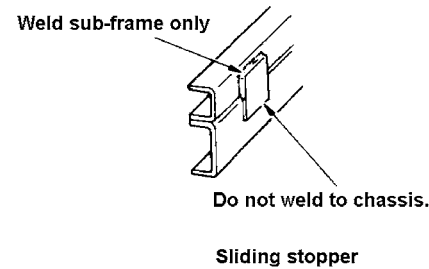
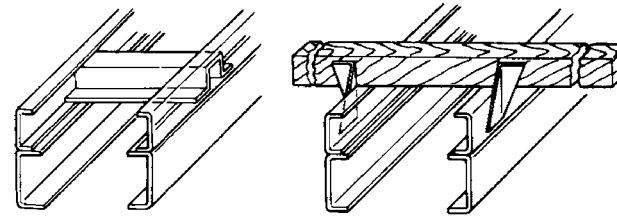
The rear body must be mounted to the chassis frame using a sub-frame. Mounting of the sub-frame must conform to the following:

1. SUB-FRAME SHAPE AND MOUNTING



WBM736A

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)

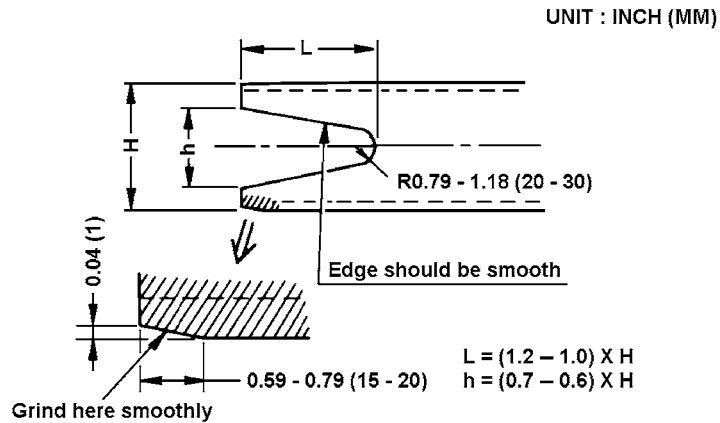


Fig. 4

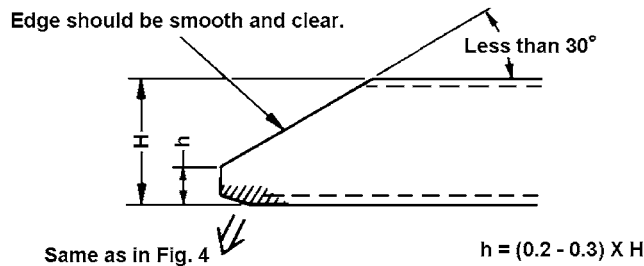


Fig. 5

WBM738A

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.

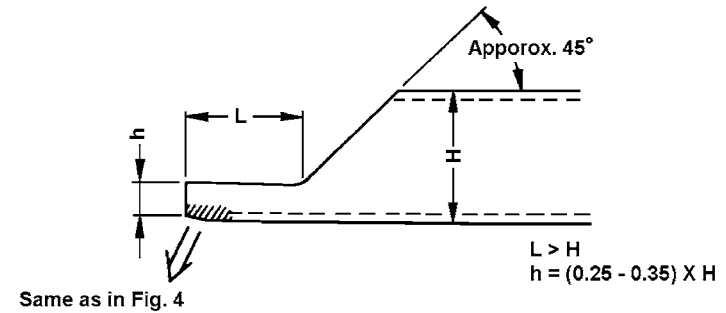


Fig. 6

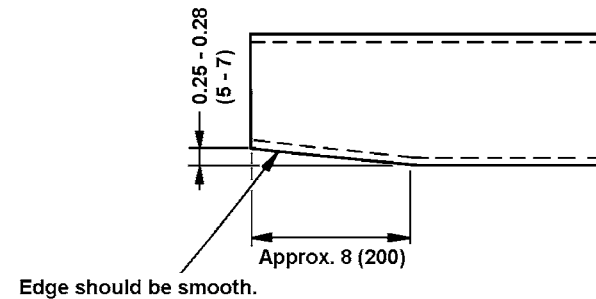


Fig. 7 (Steel sub-frame)

WBM739A

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)

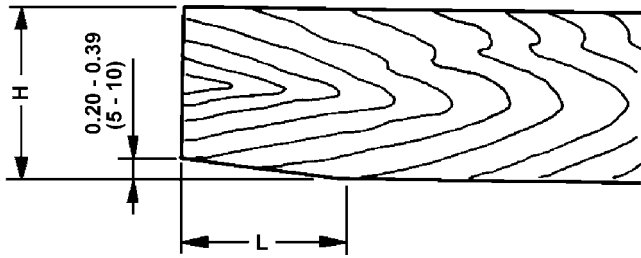


Fig. 8 (Hardwood sub-frame)

WBM740A

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

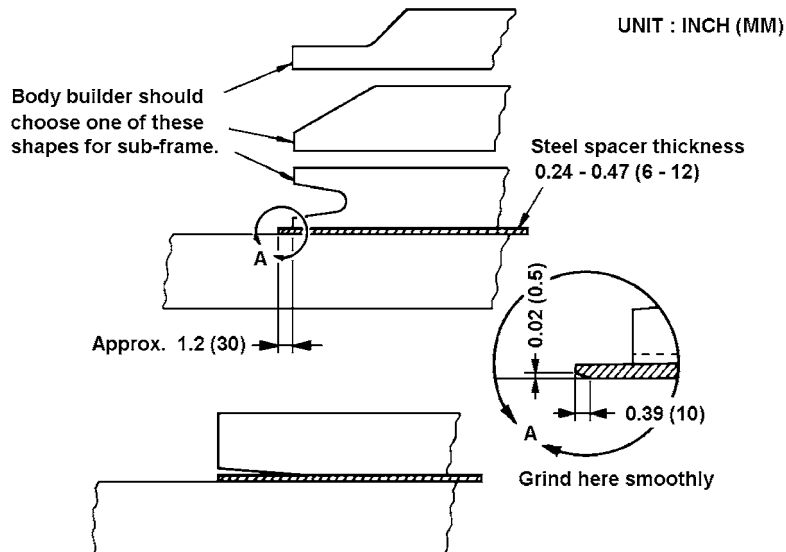


Fig. 9

WBM741A

UNIT : INCH (MM)

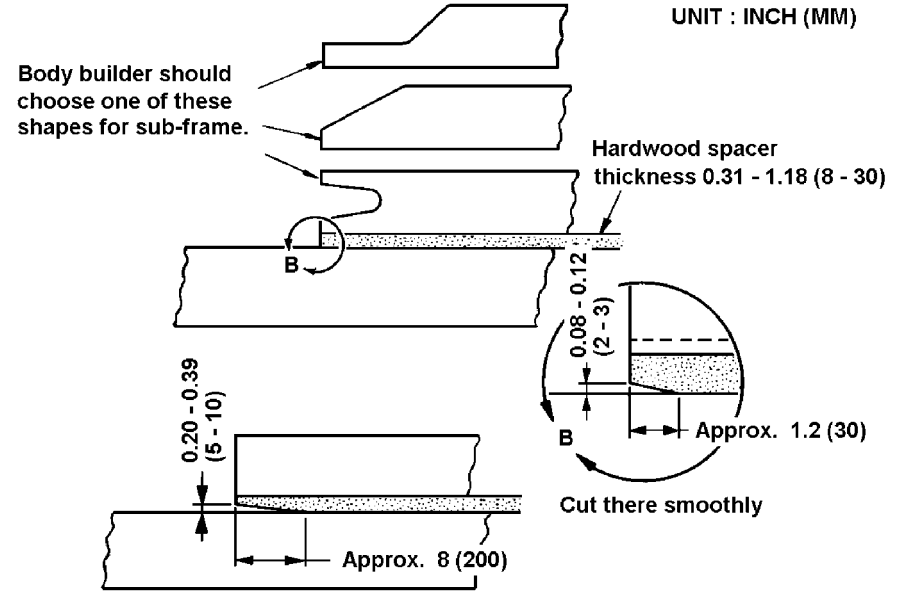


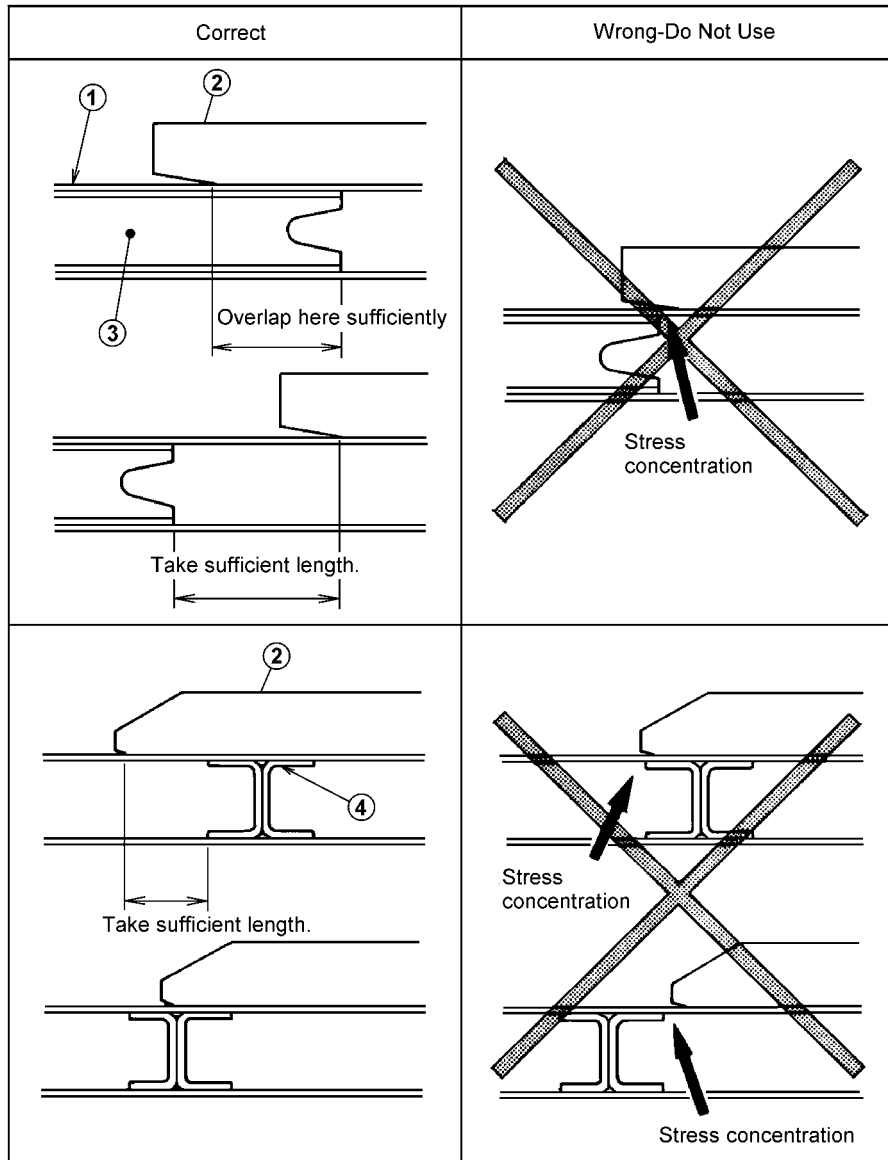
Fig. 10

WBM742A

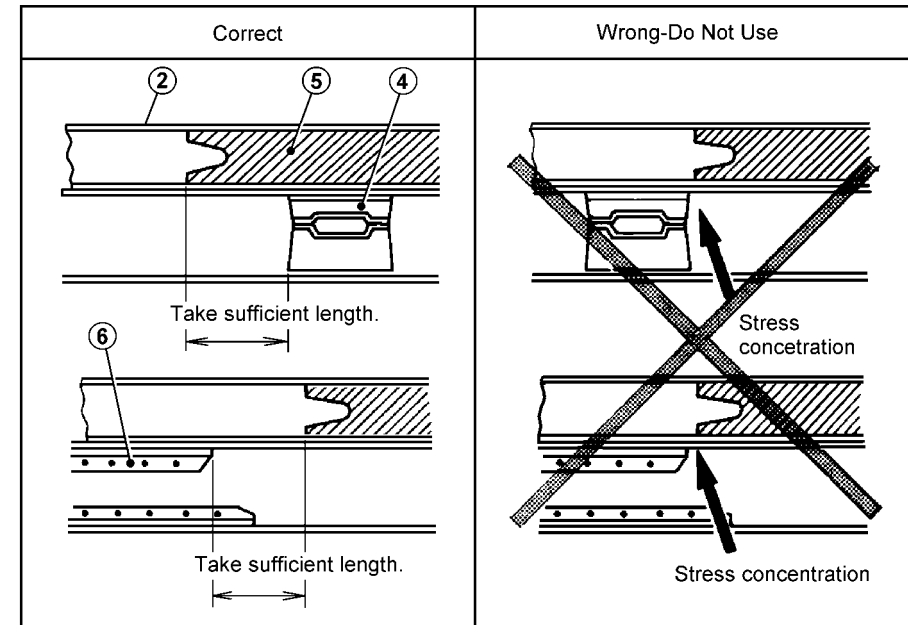
Use a steel spacer to compensate for the uneven surface caused by the gusset on the chassis frame. Avoid using semi-elastic spacer material.

