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Major Redesign Marks 2005 Models from Mitsubishi Fuso

From class 3 to class 7, eight new Mitsubishi Fuso cabover models reflect significant upgrades in performance, handling, durability, comfort, aesthetics, and value.

Newport Beach, CA, May 19, 2004 — Across the board, the new line-up of 2005 Mitsubishi Fuso cabover medium-duty trucks evidence enhancements and upgrades, including a road-to-roof redesign for the FE models. Eight models cover weight ratings from class 3 through class 7, and address virtually every vocational need from dry freight, refrigerated delivery, landscaping and delicate cargo transport to auto recovery, heavy duty hauling, municipal roadwork and snow plowing.

The line includes not only standard chassis designs for class 3 through class 7, but also a low-profile model, a 7-passenger crew cab model, an air-suspension option, and the only 4-wheel-drive medium duty cabover in the industry.

“This is the most extensive redesign we’ve undertaken in nearly ten years,” says Robert McDowell, executive vice president and COO of Mitsubishi Fuso Truck of America, Inc. (MFTA). “Every year, of course, we make incremental improvements based on customer feedback and our own technological developments. But for this year, we asked the designers to approach their class 3, 4 and 5 efforts with a clean sheet of paper. We asked them to put everything they’ve learned into these new FE vehicles, and I think what they’ve been able to accomplish will surprise everyone.

“For instance,” McDowell continues, “many medium-duty truck users have feared that compliance with the new 2004 EPA emissions standards would affect performance and fuel economy. Yet, while all Mitsubishi Fuso 2005 diesel engines meet 2004 EPA regulations, engine

and transmission design improvements, along with enhanced cab aerodynamics, have actually allowed us to increase torque and/or horsepower.”

Wide array of drivetrain options

Mitsubishi Fuso drivetrain options for 2005 give the user a full range of choices. The FE models, as well as the 4-wheel-drive FG model, feature the new 4M50 299-cu.-in. (4.9L) dual-overhead-cam, dual-balance-shaft, turbocharged, intercooled 4-cylinder diesel engine. When coupled to a Mitsubishi 5-speed manual transmission, this smooth-running 4-cylinder is rated at 147 HP and 347 lb.-ft. of torque. With the new Aisin 6-speed automatic overdrive transmission (available on FE models; standard on FE 145 Crew Cab), or Mitsubishi 6-speed manual transmission (standard on the FE 180), its rating jumps to 175 HP and 391 lb.-ft. of torque.

The FK and FM models use the 6M60 460-cu.-in. (7.5L) single-overhead-cam, direct-injection, turbocharged, intercooled diesel. Running through the Mitsubishi 6-speed manual transmission or optional Allison electronic 5- or 6-speed overdrive automatic transmissions, it is rated at 243 HP and 514 lb.-ft. of torque. Select the optional Eaton 9-speed direct manual transmission available on the FM330, and ratings increase to 274 HP and 593 lb.-ft. of torque. Together, the new drivetrains provide the best load-hauling and highway performance combinations ever offered in Mitsubishi Fuso trucks.

Here’s the complete new performance line-up:

Performance Specifications for 2005 Mitsubishi Fuso Medium-Duty Cabover Models				
Weight Class	Model	GVWR, lbs.	HP @ RPM	Torque (lb-ft) @ RPM
Class 3	FE 120	12,000	147 (MT), 175 (AT) @ 2700	347 (MT), 391 (AT) @ 1600
Class 4	FE 145	14,500	147 (MT), 175 (AT) @ 2700	347 (MT), 391 (AT) @ 1600
Class 4	FE 145 Crew Cab	14,500	175 (AT only) @ 2700	391 (AT only) @ 1600
Class 4	FG 145 4-Wheel Drive	14,050	147 (MT only) @ 2700	347 (MT only) @ 1600
Class 5	FE 180	17,995	175 (MT/AT) @ 2700	391 (MT/AT) @ 1600
Class 6	FK 200 Low Profile	20,935*	243 (MT/AT) @ 2600	514 (MT/AT) @ 1400
Class 6	FM 260	25,995	243 (MT/AT) @ 2600	514 (MT/AT) @ 1400
Class 7	FM 330	32,900	243 (MT, Allison AT) @ 2600 274 (Eaton 9-sp MT) @ 2600	514 (MT, Allison AT) @ 1400 593 (Eaton 9-sp MT) @ 1400

*With manual transmission (MT); 19,850 with automatic transmission (AT)

Stronger frames improve load capacity and driving stability

Work trucks are all about the combination of durable, economical drivetrains melded to workhorse chassis that allow exceptional outfitting flexibility and ease of body fit. For 2005, the FE 180 class 5 frame has been incorporated into the FE 120 and 145 models (except crew cab),

so these trucks also sport a standard-width (33.1"), straight ladder-frame with 51,200 psi yield strength, to provide these class 3 and class 4 trucks with the same chassis stiffness and body-fitting ease as their higher-capacity sibling. The result is easier fit and installation for body upfitters, as well as more flexibility for owners.

