



By Warren Willmot

Built To Go – One Jumbo Hino, You Want Extra Fries With That?

It's no small thing to be a market leader, especially in a segment of trucking industry which is as customisable as the top-end luxury European sports car market. Isn't choice wonderful?

With most medium and heavy duty truck brands, the buyer usually has a truckload specifications and options to consider, which is great, but it all comes at a cost of time.

Time spent choosing the specifications right for your business, and time to build the actual vehicle, which for an owner/operator usually isn't an issue.

For the larger fleet orientated business, time is money and productivity.

Enter Hino New Zealand, with their range of 'BUILT TO GO' commercial trucks.

Hino have been working with a number of partnered body builders and suppliers to come up with some specialised standard truck solutions for a variety of industries.

It's a very clever way to do business, similar to the tried and tested McDonalds combo meal.

The customer rocks on up to a Hino dealership, selects what size truck they need, what industry they are using it for, and if they so wish can swap their fries (or in this case, curtainsider, air deflector, tail-lift etc.) for whatever they require.

We at Cargo magazine, have tested a number of Hino's light duty 300 series trucks – a growing market segment - and have found them to be excellent value for money – they are a perfect mix of quality, reliability and fit-for-purpose fleet trucks.

We wanted to trial something a bit bigger, so one phone call to Jamie Lockwood, sales manager for Hino Trucks in Mt Wellington, was all it took.

"Jamie, we want to review something a bit bigger for you, have you got anything suitable for medium duty metro deliveries? Something which is good around town, but could handle an Auckland to Hamilton, Taupo or a bit further? Oh and remember, we only have a class four license, so no trailer units please".

And with that, off we went on our little magazine scooter to see Jamie.

On arrival, Jamie had the keys ready and pointed out a very large, brand spanking new curtainsider unit. It is the biggest body built unit we have tested so far.

Based on a Hino 500 series, this 'Built To Go' is impressive to look at. It's a 6 x 2 unit, with an 8.5 meter built by Fruehauf, with a two ton Anteo tail lift.

This truck is built to work and has been designed for maximum productivity. It sits just below the maximum height for the Auckland motorways, has an air deflector for fuel economy, aftermarket sun visor, stone guard and Hino floor mats.

Sitting in the cab, there's all the usual good stuff you expect to see from Hino – CD player, electric windows, central locking, air conditioning, seating for three (well, two and a half really) and a little button on the dash with the letters ES on it.

This little button is magic for those of us with little truck driving experience. ES in Hino-speak is 'Easy Start' – a hill hold assist with two speed settings for the brake release.

Being the cautious kind, I left this button in constantly, which relieved any fear of rolling back into another vehicle while my larger-than-I-am -used-to truck was stopped at any lights.

This truck has a nine-speed transmission, which has a simple high/low level on the gear stick. Having struggled though my class four license in a Road-ranger gearbox, I was a bit dubious about having to match the revs correctly, but was pleasantly surprised – it's nothing like a Road-ranger box (this is a



synchronmesh box) and it's near impossible to crunch the gears. It's basically like changing gear in a car, which a few extra cogs.

As for power, seeing as this was a brand new unit, we didn't push the truck too hard. It's not the most powerful in the market, but there's plenty of torque: 745Nm of it in fact and 291kW (260Hp).

At Cargo, we are starting to test more of these heavier trucks but we are still far from experts on these vehicles. I wanted another truckies opinion, so invited Matt Gaunt, who drives a similar-sized truck carting diggers and construction equipment around the Auckland region.

Matt's first comments were "OMG! I wish they would put an air seat like this in my truck!"

Matt was also impressed with the transmission and the build quality on the body and very complimentary of the drivability, smoothness and excellent air brake.

The only improvement he would like to see is a bit more power for his type of work.

Getting Matt out of the driver's seat wasn't a problem because he went straight to the back of the truck and spent the next thirty minutes playing with the Anteo tail lift.

Being aluminum, it's light weight, but can lift up to two tons. There are three control points, a box on the side of the truck, a remote control and a neat foot push button system on the platform itself.

In conclusion, Hino have obviously spent a long time analysing the market and working with their suppliers to create great all round workhorses, which are ready to go.

HINO 500 SERIES BUILT TO GO

Model:	FG 9 Speed, 6x2 8.5m Curtain-Sider
GVM:	21,700 kg
GCM:	30,000 kg
Tare Weight:	5,800 kg
Engine:	6-cylinder in-line with 4 valves per cylinder
Power:	191 kW @ 2,500 RPM
Torque:	745 Nm @ 1,500 RPM
Transmission:	Nine speed synchronmesh

KEY FEATURES:

- 6 x 2 Curtain-Sider, built by Fruehauf
- 2 Ton Tail Lift by Anteo
- 8.5m body length
- Drive on a class four license
- ASB Brakes
- Easy Start (Hill/take-off assist)
- US 04 emissions rating





Truck Accessories:

- Top Air Deflectors
- Sunvisors
- Stoneguards
- Headlight Covers
- Door Weathershield
- Bonnet Guards

Ute, Car & 4x4:

- SteelTop Canopies
- Tonneau Cover
- Nudge Bars
- Side Steps
- Headlight Covers
- Bonnet Guards
- Bed-Liners
- Bed Extenders

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