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



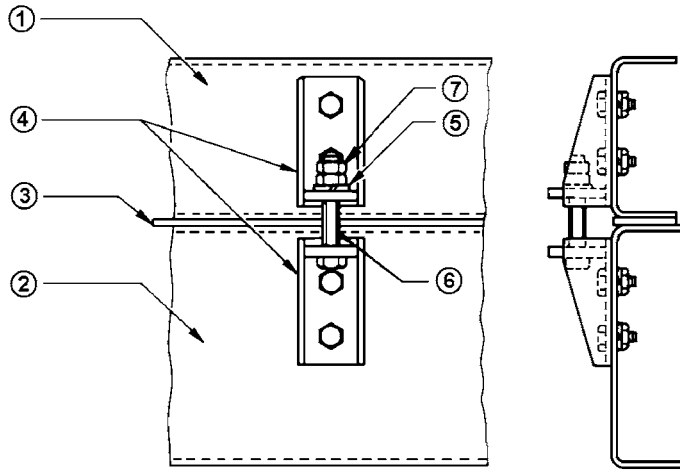
- ① Chassis frame
- ② Sub-frame
- ③ Reinforcement (chassis frame)
- ④ Crossmember
- ⑤ Reinforcement (sub-frame)
- ⑥ Gusset L-shaped reinforcement

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

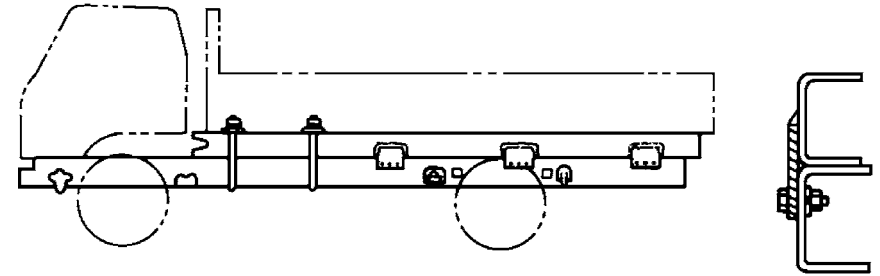
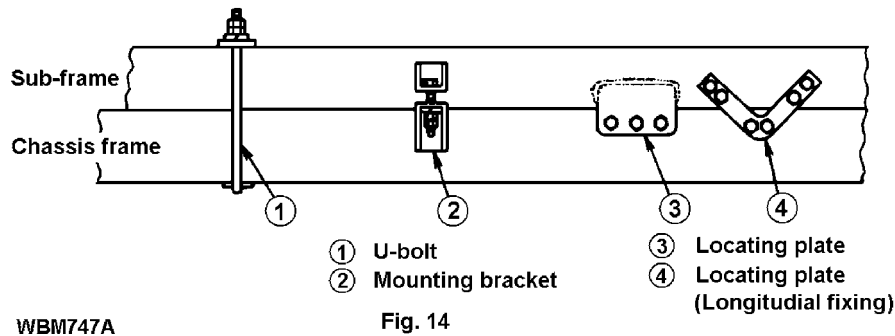


Fig. 13

WBM746A

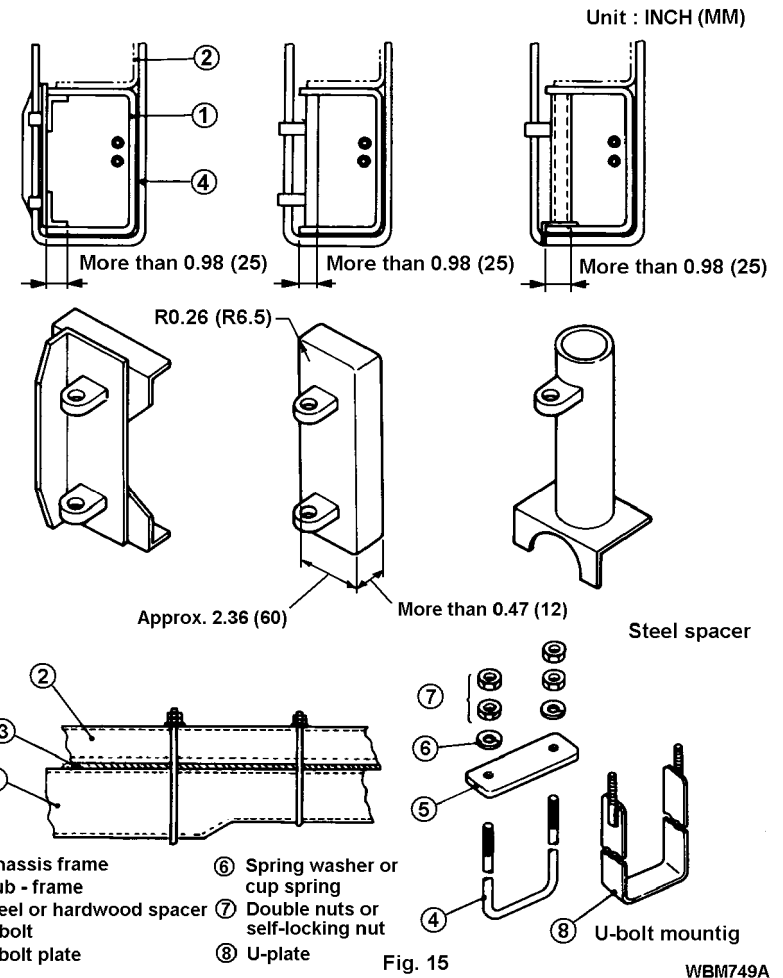
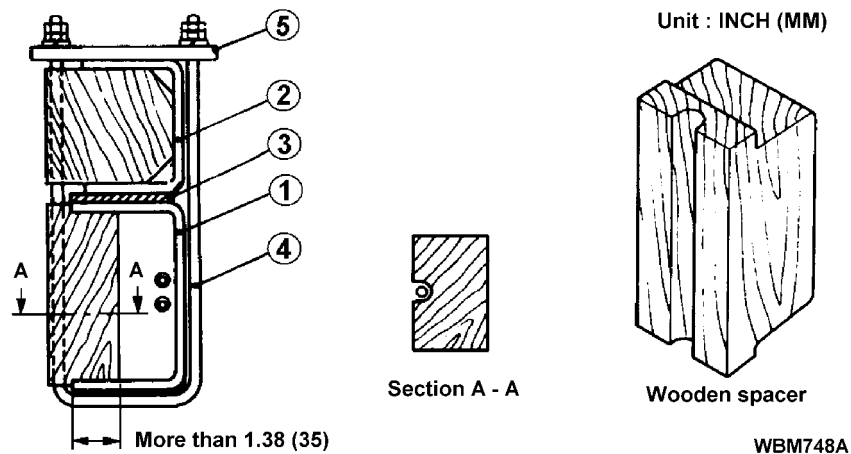
The sub-frame cannot be securely mounted to the chassis frame using locating plates only. When employing locating plates use U-bolts or mounting brackets. Closely align the front of the sub-frame with the chassis frame using the U-bolts or mounting brackets (Fig. 12). Do not use locating plates for mounting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

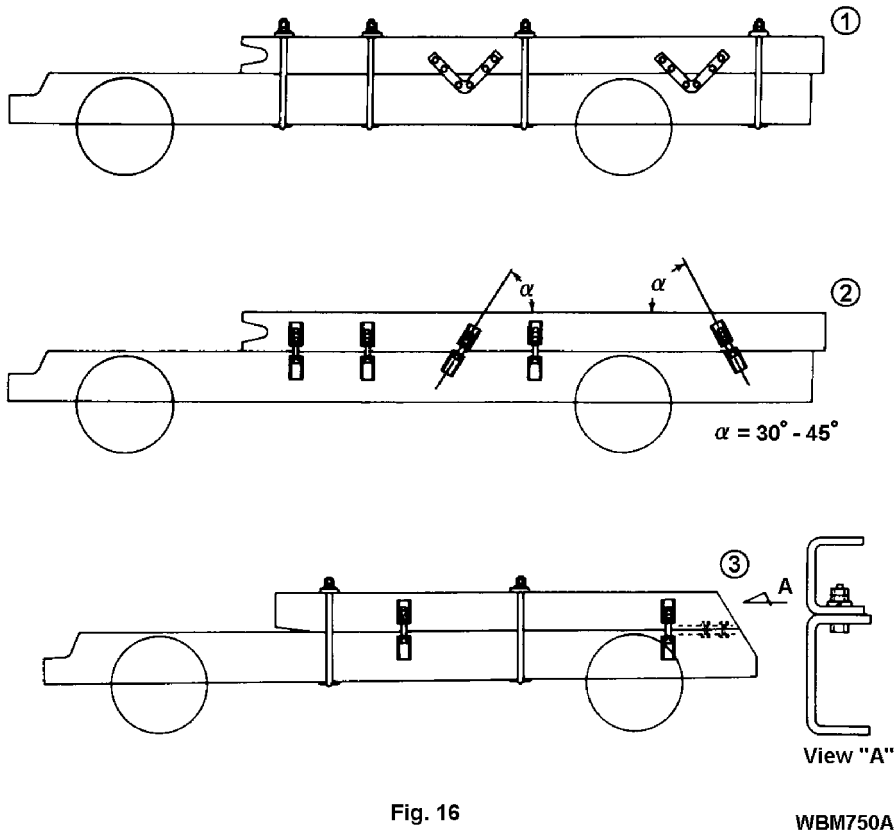
(1) U-bolts



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).

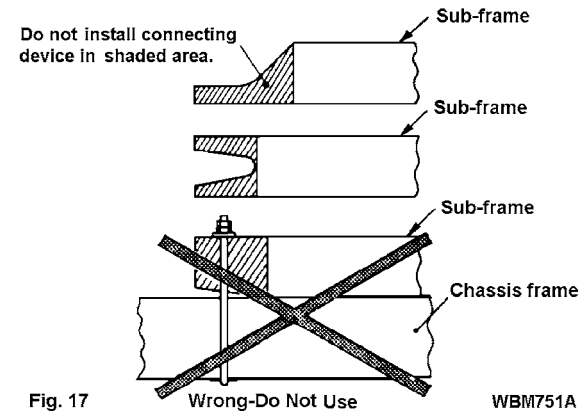
(2) Preventing Fore-and-aft Movement



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.

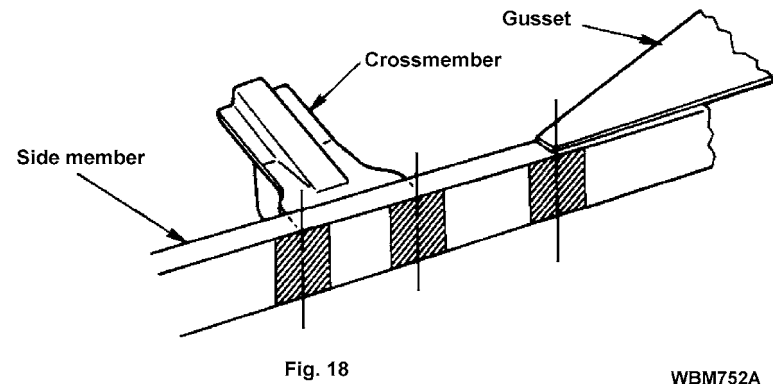
The frame flanges of dump trucks having a short rear overhang, can be connected at the rear end using bolts and nuts. See Fig. 16- ③ .

(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

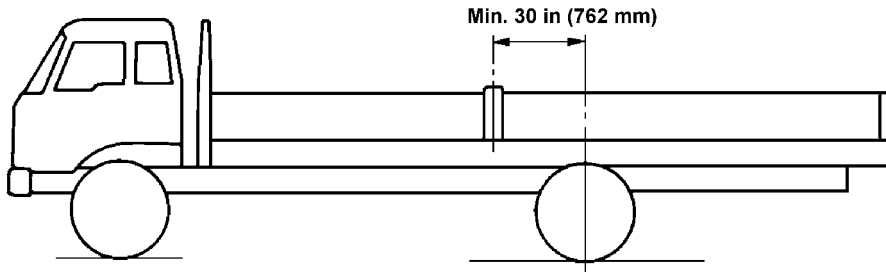


Fig. 19

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

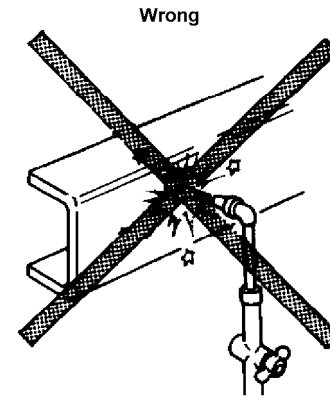


Fig. 20

WBM754A

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

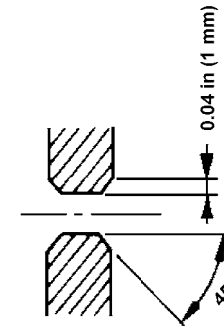


Fig. 21

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.

