

10.7 Spring characteristic

10.7.1 Distance from frame top surface to ground

MODEL	OBJECT ENGINE kW (HP)	CAB CHASSIS WEIGHT kg (lbs)			UNDER-SPRING WEIGHT kg (lbs)		DISTANCE FROM FRAME TOP SURFACE TO GROUND mm (inch)		CoG. HEIGHT mm (inch)
		Front Wf	Rear Wr	Total W	Front	Rear	Front ±10 Hf	Rear ±25 Hr	
FECZTEL9SUH9	221 (297)	1585 (3495)	1000 (2205)	2585 (5700)	310 (685)	562 (1240)	715 (28.1)	796 (31.3)	610 (24.0)
FECZTGL9SUH9	221 (297)	1600 (3530)	1000 (2205)	2600 (5735)	310 (685)	562 (1240)	714 (28.1)	796 (31.3)	610 (24.0)
FECZTHL9SUH9	221 (297)	1620 (3570)	1010 (2225)	2630 (5795)	310 (685)	562 (1240)	714 (28.1)	796 (31.3)	610 (24.0)
FECZTKL9SUH9	221 (297)	1630 (3595)	1015 (2240)	2645 (5835)	310 (685)	562 (1240)	713 (28.1)	796 (31.3)	610 (24.0)
FEC7TEL9SUH9	221 (297)	1585 (3495)	1000 (2205)	2585 (5700)	310 (685)	562 (1240)	715 (28.1)	796 (31.3)	610 (24.0)
FEC7TGL9SUH9	221 (297)	1600 (3530)	1000 (2205)	2600 (5735)	310 (685)	562 (1240)	714 (28.1)	796 (31.3)	610 (24.0)
FEC7THL9SUH9	221 (297)	1620 (3570)	1010 (2225)	2630 (5795)	310 (685)	562 (1240)	714 (28.1)	796 (31.3)	610 (24.0)
FEC7TKL9SUH9	221 (297)	1630 (3595)	1015 (2240)	2645 (5835)	310 (685)	562 (1240)	713 (28.1)	796 (31.3)	610 (24.0)
FEC7THL9WUH9	221 (297)	1775 (3915)	1075 (2370)	2850 (6285)	310 (685)	562 (1240)	777 (30.6)	844 (33.2)	715 (28.1)
FEC7TKL9WUH9	221 (297)	1795 (3960)	1075 (2370)	2870 (6330)	310 (685)	562 (1240)	777 (30.6)	844 (33.2)	715 (28.1)

Method of calculating Hf, Hr

Hr=hr+Rr : Frame height, Rear

hf : Distance from frame top to front wheel center (See drawings or following page 243.)

hr : Distance from frame top to rear wheel center (See drawings or following page 245.)

Rf, Rr : Tire radius (See drawings or following page 247.)

4 Technical threshold values for planning

4.2 Weight distribution, CoG height, anti-roll bars

4.2 Weight distribution, CoG height, anti-roll bars



Risk of accident

The body must be designed in such a way that placement of excessive load weight at the rear is prevented. It is important to comply with the points listed below, otherwise the necessary steering and braking forces for safe vehicle operation cannot be transferred to the road.

4.2.3 Stabilizers roll control

Make sure that the vehicle you are building is correctly equipped. MFTA provides stabilizers as factory equipment for different model series, and does not offer optional stabilizers for any model.

4.2.1 Weight distribution

Avoid one-sided or laterally asymmetric weight distribution.

The wheel load (1/2 the axle load) may be exceeded by no more than 4%. Observe the tire load capacity.

Example:

- Permissible axle load 5,000 kg {11020 lb}
- Permissible wheel load distribution 2,600 kg to 2,400 kg {5730 lb to 5290 lb}

4.2.2 CoG height

Body/equipment manufacturer must calculate the vertical center of gravity, as measured from ground, for the completed and loaded vehicle. The provided maximum vertical center of gravity for the relevant chassis model cannot be exceeded under any operating condition.

MITSUBISHI FUSO cannot vouch for the handling, braking and steering characteristics of vehicles with attachments, installations or modifications for payloads with centers of gravity that violate prescribed limits (e.g. rear-mounted, overheight and side-mounted loads). The vehicle body/equipment manufacturer/converter is responsible for the safety of the vehicle in all cases.

Per the chassis-cab Incomplete Vehicle Document:
The maximum vertical center of gravity of the completed vehicle specified below must not be exceeded at maximum GVWR and rated front & rear GAWR.

Single Cab, Crew Cab: 62.0 in. (1575mm)

