

BIG RIGS



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New models tested



HINO offered journalists the first chance to drive their new high horsepower 300 models and test them around the hills at Mount Panorama. We weren't racing, but the results were surprising. See the full story inside pages 18-19.

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Test Drive

Big truck things on a little truck



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HINO say they have come up with the safest truck in the market. Their new high horsepower 300 models were unveiled at the Melbourne Truck Show and the first time journalists were given a test program in Sydney.

It was during that drive program that Hino CEO Steve Lotter said he thinks Hino can boost their market share with these new trucks.

They have announced eight new high horsepower 300 series models and 10 new medium duty models which will be released throughout this year, taking the range to

in their range. They are now working to maximise volume in what is still "a pretty flat market".

"We've been waiting for these models since the launch of the new 300 series back in 2011. It would have been good to have it at the time, but Hino doesn't do anything without making sure that it's fit for purpose and fit for market and holds up to our legendary QDR," he said.

Mr Lotter said Hino's Dakkar truck was a testament to that, and with 23 years competing, the brand has won the last five races for their class.

"The truck market is literally bumping along the bottom, I call it the new normal.

"The segment where we compete are still down 30%

NEW 300

- 12ton GCM, 8.5ton GVM.
- Tilt and telescopic steering wheel.
- Crew cab with flat floor and airconditioning in the back.
- 3500, 3800, 4400 (single and crew cab) wheel bases in manual and auto transmissions.
- 840 wide straight frame up from the four litre's 750, grid hole and rivetless top flange on the chassis.
- Long-range fuel tanks feature a 70lt long range reserve tank giving a maximum of 170lt.
- Can be plated for car, light or medium rigid class types.
- 62% more ability to climb up a hill



PLENTY OF PLUSSES: Hino's new 300 series handled Mount Panorama easily. PHOTO: CONTRIBUTED

truck, which is where they see the future headed.

Hino's manager of product strategy Daniel Petrovski said these trucks turned what they saw as a market-leading truck in the 300 to better in terms of safety in performance with the new high-horsepower models.

Mr Petrovski said it wasn't until you got up into the medium-duty range that you would start getting power and torque comparable to this new model.

The features of the new five-litre high horsepower

And according to Hino, VSC should be standard on all light-duty trucks.

Research in the US, Mr Petrovski says, shows that 33% of fatal vehicle accidents could have been prevented with VSC.

The 5.1 litre inline four-cylinder engine comes in manual and auto and offers 8% more power and 18% more torque than the nearest competitor.

Tonned to Hino's FC 10.4-tonne model at 647Nm this light-duty truck at 600Nm (in the auto) is only

Nothing has been compromised on safety; the models feature reinforced door beams, remote entry and engine immobiliser as standard. Narrow-A pillars made from high-tensile steel have a 65mm diameter and are half the size of competitors, Mr Petrovski said.

Add heated, electric mirrors as well as washer jets inside wipers and you see the picture: "Big truck things on a little truck".

The new models allow you to set a road speed limit

Test Drive

BIG RIGS

Easy cruising with horsepower



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I HAVE never been on a test drive quite like the Hino 300 Series High Horsepower test. Hino invited journalists to test out the first of the new series in a drive from Sydney to the Blue Mountains and then to Bathurst.

I first jumped into the 300 Series 921, with six-speed double overdrive true automatic transmission. This is the first light-duty truck in Australia to break the 200Hp rating - making it the most powerful in its class.

I needed all that power in

"The highlight of the trip however, was cruising around Mt Panorama in the Hino.

Sydney's hectic traffic. Its JOSE five-litre four-cylinder intercooled turbo-diesel engine delivers over 200Hp (205Hp/151kW) and teams high power with a

medium-duty truck-like 600Nm of torque.

The truck was fully loaded, but cruised up hills with ease and was quick off the mark.

Everything when it comes to the mod cons you would expect in the truck including reversing camera, bluetooth and you can even charge your phone in the USB port - or use it to play music.

In fact to celebrate the launch of the 920 and 921 300 Series models Hino are offering reversing camera as standard for a limited time. The camera is integrated into the 6.1 inch high-definition touch-screen equipped multimedia unit, which can run up to three cameras at one time.

The ride was smooth and the scenery beautiful up to the Blue Mountains.

There I got to have a crack at the manual 920. The box was a little bit stiff, but that would make sense considering these trucks came straight to use off the assembly line and had not been driven in at all.

However the synchromesh was user friendly and the drive out to Bathurst was pleasant and comfortable.

The highlight of the trip



ROAD TEST: Big Rigs editor Carly Morrissey gives the Hino high horsepower 300 a run. PHOTO: CONTRIBUTED

however, was cruising around Mt Panorama in the Hino.

It was the ultimate test of the high horsepower models and even though we probably recorded the longest lap times in history, the Hinos handled all the twists and bends of the mountain and the haul up the hill.

The 920 has a six-speed overdrive manual transmission and delivers 189Hp (139kW) and 510Nm. These new engines deliver their torque in a flat, linear fashion which Hino says

results in an unrivalled combination of driveability and efficiency. Available in both single and crew cab configurations, the High Horsepower 300 Series models provide capacity for larger payloads thanks to a new, wider, straight-frame chassis featuring stronger steel rails and a grid hole design that allows for easier installation of bodies and auxiliary items.

Externally, the new High Horsepower models are differentiated from the rest of the 300 Series by a slightly

tougher stance, their 920 and 921 badges and eye-catching chrome grille and bumper accent.

Hino Australia Chairman and CEO Steve Lotter said that the launch of the High Horsepower models has made the Hino 300 Series the most competitive light-duty truck range in the country.

"Many of us at Hino have now spent a fair bit of time behind the wheel of the High Horsepower 300 Series models, and it has become apparent just how special these new models really are," Mr Lotter said.

"Hino now has the most powerful light truck to be sold into the Australian market, and it's coupled with a real automatic transmission.

"The 920 and 921 models are joining a range of trucks that offer the best available safety in class, a range of efficient turbo-diesel engines and a Hybrid option, and a comprehensive body and chassis range.

"We really believe we've got the product mix right, and combined with Hino's High Performance people and culture, we're expecting great things from this exciting addition to the 300 Series," Mr Lotter said.

Hino Australia has engineered its own towbar which integrates perfectly with the 300 Series High Horsepower 920 and 921's new wide frame chassis to help carry more equipment.

It features as standard fitment a 50mm tow ball capable of towing a trailer with a load of up to 3500kg or can alternatively be upgraded to a 75mm tow ball or a prated hook for a towing capacity of up to 4500kg.

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