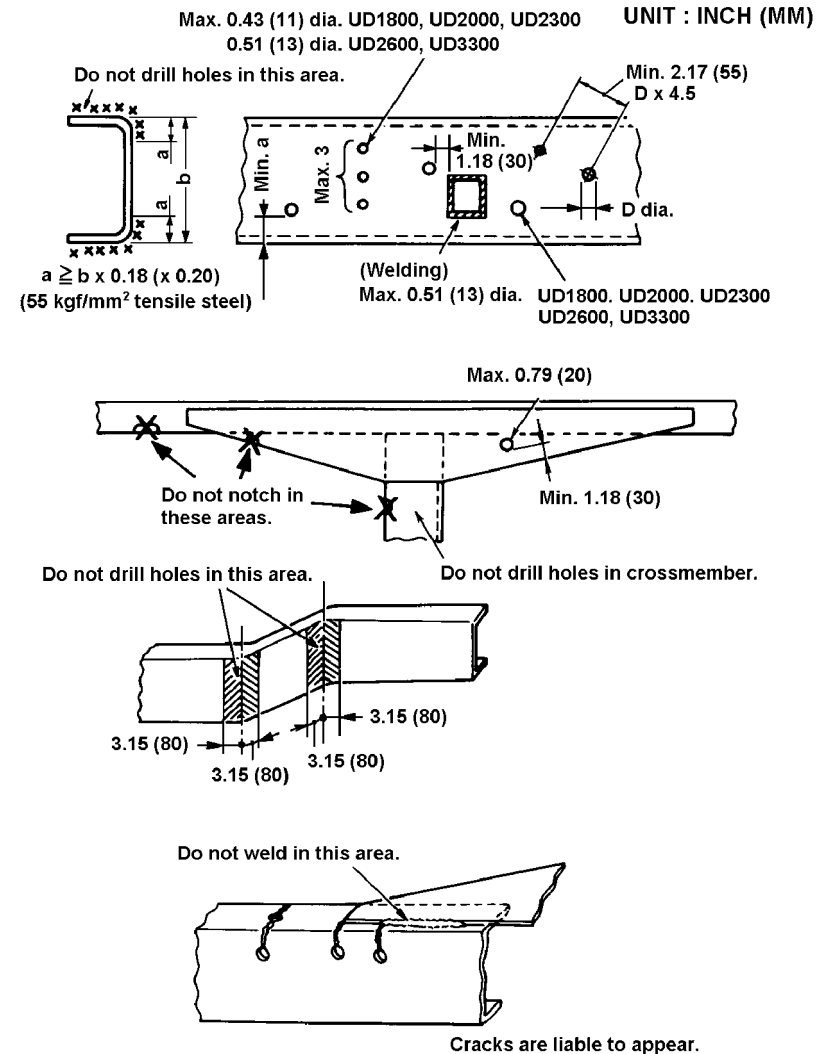


Fig. 22

WBM128A

2. RIVETING

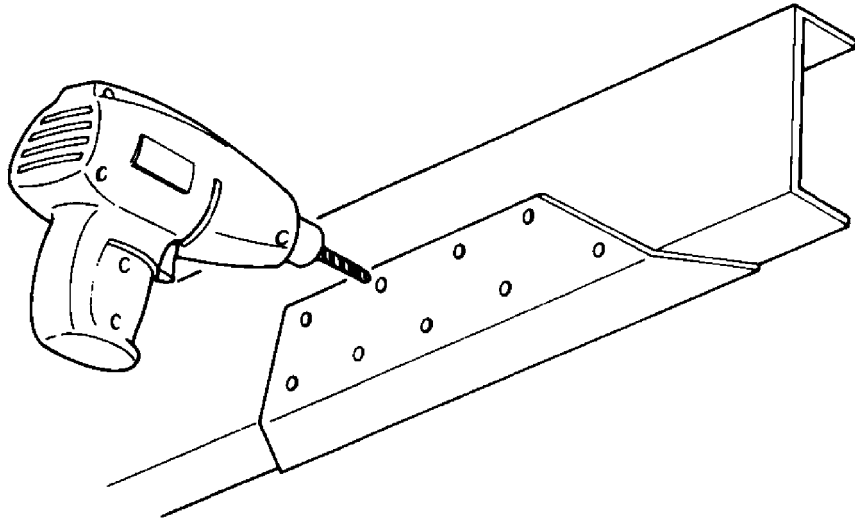


Fig. 23

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 connector 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

TABLE II

Description	*No. of	Color	Remarks
Headlights	4	White	Temporarily installed to rear of 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 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		
Room light (Rear body)	-	White		Total 48W (12V at 4A)

*No. of : The number of lights or reflectors

- 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.

(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 frame 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.

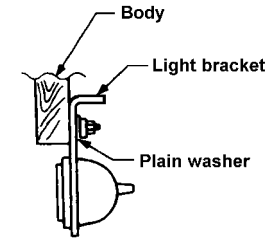
(c) Light operation

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.



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.

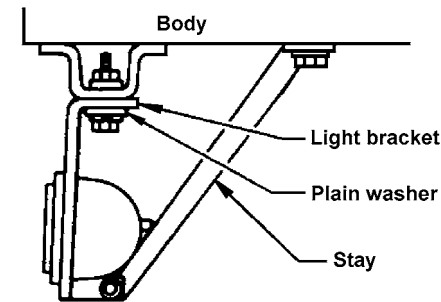
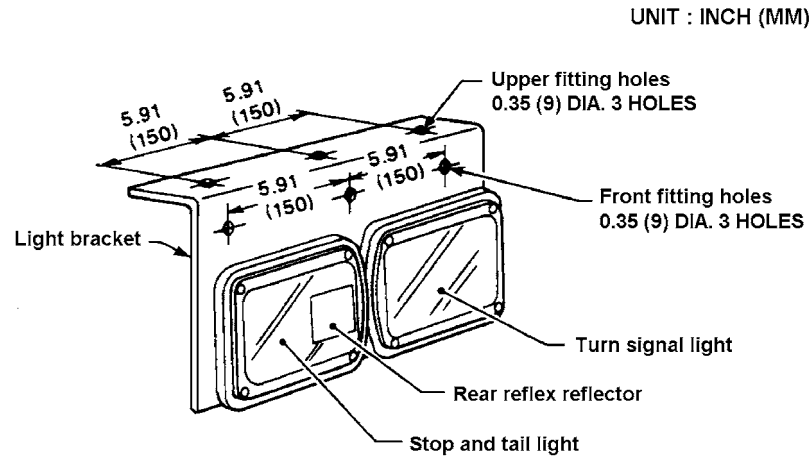


Fig. A

WBM759A



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).

- (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 108W, 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

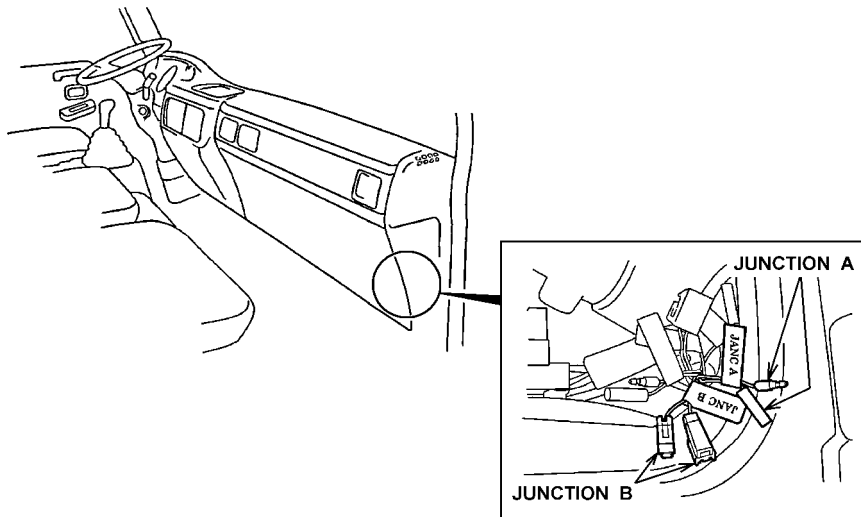
- When controlling an added light with an existing switch, install a relay for the light. Be careful to pass only the actuating current for the relay passed through the switch. Other added loads must not be controlled by existing switches. Be sure to install an exclusive switch for each added device. When adding switches inside the cab, extra care must be used to prevent interference to existing wiring.

ENGINE CONTROL

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 inner left side of the cab mounting bracket).
- 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 and junction B) in the lower inner section of the instrument panel in front of the front passenger seat.
- Positions of the junctions



WBM887A

1. About the applications of the engine control

Typical chassis		Standard chassis	Dump truck	Garbage truck	Custom-made chassis
Transmission PTO		Not provided	Provided	Provided	Provided
Transmission PTO switch		Not provided	Provided	Provided	Provided
Junction A		Disconnected	Connected	Connected	Connected
Switching governor characteristics during operation	PTO switch OFF	Driving mode	Driving mode	Driving mode	Driving mode
	PTO switch ON		All speeds	All speeds	All speeds
Junction B		Disconnected	Disconnected	Connected	Connected
External engine control lever		Not required	Not required	Required	Required
Throttle opening (Engine speed control)		Accelerator pedal	Accelerator pedal	Max selected (NOTE 1)	Max selected (NOTE 1)

NOTE 1 : 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).

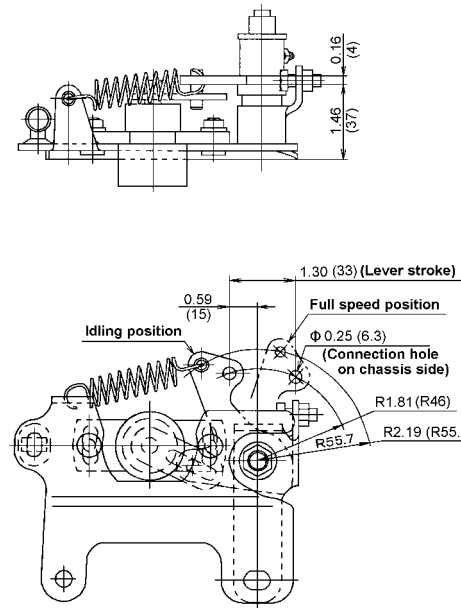
2. Functions of junctions A and B

- 1) If junction A is connected
 - The characteristic can be switched to All speeds by turning on the PTO switch.
- 2) If junction B is connected
 - 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).
 - The accelerator for operation (external engine control lever) is checked for malfunctions.
- 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 :

- For a model equipped with a PTO switch and an external engine control lever, 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.

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)

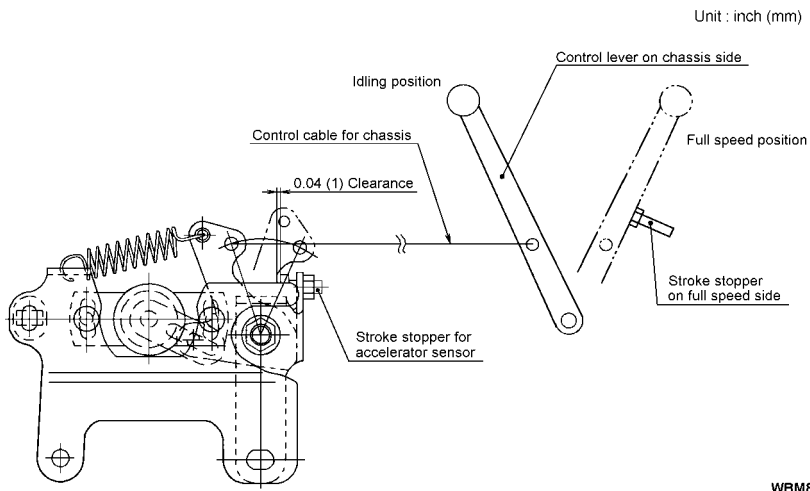
WBM888A

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.

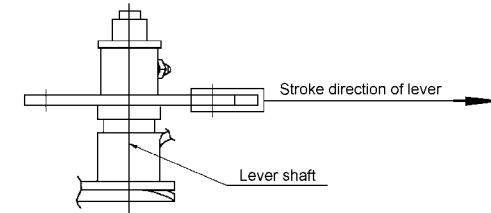
NOTE :

- 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).

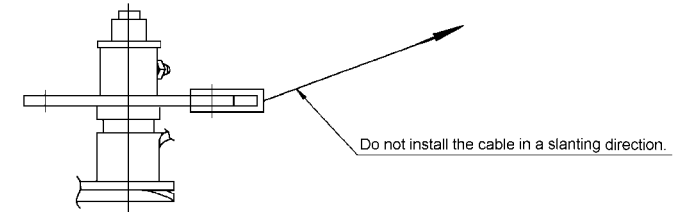


WBM889A

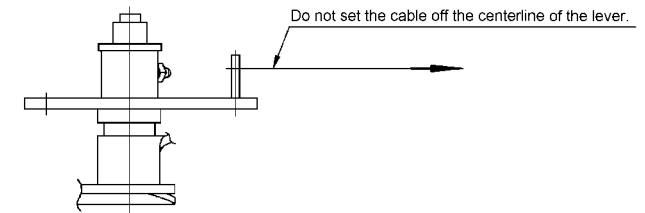
- 2) When connecting a cable to the engine control lever, install it in parallel with the stroke direction of the lever so that it will not strain the lever shaft



Good example



Bad example

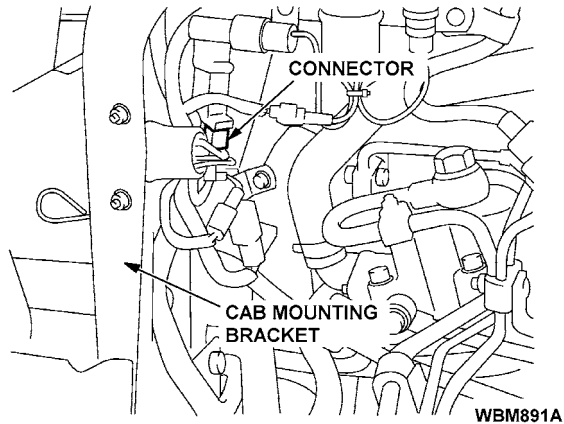


Bad example

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))

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 heater 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

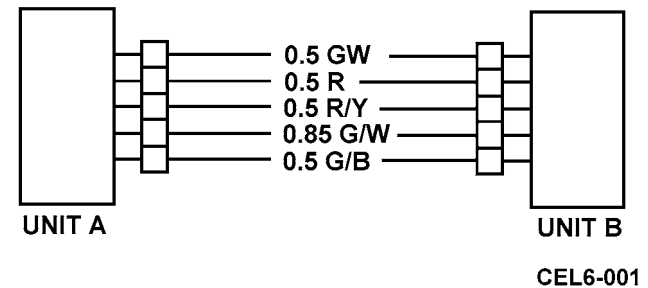
ABBREVIATION	MEANINGS
BATT	Battery
SMJ	Super multiple junction