Increased frame stiffness, coupled with laminated leaf spring/stabilizer bar suspension components at the front and rear, also contributes to driving stability and improved handling across the FE line.

In addition, the new class 6 FK 200 low profile model uses a new multi-tapered-leaf-spring front suspension, re-designed laminated-leaf-spring rear suspension and new premium 225/70R19.5 tires front and rear to achieve a frame height of just 36 inches. The result: class 6 power and hauling capacity plus exceptional loading ease for auto recovery, furniture delivery and other vocations that benefit from a low frame height.

Sleek new styling is an indicator of functional improvements

To help owners create a strong, positive visual impression of their businesses, Mitsubishi Fuso has completely restyled the FE and FG models for 2005. Styling, though, has been developed hand-in-hand with improved function.

For instance, higher windshields not only improve the aesthetic profile of the 2005 models, but also improve driver visibility. Compact halogen headlamps allow sculpted fender profiles, which certainly enhance aesthetic appeal, yet their greatest contribution is to nighttime visibility and added potential for improved driver safety. Smooth frontal surfaces, combined with faired character lines around the doors lend an air of refined styling, but also help to reduce wind noise and aerodynamic drag, so the cabin is quieter and less fatiguing for the driver.

Even driver comfort features are all business

The new line of FEs and the FG feature roomier cabs that provide ample space for the driver plus two passengers to ride in comfort. The parking brake has been moved to a location between the driver's seat and the adjacent passenger seat, where it's handy, but out of the way. The transmission shifter has also been moved to the dash — an industry first — and the FG's transfer case range-selector lever is mounted at dashboard height, to the left of the steering wheel, so the floor area is clear of obstructions. This allows the driver and passengers to easily exit the vehicle on the curb side, generally the safer location.

The door hinges are another indicator of the thoughtfulness of the Mitsubishi Fuso design team. Wider-swinging doors allow easier access for the driver and passengers. However, while a full 90-degree opening would seem to offer the easiest entry and exit, the problem is that the wider the door swings, the further into traffic or curbside obstacles it protrudes. The Mitsubishi Fuso solution is a unique offset hinge that opens to 70-degrees, then pushes forward several inches. The result: full access for driver and passengers, plus limited travel of the door.

Turning diameter for the FE models with 114.6-inch wheelbase is a tight 35.1 ft. — *shorter* than the turning diameter of many 2-seater sports cars — so maneuvering through a crowded job site, or navigating tight urban streets, is no problem for these new FEs.

FE models also feature dual-caliper hydraulic disc service brakes with ABS and vacuum servo assist on all four wheels, while the larger FK 200 and FM 260 models employ air/hydraulic drum service brakes, and the FM 330 uses full air drum service brakes, all with ABS.

In all of the 2005 models, the steering wheel tilt and telescoping adjustments have been consolidated into one control that allows the driver to quickly adjust the steering wheel to his or her best driving position. Instrumentation is easy to read, day or night, in all models, and the most important instruments and gauges are conveniently located in direct line of sight. Day-running lights and power windows are also standard on all models except crew cab, and doors include a crush bar, to help increase frontal impact protection.

Attention to detail is remarkable

In the past, Mitsubishi Fuso owners have asked for additional cupholders, so, in addition to dash-mounted cupholders, the 2005 FE models include a new cup holder in the console, sized to accommodate extra-large, 32-oz. drink cups.

More importantly, perhaps, the center and right-hand seats fold down to form a work area for the driver, and extra storage compartments have been added in the cab area. This is particularly advantageous for owner/operators who do much of their “office” work in their vehicles.

While trucks in this category are often described as “white work trucks,” Mitsubishi Fuso’s new FE and FG models are actually available in five cab colors — Natural White, Arcadia Silver (except crew cab), Jupiter Green, Mars Red and Shannon Blue. Blue/gray seat cloth is furnished standard on all models except the FE 145 crew cab, which comes standard with blue vinyl seating surfaces (blue/gray cloth is optional).

Strong warranty coverage adds to owner comfort

All Mitsubishi Fuso trucks are covered by comprehensive limited warranties that feature 100% parts and labor coverage for 24 months on vehicles and for 36 months on engine and drivetrain components, with no mileage limit. Optional service plans are also available to extend certain coverages for up to 60 months.

Warranties and extended service plans provide specific coverage and conditions; buyers should consult their local Mitsubishi Fuso dealer for details.

New global identity also evident in new models

In a move to provide consistent global identity for its extensive line of trucks, Mitsubishi Fuso has begun to simplify its vehicle badging, commencing with the new 2005 models. In the new scheme, Mitsubishi is represented by the familiar three-diamond logo, with the Fuso name spelled out. The style is simple, the look contemporary, and the identity, still unmistakably Mitsubishi Fuso.

About Mitsubishi Fuso

Headquartered in Logan Township, NJ, MFTA markets a complete line of diesel-powered, medium-duty, cab-over trucks through more than 170 dealer locations throughout the United States and Canada. Currently, there are over 70,000 Mitsubishi Fuso vehicles in use in the U.S. and Canada, fulfilling the transportation needs of a wide variety of businesses and industries.

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