Circuit Connection

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

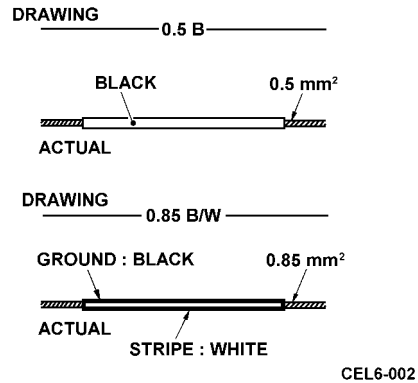
Wire Size and Color code

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

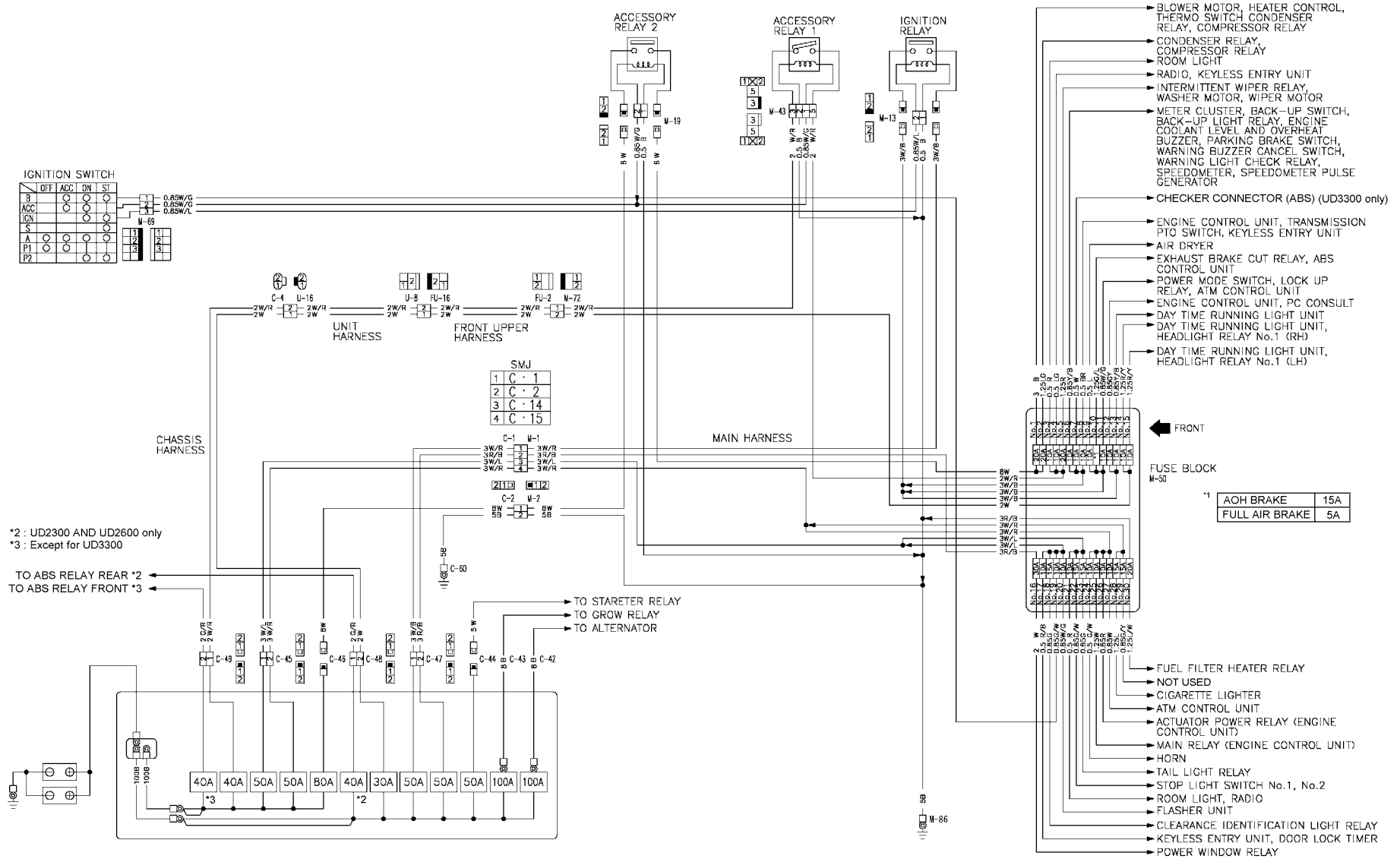
The color of a wire covering is indicated by an alphabetic symbol. If there are two symbols, the first symbol indicates the ground color of the covering and the second one the color of the marking (stripe).



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	
GY	Gray	

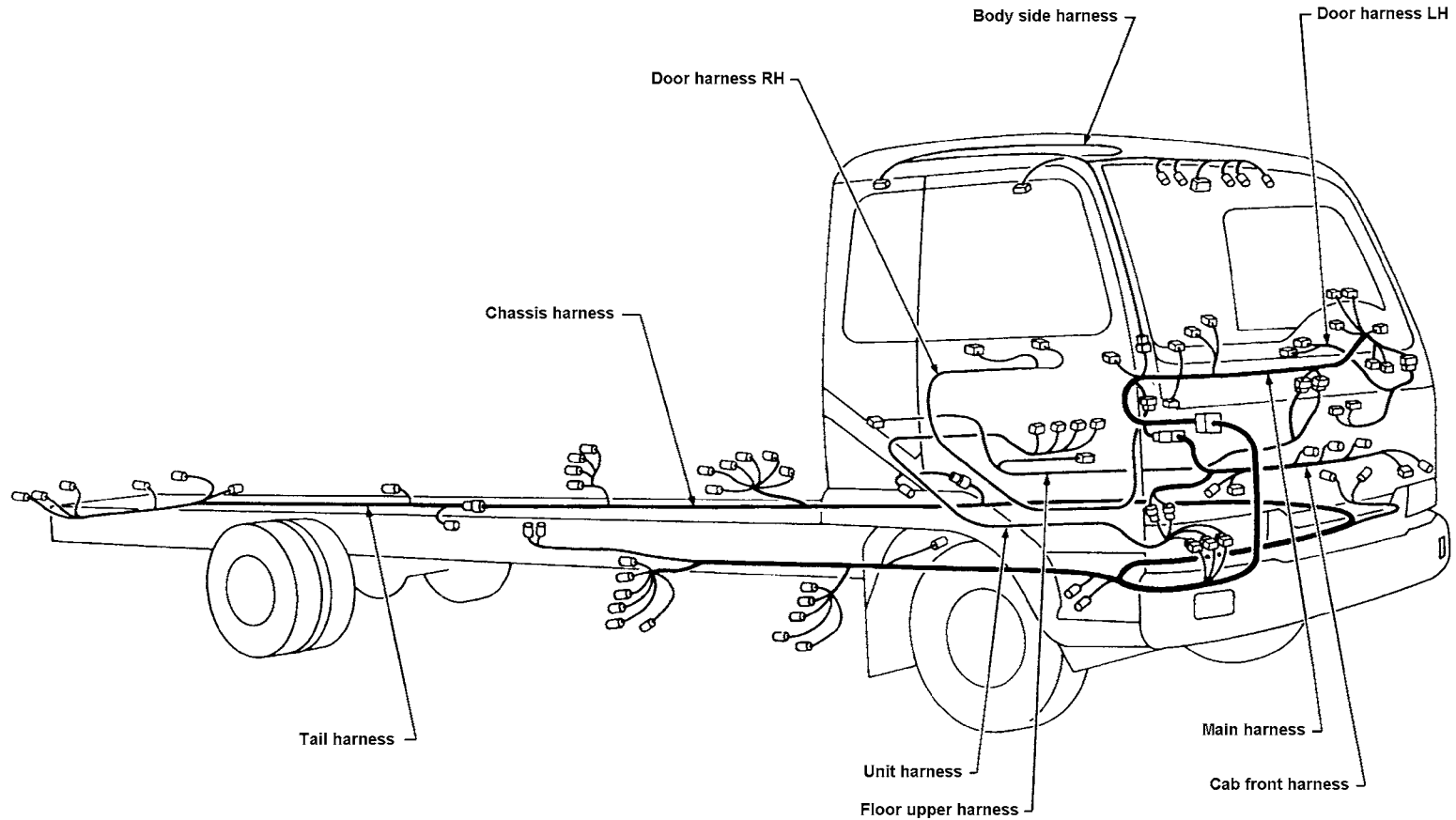
CIRCUIT PROTECTOR CIRCUIT DIAGRAM



WBM028B

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.



WBM836A

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 switch and motor
DL-7	Door lock switch (Key-less entry)

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

CAB FRONT HARNESS

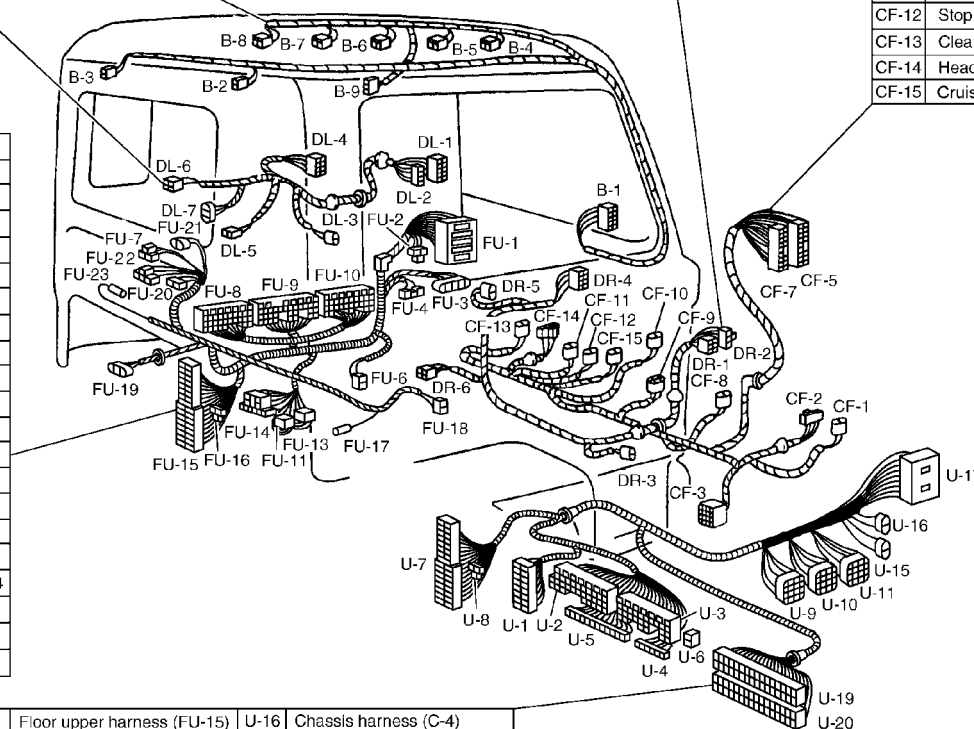
CF-1	Clearance light (RH)
CF-2	Headlight (RH)
CF-3	Unit harness (U-9) *1
CF-5	Main harness (M-11) *1
CF-7	Main harness (M-10)
CF-8	Position light (RH)
CF-9	Wiper motor
CF-10	Position light (LH)
CF-11	Stop light switch 1
CF-12	Stop light switch 2
CF-13	Clearance light (LH)
CF-14	Headlight (LH)
CF-15	Cruise 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-11	Lock up relay
FU-13	Fuel filter heater relay
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 air pressure switch *4
FU-21	Warning buzzer cancel switch *4
FU-22	Parking brake switch *5
FU-23	Door switch (LH)

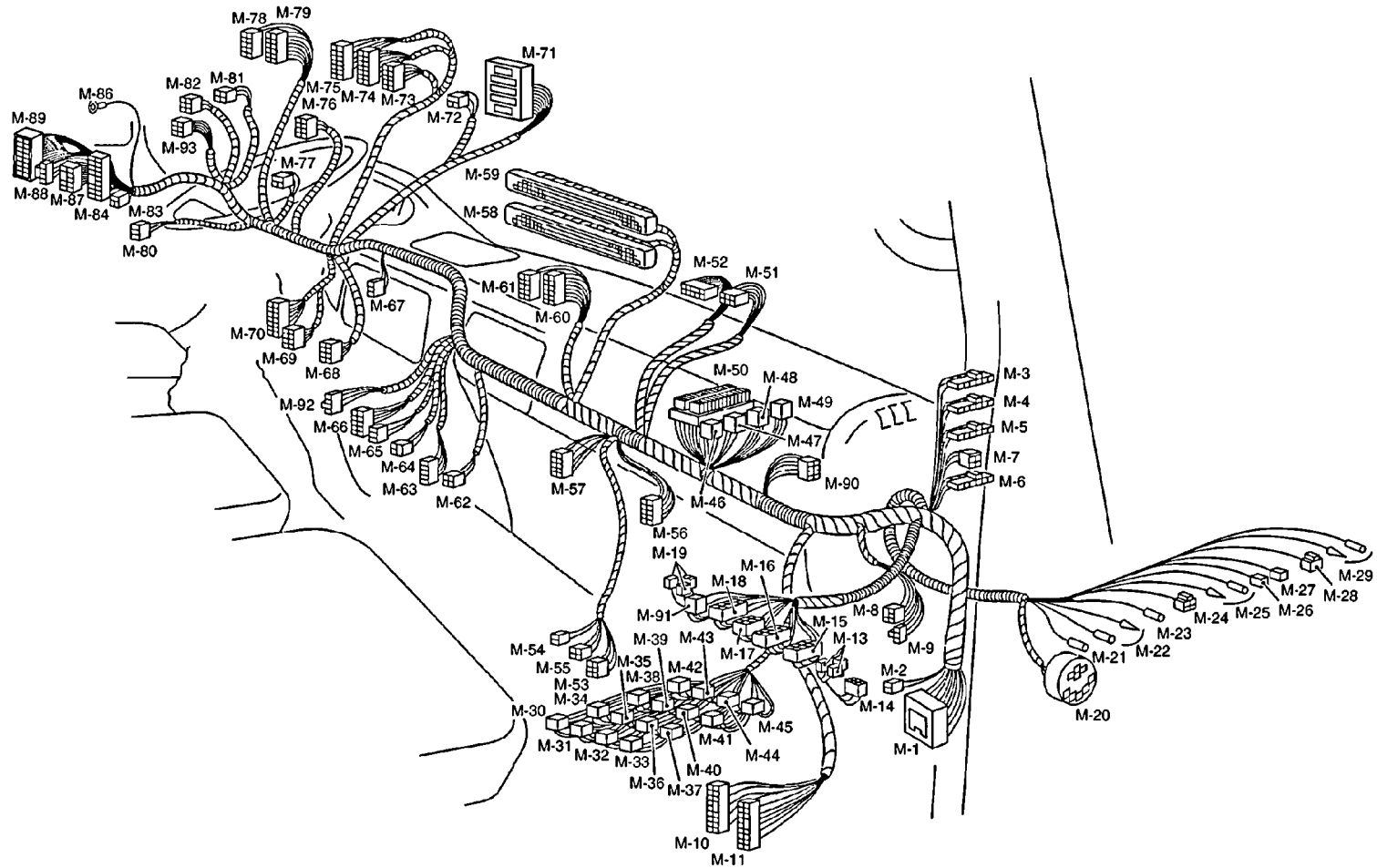
UNIT HARNESS

U-1	Speedometer pulse generator	U-7	Floor upper harness (FU-15)	U-16	Chassis harness (C-4)
U-2	Engine control unit	U-8	Floor upper harness (FU-16)	U-17	Chassis harness (L6) *1, *3
U-3	Engine control unit	U-9	Cab front harness (CF-3) *1	U-19	ATM control unit *1
U-4	Diode	U-10	Chassis harness (C-7) *1	U-20	ATM control unit *1
U-5	Can junction	U-11	Chassis harness (C-6) *1		
U-6	Can resistor	U-15	Chassis harness (C-5) *3		



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

MAIN HARNESS



WBM030B

MAIN HARNESS

M-1	Chassis harness (C-1)	M-34	Transmission PTO relay 1 *1	M-65	Air conditioner switch
M-2	Chassis harness (C-2)		Transmission PTO relay *2	M-66	Radio
M-3	Diode(ABS/ATM) *5	M-35	Warning light check relay	M-67	Idle adjust knob
M-4	Diode	M-36	Air booster hold relay	M-68	Power mode switch *1
M-5	Diode	M-37	Tail light relay	M-69	Starter switch
M-6	Diode	M-38	Exhaust brake cut relay	M-70	Combination switch
M-7	Diode(Transmission PTO)	M-39	Exhaust brake relay	M-71	Floor upper harness (FU-1)
M-8	Door harness (DR-1)	M-40	DRL relay	M-72	Floor upper harness (FU-2)
M-9	Door harness (DR-2)	M-41	Horn relay	M-73	Meter cluster A
M-10	Cab front harness (CF-7)	M-42	Transmission PTO relay 2	M-74	Meter cluster B
M-11	Cab front harness (CF-5) *1	M-43	Accessory relay 1	M-75	Meter cluster C
M-13	Ignition relay	M-44	Headlight relay LH No. 3	M-76	Speedometer illumination light
M-14	Engine coolant level and overheat warning buzzer	M-45	Power window relay	M-77	Exhaust brake clutch switch
M-15	Flasher unit	M-46	Headlight relay No. 1 (RH)	M-78	Meter cluster D
M-16	DRL unit	M-47	Headlight relay No. 2 (RH)	M-79	Meter cluster E
M-17	DRL unit	M-48	Headlight relay No. 1 (LH)	M-80	PTO clutch switch *2
M-18	Intermittent wiper relay	M-49	Headlight relay No. 2 (LH)	M-81	PTO switch
M-19	Accessory relay	M-50	Fuse block	M-82	Warm-up switch
M-20	ATM diagnosis *1	M-51	Door lock timer	M-83	Warning buzzer
M-21	Engine diagnosis switch	M-52	Back buzzer	M-84	Key-less unit
M-22	Diagnosis switch	M-53	Fan resistor	M-86	Cab earth
M-23	Diagnosis switch (For ABS)	M-54	Blower motor	M-87	Door harness (DL-1)
M-24	ABS checker *6	M-55	Thermo switch	M-88	Door harness (DL-2)
M-25	Junction connector A	M-56	Diode	M-89	PC consult
M-26	Junction connector B	M-57	Diode	M-90	Body side harness (B-1)
M-27	Junction connector B	M-58	ABS control unit *3	M-91	Oil pressure warning relay
M-28	PTO holder diode	M-59	ABS control unit *4	M-92	Cruise control switch (Combination switch)
M-29	Junction connector PTO	M-60	ABS control unit *6	M-93	Cruise control main switch
M-30	Compressor relay	M-61	ABS control unit *6		
M-31	Condenser relay	M-62	Cigarette lighter		
M-32	Clearance identification relay	M-63	Heater controller		
M-33	Starter sub relay	M-64	Heater controller illumination		

*1 : ATM only

*2 : MTM only

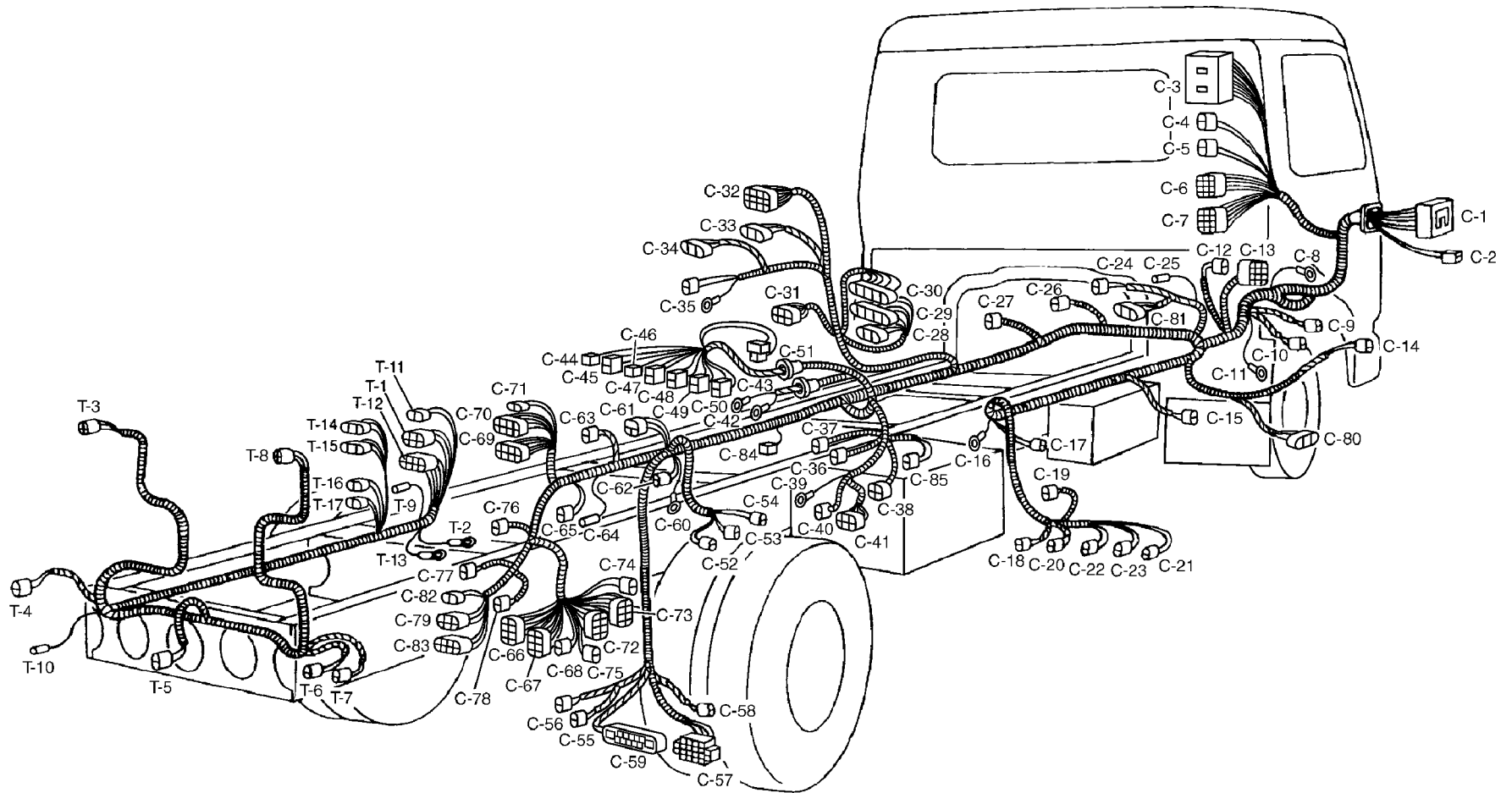
*3 : UD1800HD, UD2000 only

*4 : UD2300, UD2600 only

*5 : Except for UD3300

*6 : UD3300 only

CHASSIS HARNESS AND TAIL HARNESS



WBM958A

CHASSIS HARNESS AND TAIL HARNESS

C-1	Main harness (M-1)	C-38	Accelerator sensor for work	C-76	Speed sensor RR, LH *3 (W/B : E), *4
C-2	Main harness (M-2)	C-39	Glow relay	C-77	Speed sensor RR, RH *3 (Except W/B : E)
C-3	Unit harness (U-17)	C-40	Glow relay	C-78	Speed sensor RR, LH *3 (Except W/B : E)
C-4	Unit harness (U-16)	C-41	Air flow sub harness	C-79	Tail harness (T-1)
C-5	Unit harness (U-15) *2	C-42	Fusible link (100A)	C-80	ABS modulator FR (RH) *6
C-6	Unit harness (U-11) *1	C-43	Fusible link (100A)	C-81	ABS modulator FR (LH) *6
C-7	Unit harness (U-10) *1	C-44	Fusible link (50A)	C-82	Tail harness (T-11) *6
C-8	Cab earth *7	C-45	Fusible link (50A)	C-83	Tail harness (T-12) *6
C-9	Cooler condenser motor	C-46	Fusible link (80A)	C-84	Starter (C) *6
C-10	Cooler pressure switch	C-47	Fusible link (50A)	C-85	Diode *6
C-11	Frame earth *7	C-48	Fusible link (30A)		
C-12	Engine harness (VNT valve/Engine coolant temperature sensor)	C-49	Fusible link (40A)	T-1	Chassis harness (C-79)
C-13	Engine harness	C-50	3P fuse *5	T-2	Frame earth
C-14	Front turn signal light (RH)	C-51	3P fuse *5	T-3	Rear combination light (LH)
C-15	Speed sensor FR, RH	C-52	Revolution sensor *2	T-4	Back-up light (LH)
C-16	Frame earth	C-53	Transmission neutral switch *2	T-5	License plate light
C-17	Air dryer	C-54	Back-up light switch *2	T-6	Back buzzer
C-18	Air pressure switch (FR)	C-55	Engine speed sensor *1	T-7	Back-up light (RH)
C-19	Exhaust brake magnetic valve	C-56	Turbine speed sensor *1	T-8	Rear combination light (RH)
C-20	Air pressure switch (RR)	C-57	Feedthru connector *1	T-9	Marker light
C-21	Brake fluid level switch *5	C-58	Output speed sensor *1	T-10	Room light (Rear body)
C-22	Air booster stroke switch No.1 *5	C-59	NSBU switch *1	T-11	Chassis harness (C-82)
C-23	Air booster stroke switch No.2 *5	C-60	Frame earth	T-12	Chassis harness (C-83)
C-24	Front turn signal light (LH)	C-61	Fuel filter	T-13	Frame earth
C-25	Horn	C-62	Fuel heater	T-14	ABS modulator RR (RH) *6
C-26	Speed sensor FR, LH	C-63	Transmission PTO magnetic valve	T-15	ABS modulator RR (LH) *6
C-27	Engine coolant level switch	C-64	Marker light	T-16	Speed sensor RR (RH) *6
C-28	Boost pressure sensor	C-65	Fuel tank unit	T-17	Speed sensor RR (LH) *6
C-29	EGR valve 1	C-66	ABS modulator *3		
C-30	EGR valve 2	C-67	ABS relay *3		
C-31	Engine sub harness	C-68	ABS relay *3		
C-32	Centralized injector connector	C-69	ABS modulator (FR) *4		
C-33	Common rail pressure sensor	C-70	ABS relay (FR) *4		
C-34	G sensor	C-71	ABS relay (FR) *4		
C-35	NE sensor	C-72	ABS modulator (RR) *4		
C-36	Starter relay	C-73	ABS relay (RR) *4		
C-37	Starter relay	C-74	ABS relay (RR) *4		
		C-75	Speed sensor RR, RH *3 (W/B : E), *4		

*1 : ATM only

*2 : MTM only

*3 : UD1800HD, UD2000 only

*4 : UD2300, UD2600 only

*5 : Except for UD3300

*6 : UD3300 only

*7 : UD1800HD, UD2000, UD2300 only

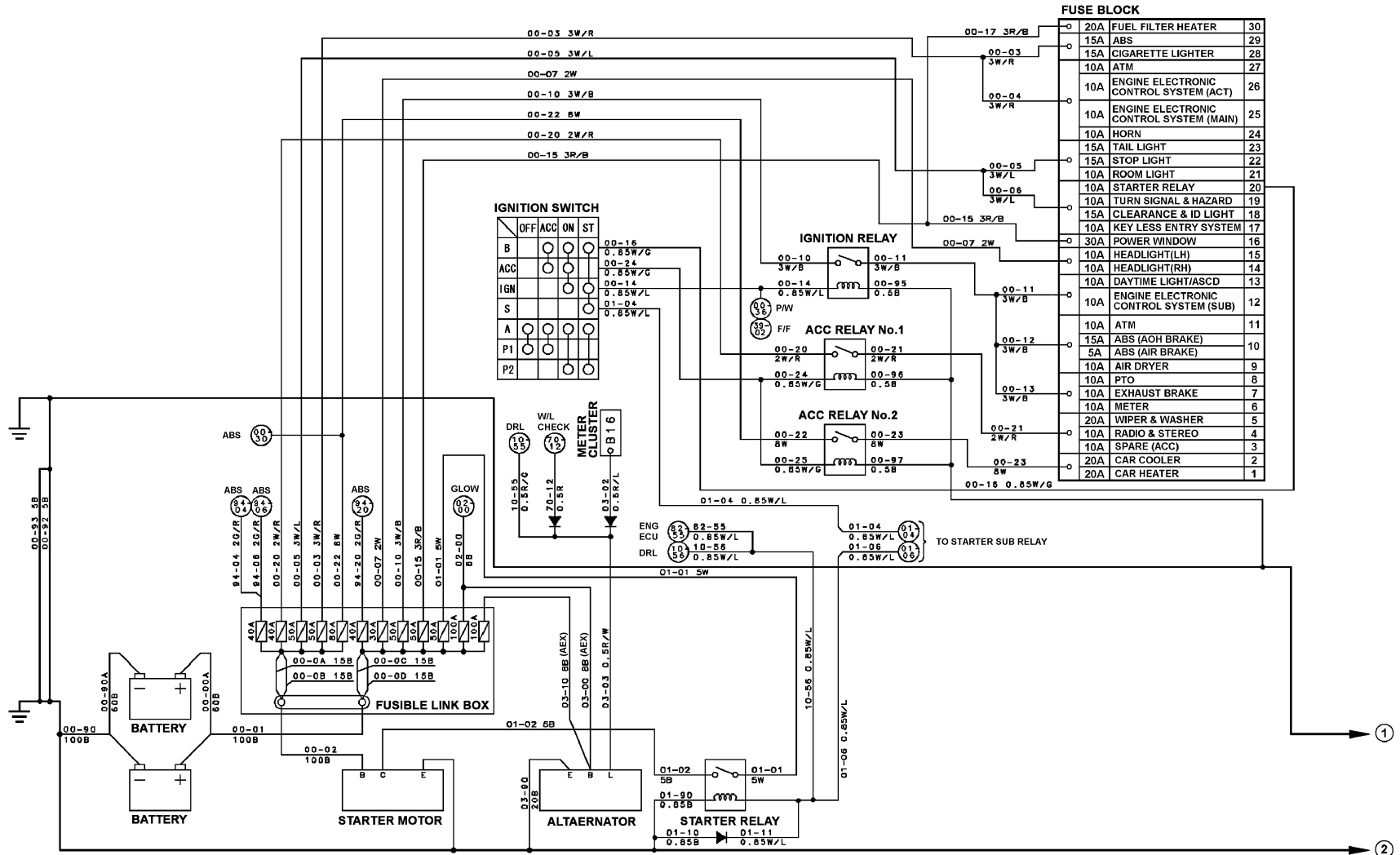
HARNESS CONNECTOR INFORMATION

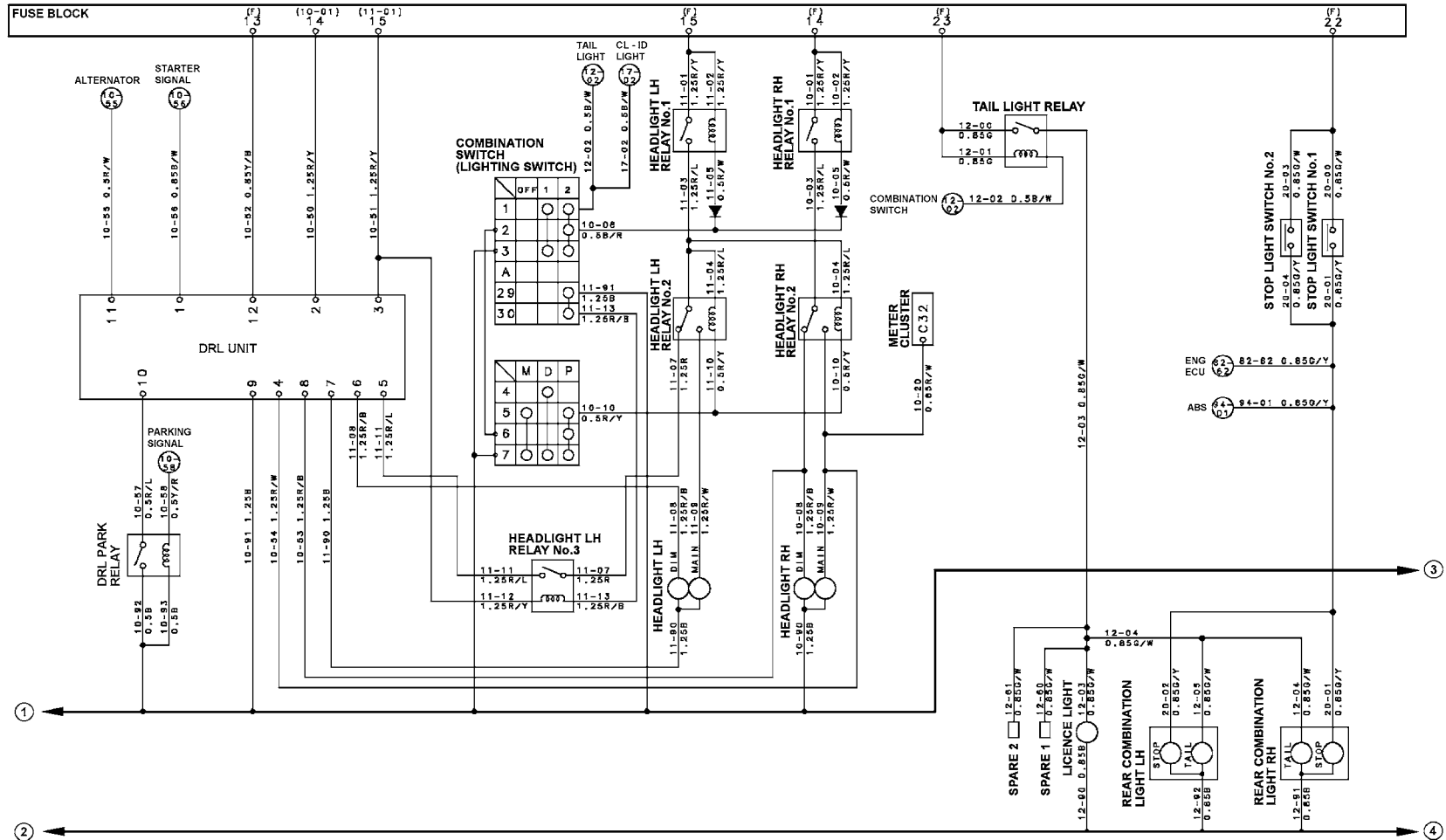
The symbol of connector in the wiring diagram indicates the number of poles, type, and male or female shape of the terminal from which the connector of an electrical device can be checked.

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)				

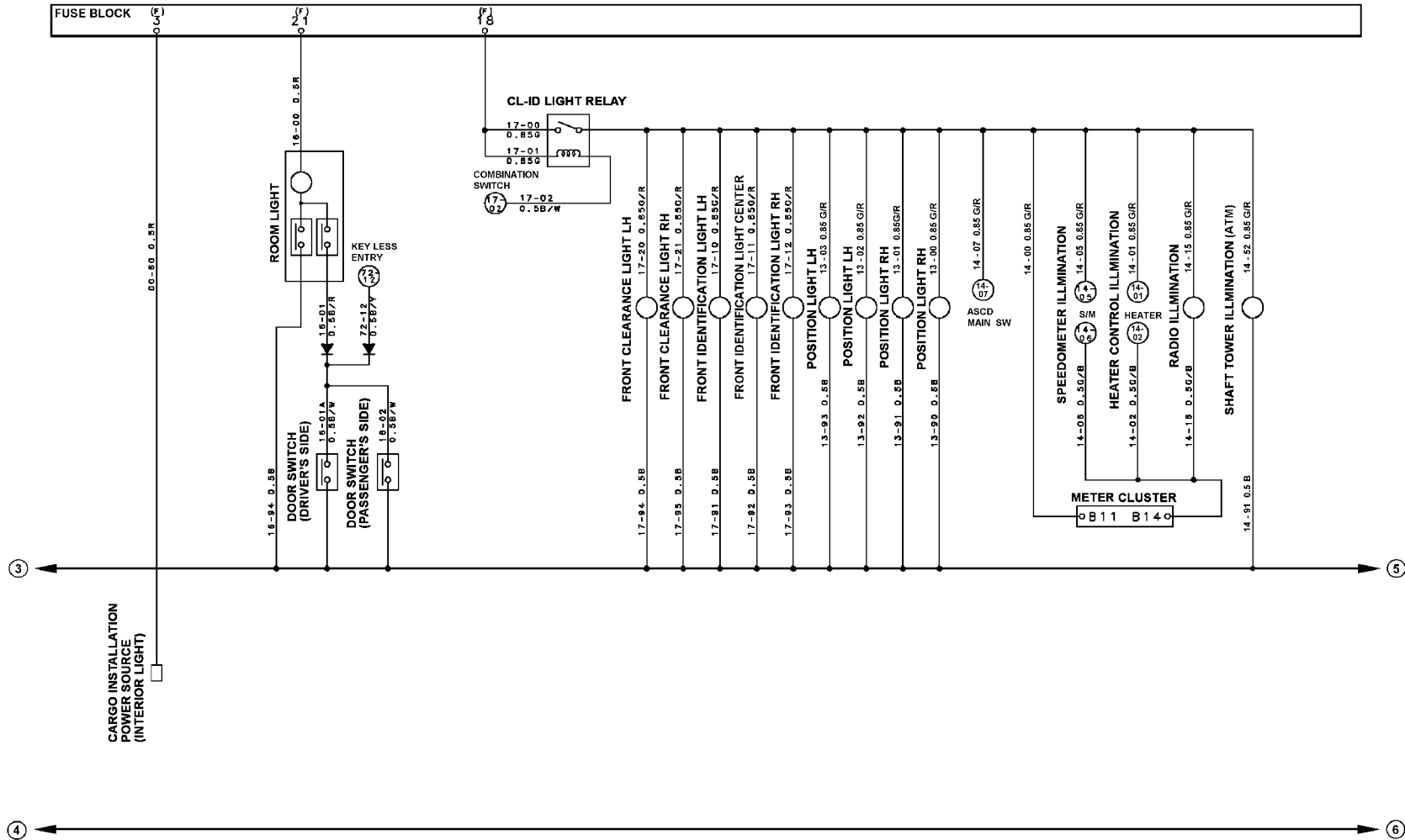
CEL6016B

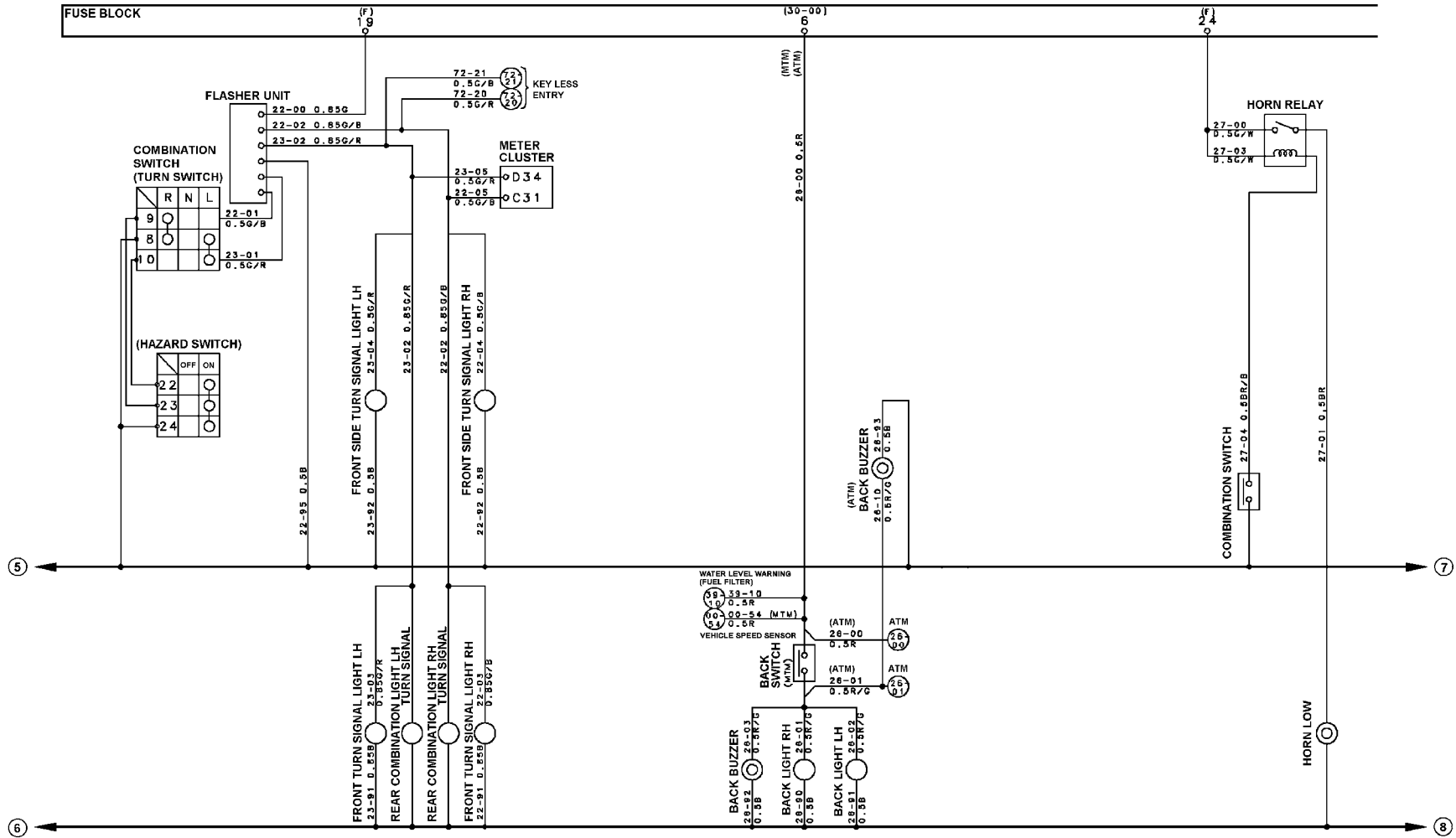
WBM962A



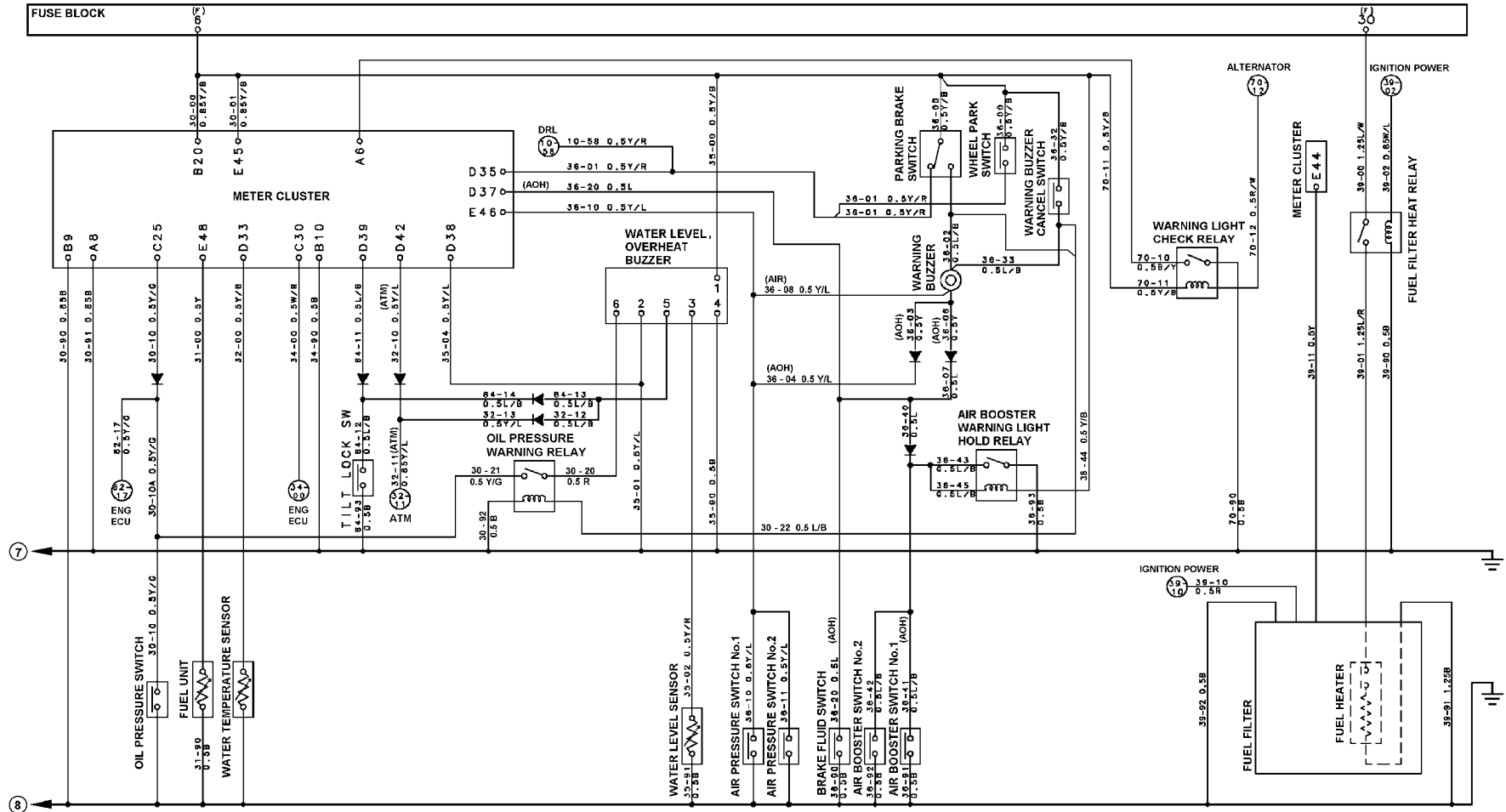


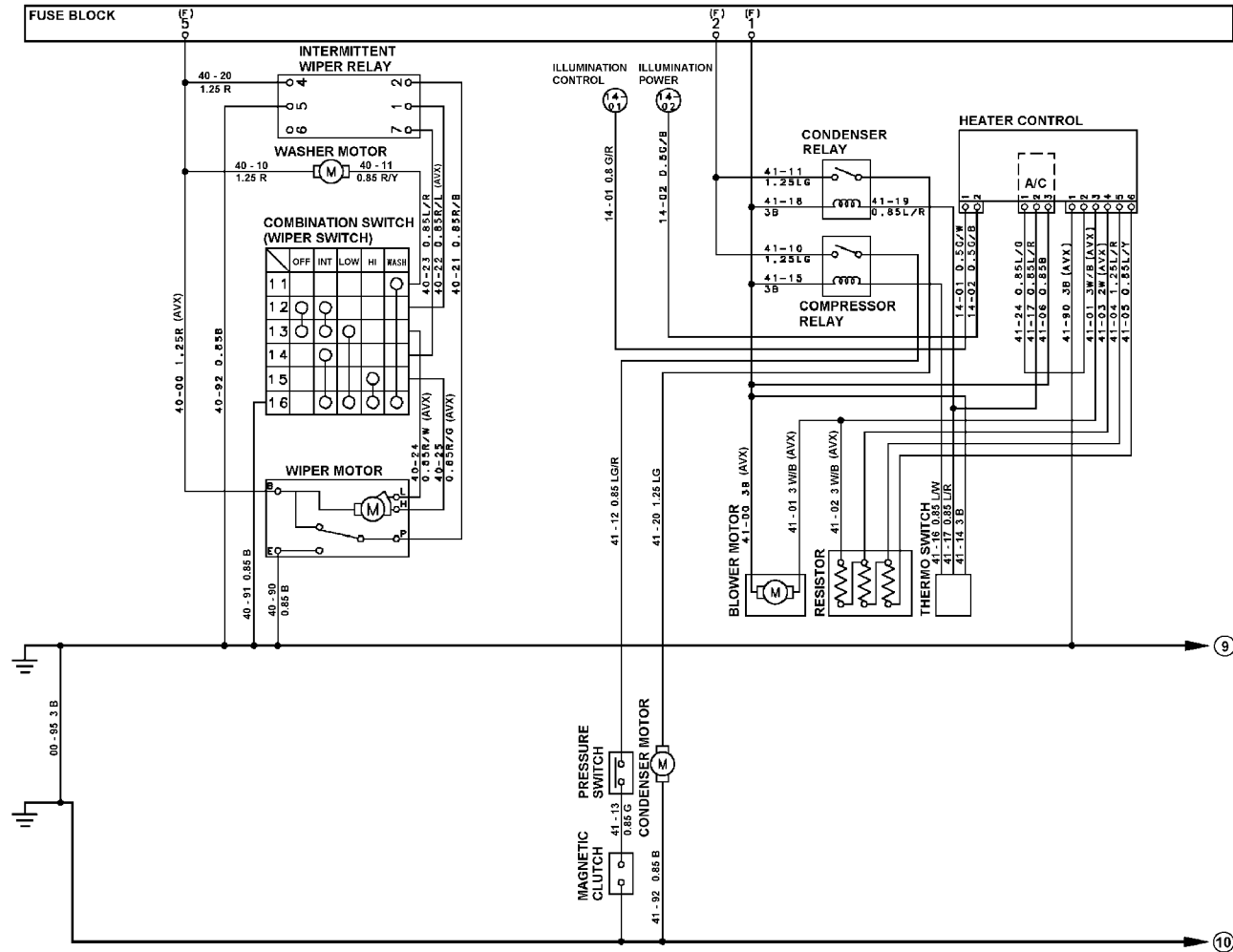
WEL558B

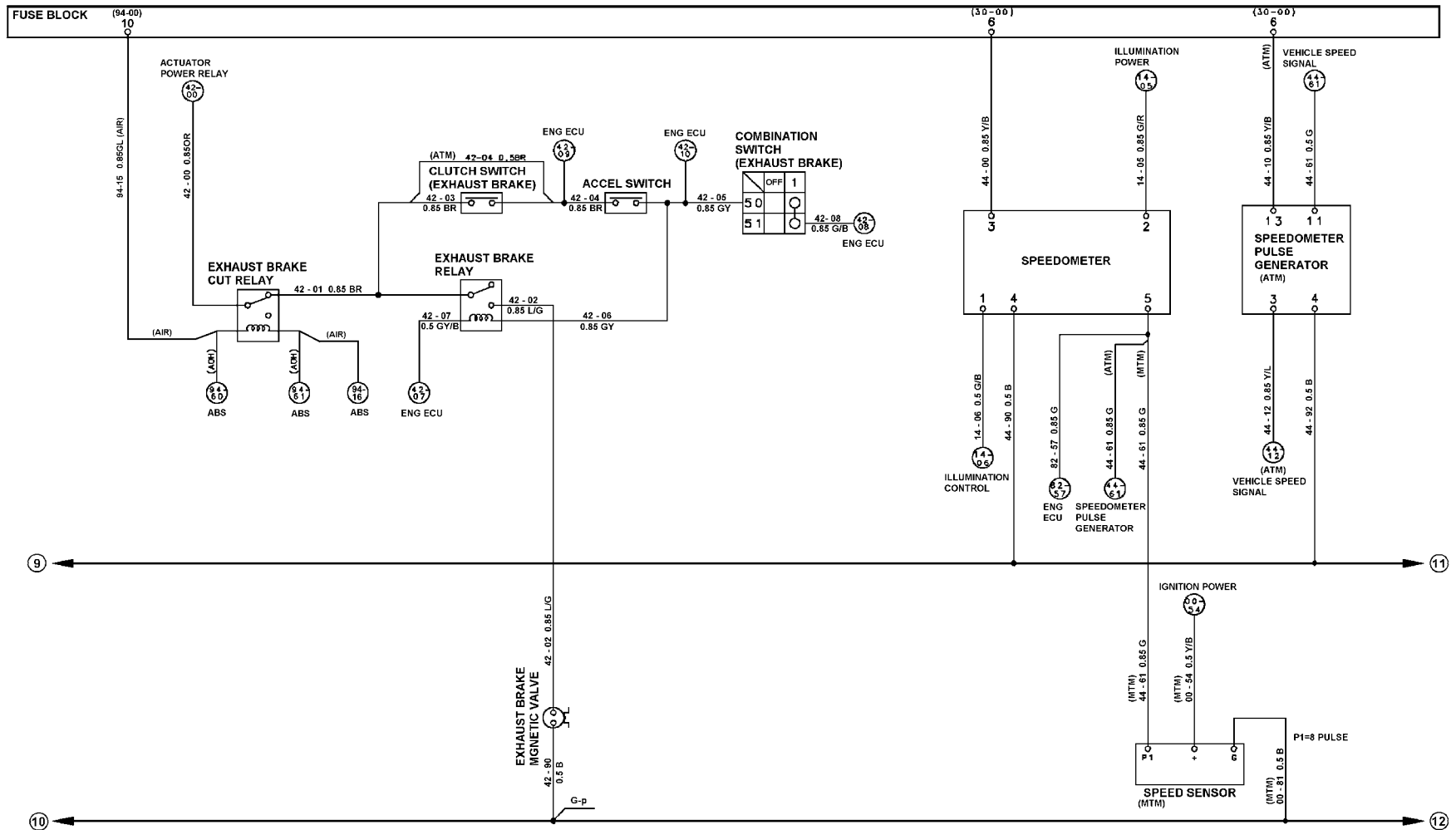




WEL560B

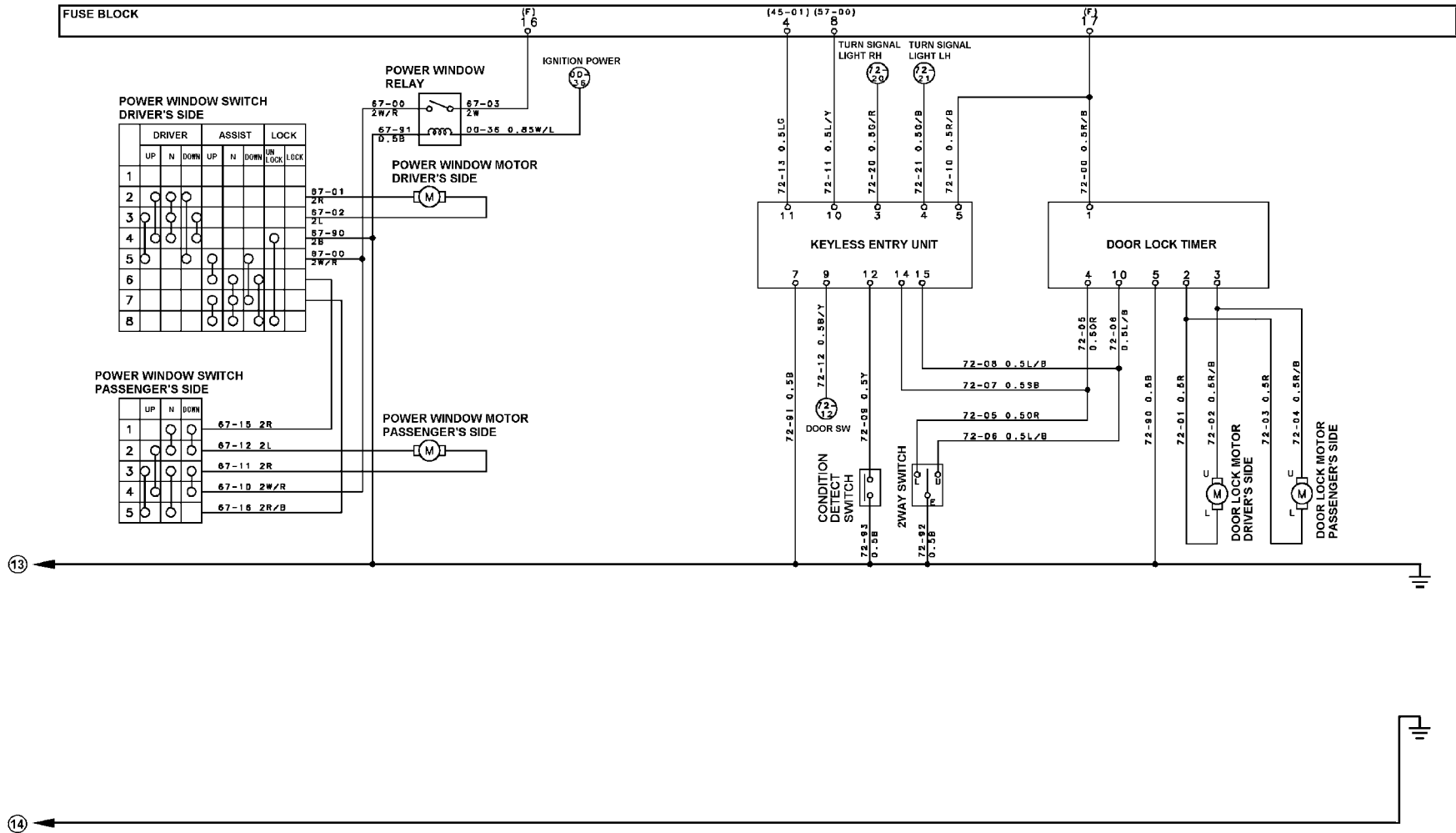






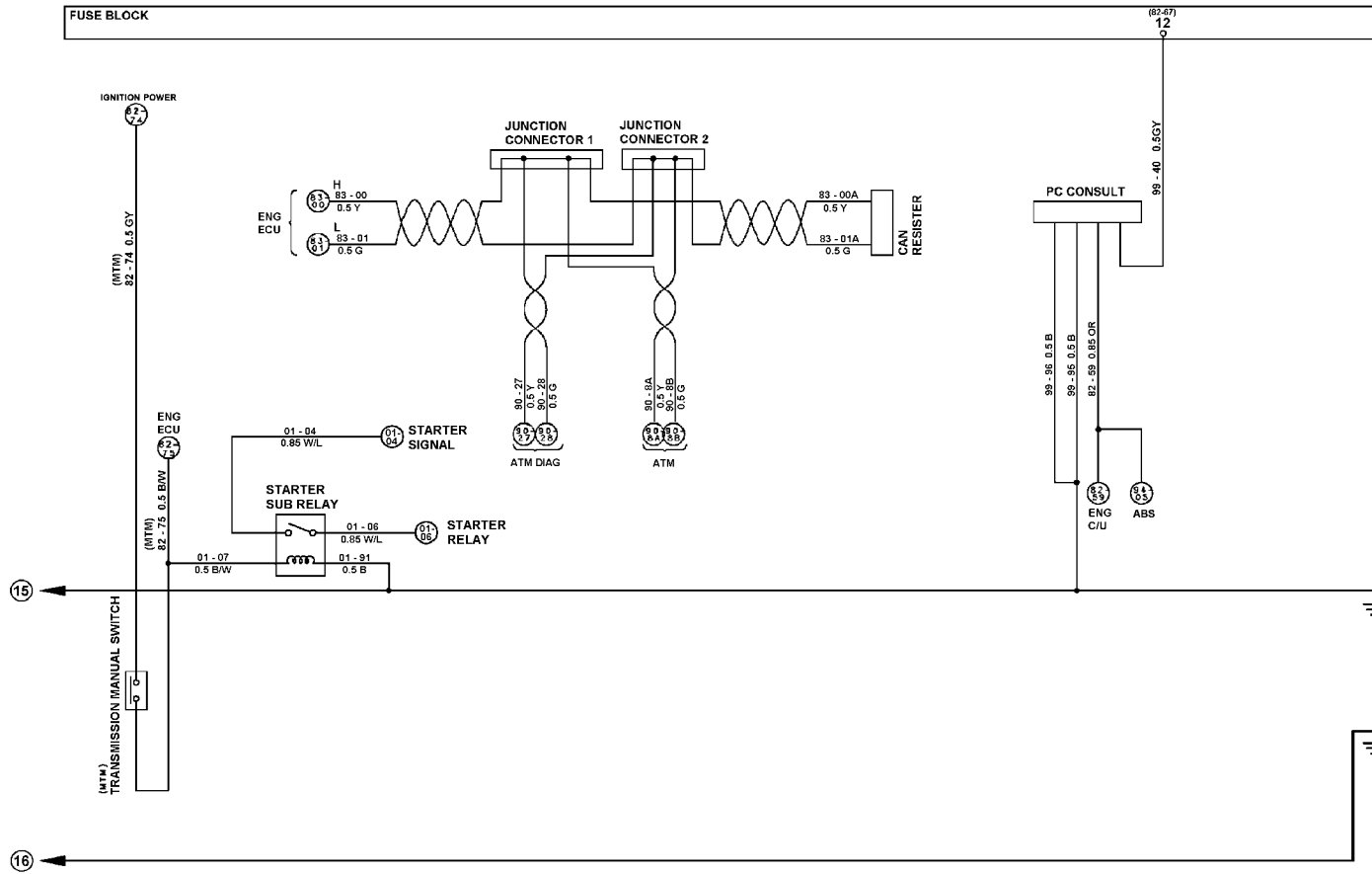
WBM966A

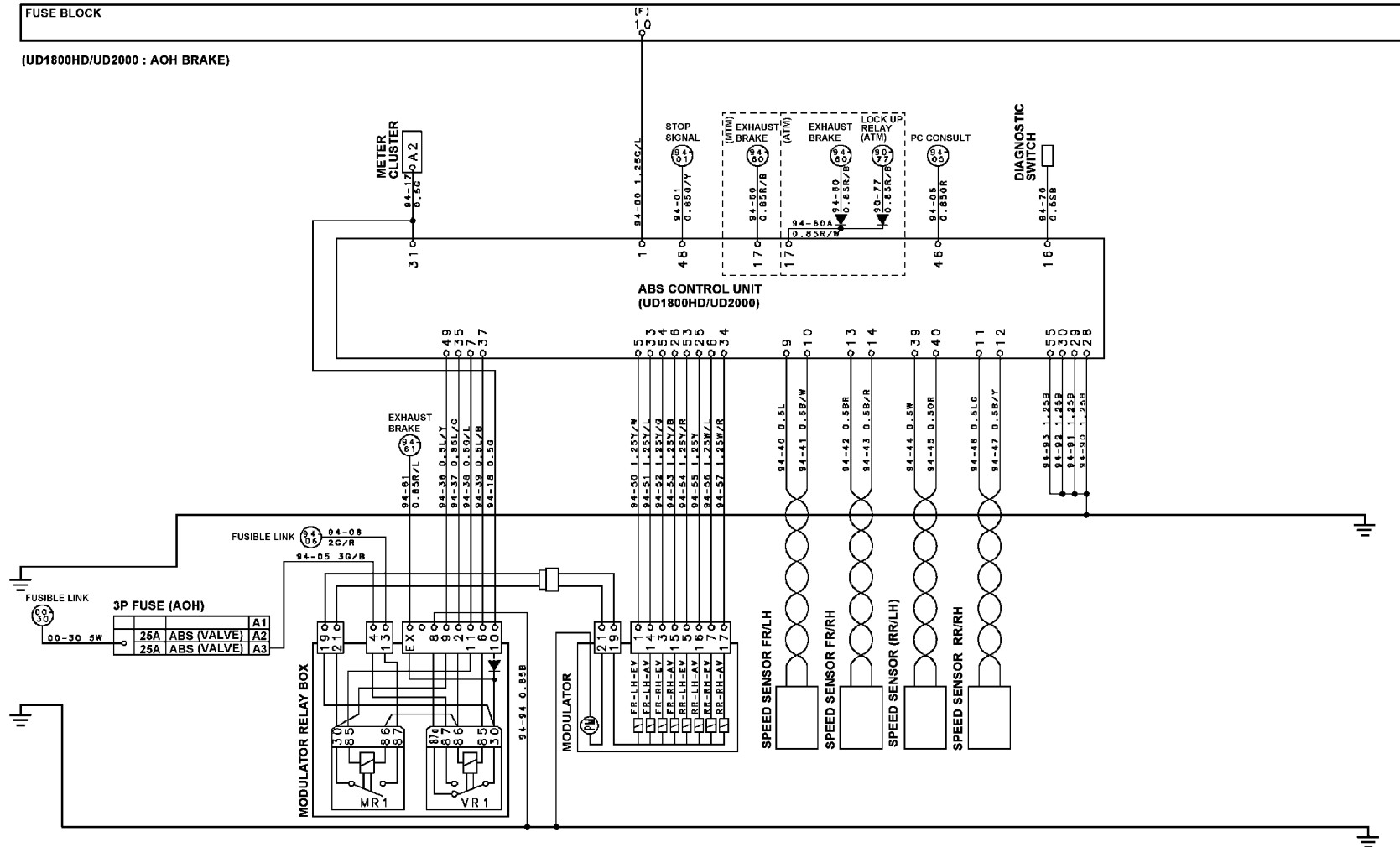




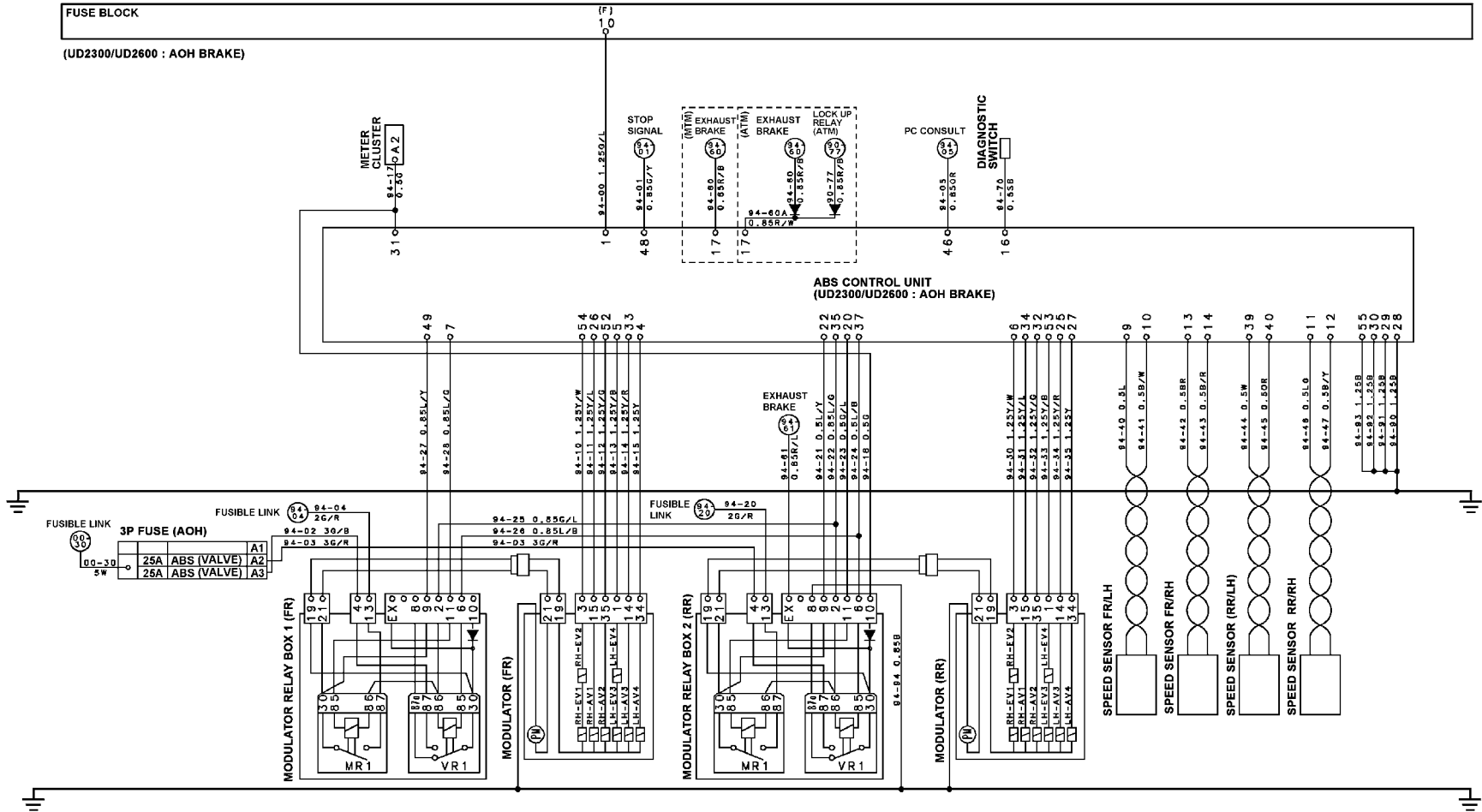
WEL565B



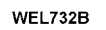




WBM960A

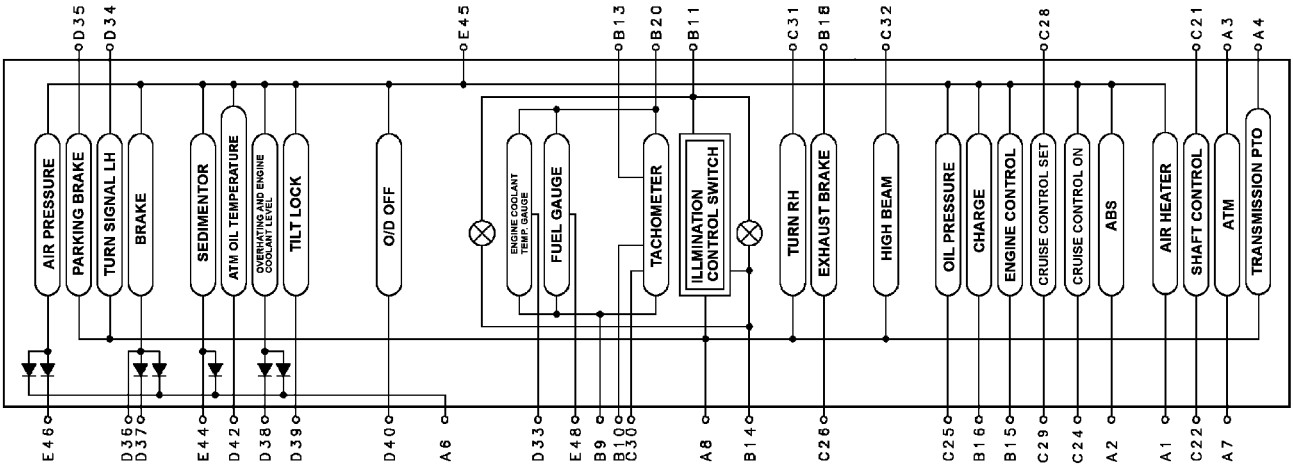


WBM961A





METER CLUSTER



WBM971A